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LIVES
OF THE
BRITISH ADMIRALS:

CONTAINING AN
ACCURATE NAVAL HISTORY,
FROM
THE EARLIEST PERIODS.

BY **DR. JOHN CAMPBELL.**

THE NAVAL HISTORY CONTINUED TO THE YEAR 1779,

BY

DR. BERKENHOUT.

A NEW EDITION,

REVISED, CORRECTED,

And the Historical Part further continued to the Year 1780,

BY THE LATE

HENRY REDHEAD YORKE, Esq

BARRISTER AT LAW:

WITH

THE LIVES OF THE MOST EMINENT NAVAL COMMANDERS
from the Time of Dr. CAMPBELL to the above Period,

BY

WILLIAM STEVENSON, Esq.

IN EIGHT VOLUMES.

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LIVES
OF
THE ADMIRALS:
INCLUDING
A NEW AND ACCURATE
NAVAL HISTORY.

CHAPTER I.

THE NAVAL HISTORY OF GREAT BRITAIN FROM THE COMMENCEMENT OF THE SECOND FRENCH REVOLUTIONARY WAR TO THE PEACE OF PARIS, IN THE YEAR 1815.

THE peace of Amiens was condemned as impolitic and unnecessary by a large part of the British nation, and regarded as not likely to be of long duration by a still larger part; and it soon appeared that the latter at least were correct in their opinion. For shortly after this peace was ratified, difficulties occurred respecting Malta. The French evidently wished either to get it into their own possession, or to have it placed under the protection of a power that would in effect permit them to consider and use it as their own. This Britain wished to prevent. By the treaty the independence of this important island was to be guaranteed by Great Britain, France, Austria, Russia, and Spain. The Emperor Alexander of Russia, se-

duced by the influence or the representations of France, agreed to become the guarantee; but this proposal was rejected by Britain. In stating this simple fact, the blame of the renewed hostilities that followed, seems to be placed on Britain; but there are other circumstances that require to be considered and weighed, before this conclusion can fairly be come to. The disposition of France to render the peace useful to herself in preparing for war, and not only in preparing for war, but even, during the peace, in encroaching on the independence and rights of neutral powers, was sufficiently indicated by the actions of Bonaparte. Indeed no secret was made of the intentions of the French; for Bonaparte published a report of his military missionary, Sebastiani, which clearly brought to light his design of occupying Egypt and the Ionian islands.

Negotiations were at first opened with the hope that they would remove the difficulties in the way of the continuance of peace; but these negotiations were not successful; and during their unfavorable aspect, a message was sent from His Majesty to Parliament, stating that such preparations had taken place in the ports of France, as called upon His Majesty to increase his armaments by sea and land. The French government protested that they had no view in these preparations but the subduing and quieting their own colony of St. Domingo.

The resolution of France to consider our refusal to deliver up Malta as the signal for hostilities, was announced in the celebrated interview at which Bonaparte insulted Lord Whitworth, before all the ambassadors of Europe. Yet as it was evidently not the interest of the First Consul to go so soon to war, he recovered his irritation so far as to protract the negociation. In the ultimatum offered by Britain, it was proposed that we should retain Malta for ten years. France, in reply, con-

tended that it should be ceded to Russia. Lord Whitworth left Paris with this offer, to return no more, war being declared against France by His Britannic Majesty, on the 18th of May, 1803.

The supplies granted for the naval service of the kingdom, for the year 1803, were as follow :

DECEMBER 2, 1802.

That 50,000 men be employed for sea service for the year 1803, including 12,000 marines			
For wages for ditto	£1,202,500	0	0
For victuals for ditto.....	1,235,000	0	0
For wear and tear of ships in which they are to serve	1,950,000	0	0
For ordnance sea service on board such ships.....	162,500	0	0

DECEMBER 14.

For the ordinary of the navy, including half-pay to sea and marine officers, for 1803.....	1,228,233	13	1
For the extraordinary establishment of ditto.....	901,140	0	0
For the hire of transports.....	590,000	0	0
For defraying the charge of prisoners of war in health	22,000	0	0
Ditto of sick prisoners of war.....	5,000	0	0

MARCH 14, 1803.

That an additional number of 10,000 men be employed for the sea service for eleven lunar months, commencing 26th of February, 1803, including 2,400 marines

For wages for ditto	203,500	0	0
For victuals for ditto	209,000	0	0
For wear and tear of ships in which they are to serve	330,000	0	0
For ordnance sea service on board such ships	27,500	0	0

Carried forward.... £8,066,378 13 1

NAVAL HISTORY

Brought forward.... 8,066,378 13 1

JUNE 11.

That a further additional number of 40,000 men be employed for the sea service, for seven lunar months, commencing the 12th of June, 1803, including 8,000 royal marines

For wages for ditto	518,000	0	0
For victuals for ditto.....	532,000	0	0
For wear and tear of ships in which they are to serve	840,000	0	0
For ordnance sea service on board such ships	70,000	0	0
For the further hire of transports for the year 1803	100,000	0	0
For the further charge of prisoners of war in health	65,000	0	0
Ditto of sick prisoners of war	20,000	0	0

Total supplies for the navy, for 1803....£10,211,378 13 1

Shortly after Bonaparte commenced hostilities, his armies over-ran Hanover; and as by the occupation of it they were enabled to impede the navigation of English vessels in the Elbe and Weser, the British government ordered the strict blockade of these rivers.

The next project of Bonaparte was to invade Britain, or more probably to alarm her with the appearance of preparations for invasion. These appearances called out the zeal of the inhabitants of this country. In a few months a volunteer army of more than three hundred thousand men were in arms; and the coasts were protected so effectually that, independent of our maritime superiority, there seemed little chance of the French being able to effect a landing; or, if they did, of doing any great or extensive mischief.

The British ministry soon found that Bonaparte was resolved that no power over whom he possessed any influence should remain at peace with England, as long as he was at war with her: he compelled Holland and the Italian Republic to join him in hostilities openly, and

even Spain and Portugal were obliged to contribute their pecuniary support to his hostile schemes against Britain.

The British ministry, on their part, were not idle ; now that hostilities had actually commenced. Expeditions were fitted out against the Dutch settlements of Demerara and Essequibo, which were successful ; and the French islands of St. Lucia and Tobago were also reduced ; St. Domingo, the most valuable of the colonies of France, was wrested from her by the black population, assisted by a British squadron.

These were the only events at all connected with naval operations that occurred during the year 1803 ; but in this year a scheme was perfected, and made generally known, which is of so much interest and importance to all in the remotest degree connected with maritime affairs, that we should be utterly without excuse if we did not notice it in a most special manner. We allude to the life-boat, invented by Mr. Henry Greathead. As it is of the utmost importance that our account of this most meritorious and useful invention should be as accurate and full as possible, we shall lay it before our readers in the words of Mr. Hinderwell, as it was transmitted to the society in London for the encouragement of arts, manufactures, and commerce ; which society voted to Mr. Greathead the gold medal and fifty guineas.

“ The length is thirty feet ; the breadth ten feet ; the depth, from the top of the gunwale to the lower part of the keel in midships, three feet three inches ; from the gunwale to the platform (*within*), two feet four inches ; from the top of the stems (both ends being similar) to the horizontal line of the bottom of the keel, five feet nine inches. The keel is a plank of three inches thick, of a proportionate breadth in midships, narrowing gradually toward the ends, to the breadth of the stems at the bottom, and forming a great convexity downwards. The stems are segments of a circle, with considerable rakes.

The bottom section, to the floor-heads, is a curve fore and aft, with the sweep of the keel. The floor timber has a small rise curving from the keel to the floor-heads. A bilge-plank is wrought in on each side next the floor-heads with a double rabbit or groove, of a similar thickness with the keel; and, on the outside of this, are fixed two bilge-trees, corresponding nearly with the level of the keel. The ends of the bottom section form that fine kind of entrance observable in the lower part of the bow of the fishing boat, called a coble, much used in the north. From this part to the top of the stem, it is more elliptical, forming a considerable projection. The sides, from the floor-heads to the top of the gunwale, flaunch off on each side, in proportion to about half the breadth of the floor. The breadth is continued far forward towards the ends, leaving a sufficient length of strait side at the top. The sheer is regular along the strait side, and more elevated towards the ends. The gunwale, fixed on the outside, is three inches thick. The sides, from the under part of the gunwale, along the whole length of the regular sheer, extending twenty-one feet six inches, are cased with layers of cork, to the depth of sixteen inches downward; and the thickness of this casing of cork being four inches, it projects at the top a little without the gunwale. The cork, on the outside, is secured with thin plates or slips of copper, and the boat is fastened with copper nails. The thwarts, or seats, are five in number, double-banked, consequently the boat may be rowed with ten oars.* The thwarts are firmly stanchioned. The side oars are short,† with iron tholes and rope grommets, so that the rower can pull either way. The boat is steered with an oar at each end; and the steering oar is one-third longer than

* Five of the benches are only used, the boat being generally rowed with ten oars.

† The short oar is more manageable in a high sea than a long one, and its stroke is more certain.

the rowing-*oar*. The platform placed at the bottom, within the boat, is horizontal, the length of the midships, and elevated at the ends, for the convenience of the steersman, to give him a greater power with the *oar*. The internal part of the boat next the sides, from the under part of the *thwarts* down to the platform, is cased with cork; the whole quantity of which, affixed to the *life-boat*, is nearly seven hundred weight. The cork indisputably contributes much to the buoyancy of the boat, is a good defence in going alongside a vessel, and is of principal use in keeping the boat in an erect position in the sea, or rather of giving her a very lively and quick disposition to recover from any sudden cant or lurch which she may receive from the stroke of a heavy wave. But, exclusive of the cork, the admirable construction of this boat gives it a decided pre-eminence. The ends being similar, the boat can be rowed either way; and this peculiarity of form alleviates her in rising over the waves. The curvature of the keel and bottom facilitates her movement in turning, and contributes to the ease of the steering, as a single stroke of the steering-*oar* has an immediate effect, the boat moving as it were upon a centre. The fine entrance below is of use in dividing the waves, when rowing against them; and, combined with the convexity of the bottom, and the elliptical form of the stem, admits her to rise with wonderful buoyancy in high sea, and to launch forward with rapidity, without shipping any water, when a common boat would be in danger of being filled. The *flaunching*, or spreading form of the boat, from the floor-heads to the gunwale, gives her a considerable bearing; and the continuation of the breadth, well forward, is a great support to her in the sea; and it has been found by experience, that boats of this construction are the best sea-boats for rowing against turbulent waves. The internal shallowness of the boat, from the gunwale down to the platform, the convexity of the form, and the bulk of

cork within, leave a very diminished space for the water to occupy; so that the life-boat, when filled with water, contains a considerably less quantity than the common boat, and is in no danger either of sinking or overturning. It may be presumed by some that in cases of high wind, agitated sea, and broken waves, that a boat of such a bulk could not prevail against them by the force of the oars; but the life-boat, from her peculiar form, may be rowed ahead, when the attempt in other boats would fail. Boats of the common form adapted for speed, are of course put in motion with a small power, but for want of buoyance and bearing, are over-run by the waves and sunk, when impelled against them; and boats constructed for burthen meet with too much resistance from the wind and sea when opposed to them, and cannot in such cases be rowed from the shore to a ship in distress. An idea has been entertained that the superior advantages of the life-boat are to be ascribed solely to the quantity of cork affixed. But this is a very erroneous opinion; and I trust has been amply refuted by the preceding observations on the supereminent construction of this boat. It must be admitted that the application of cork to common boats would add to their buoyancy and security; and it might be a useful expedient, if there were a quantity of cork on board of ships to prepare the boats with, in cases of shipwreck, as it might be expeditiously done, in a temporary way, by means of clamps, or some other contrivance. The application of cork to some of the boats of His Majesty's ships* might be worthy of consideration; more particularly as an experiment might be made at a little expense, and without inconvenience to the boats; or may prevent pleasure-boats from upsetting or sinking.

The life-boat is kept in a boat-house, and placed upon four low wheels, ready to be moved at a moment's notice.

* Launches.

These wheels are convenient in conveying the boat along the shore to the sea; but if she had to travel upon them on a rough road, her frame would be exceedingly shaken. Besides it has been found difficult and troublesome to replace her upon these wheels on her return from sea. Another plan has therefore been adopted. Two wheels of nine feet diameter, with a moveable arched axis, and a pole fixed thereto for a lever, have been constructed. The boat is suspended near her centre, between the wheels, under the axis, toward each extremity of which is an iron pin, with a chain attached. When the pole is elevated perpendicularly, the upper part of the axis becomes depressed, and the chains being hooked to eyebolts on the inside of the boat, she is raised with the utmost facility by means of the pole, which is then fastened down to the stem of the boat.

“ The Scarborough boat is under the direction of a committee. Twenty-four fishermen, composing two crews,* are alternately employed to navigate her. A reward in cases of shipwreck is paid by the committee to each man actually engaged in the assistance; and it is expected that the vessel receiving assistance should contribute to defray this expense. None have hitherto refused.

“ It is of importance that the command of the boat should be intrusted to some steady experienced person, who is acquainted with the direction of the tides or currents, as much skill may be required in rising them to the most advantage, in going to a ship in distress. It should also be recommended to keep the head of the boat to the sea, as much as circumstances will admit, and to give her an accelerated velocity to meet the wave. Much caution is necessary in approaching a wreck, on account of the strong reflux of the waves which is sometimes attended

* Two crews are appointed that there may be a sufficient number ready in case of any absence.

with great danger. In a general way it is safest to go on the lee quarter; but this depends upon the position of the vessel, and the master of the boat should exercise his skill in placing her in the most convenient situation. The boatmen should practise themselves in the use of the boat, that they may be the better acquainted with her movements; and they should at all times be strictly obedient to the directions of the person who is appointed to the command.

“ The great ingenuity which has been displayed in the construction of the life-boat, leaves scarcely any room for improvement: but some have supposed that a boat of twenty-five feet in length, with a proportionate breadth, would answer every purpose of a larger one. A boat of these dimensions would certainly be lighter, and less expensive; but whether she would be equally safe and steady in high sea, I cannot take upon myself to determine.

“ Mr. Greathead, of South Shields, the inventor, undertakes to build these boats, and to convey them to any port in the kingdom. He is a worthy man, in whom a confidence may be reposed, and will build upon moderate terms of profit.”

Particulars relative to the construction of, and benefits received from, sundry Life-Boats, built by Mr. Henry Greathead, or under his directions, in and since the year 1789.

ACCOUNT OF THE SOUTH SHIELDS LIFE-BOAT.

“ From the declaration of Sir Cuthbert Heron, Bart. of South Shields, it appears that when the Adventure was wrecked in 1789, on the Herd Sands, he offered a reward for any seamen to go off to save the men's lives, which was refused; and that the greatest part of the crew of

the Adventure perished within three hundred yards of the shore, and in sight of a multitude of spectators. The gentlemen of South Shields immediately met and offered a reward to any person who would give in a plan of a boat, which should be approved, for the preservation of men's lives. Mr. Greathead gave in a plan, which met with approbation; a committee was formed, and a subscription raised for the building of a boat upon that plan. After it was built it was with some difficulty that the sailors were induced to go off in her; but in consequence of a reward offered they went off, and brought the crew of a stranded vessel on shore. Since which time the boat has been readily manned, and no lives have been lost (except in the instances of the crews trusting to their own boats); and in his opinion if Mr. Greathead's boat had existed at the time of the wreck of the Adventure, the crew would have been saved.

“ From other accounts it appears that in the year 1791, the crew of a brig, belonging to Sunderland, and laden from the westward, were preserved by this life-boat, the vessel at the same time breaking to pieces by the force of the sea.

“ On January 1, 1795, the ship Parthenius, of Newcastle, was driven on the Herd Sand, and the life-boat went to her assistance, when the sea breaking over the ship as the boat was ranging alongside, the boat was so violently shaken that her bottom was actually hanging loose; under these circumstances she went three times off to the ship, without being affected by the water in her.

“ The ship Peggy being also on the Herd Sand, the life-boat went off, and brought the crew on shore, when the plug in her bottom had been accidentally left out; though she filled with water in consequence, yet she effected the purpose in that situation.

“ In the latter part of the year 1796, a sloop belonging to Mr. Brymer, from Scotland, laden with bale goods:

was wrecked on the Herd Sand; the crew and passengers were taken out by the life-boat; the vessel went to pieces at the time the boat was employed, the goods were scattered on the sand, and part of them lost.

“ In the same year, a vessel named the Countess of Errol was driven on the Herd Sand, and the crew saved by the life-boat.

“ October 15, 1797, the sloop called Fruit of Friends, from Leith, coming to South Shields, was driven on the Herd Sand. One part of the passengers in attempting to come on shore in the ship's boat, was unfortunately drowned; the other part was brought on shore safe by the life-boat.

“ The account of Captain William Carter, of Newcastle, states, that on the 28th of November, 1797, the ship Planter, of London, was driven on shore near Tyne-mouth Bar by the violence of a gale; the life-boat came out and took fifteen persons from the ship, which the boat had scarcely quitted before the ship went to pieces; that without the boat they must all have inevitably perished, as the wreck came on shore soon after the life-boat. He conceived that no boat of a common construction could have given relief at that time. The ships Gateshead and Mary, of Newcastle; the Beaver, of North Shields; and a sloop, were in the same situation with the Planter. The crew of the Gateshead, nine in number, took to their own boat, which sunk, and seven of them were lost; the other two saved themselves by ropes thrown from the Mary. After the life-boat had landed the crew of the Planter, she went off successively to the other vessels, and brought the whole of their crews safe to shore, together with the two persons who had escaped from the boat of the Gateshead.

“ Mr. Carter adds, that he has seen the life-boat go to the assistance of other vessels at different times, and that she ever succeeded in bringing the crews on shore; that

he had several times observed her to come on shore full of water, and always safe."

ACCOUNT OF THE NORTHUMBERLAND LIFE-BOAT.

" The Northumberland life-boat, so called from being built at the expense of his Grace the Duke of Northumberland, and presented by him to North Shields, was first employed in November, 1798, when she went off to the relief of the sloop *Edinburgh*, of *Kincardine*, which was seen to go upon the *Herd Sands*, about a mile and a half from the shore. *Ralph Hillery*, one of the seamen who went out in the life-boat to her assistance, relates that she was brought to an anchor before the life-boat got to her; that the ship continued to strike the ground so heavily that she would not have held together ten minutes longer, had not the life-boat arrived; they made her cut her cable, and then took seven men out of her, and brought them on shore; that the sea was at that time so monstrously high, that no other boat whatever could have lived in it. He stated, that in the event of the life-boat filling with water, she would continue still upright, and would not founder, as boats of a common construction do; that he has seen her go off scores of times, and never saw her fail in bringing off such of the crews as staid by their ships.

" It also saved (as appears from other accounts) the crew of the brig *Clio*, of *Sunderland*, when she struck upon the rocks called the *Black Middens*, on the north side of the entrance of *Tynemouth Haven*.

" October 25, 1799, the ship *Quintillian*, from *St. Petersburg*, drove on the *Herd Sand*, from the force of the sea-wind at north-east, knocked her rudder off, and was much damaged, but the crew were brought on shore by the life-boat. The great utility of this life-boat is also confirmed by many other recent circumstances; one among which is that of the ship *Sally*, of *Sunderland*, which in

taking the harbour of Tynemouth, on December 25, 1801, at night, struck on the bar: the crew were brought on shore by the life-boat, but the ship was driven among the rocks.

“ On the 22d of January, 1802, in a heavy gale of wind from the north-north-west the ship *Thomas and Alice*, in attempting the harbour of South Shields, was driven on the Herd Sand; the Northumberland life-boat went to her assistance; took, as was supposed, all the people out, and pulled away from the ship to make the harbour, when they were waved to return by a man who had been below deck. On taking this man out they encountered a violent gust of wind, under the quarter of the ship; the ship at the same time drove among the breakers, and entangling the boat with her, broke most of the oars on that side of the boat next the ship, and filled the boat with water. By the shock several of the oars were knocked out of the hands of the rowers and that of the steersman. In this situation the steersman quickly replaced his oar from one of those left in the boat, and swept the boat before the sea, filled with water inside as high as the midship gunwale: the boat was steered in this situation before the wind and sea a distance far exceeding a mile, and landed twenty-one men, including the boat's crew, without any accident but being wet.”

ACCOUNT OF THE SCARBOROUGH LIFE-BOAT.

“ *To Mr. Henry Greathead, South Shields, the Inventor of the Life-Boat.*

“ The life-boat at Scarborough, which was built without the least deviation from the model and the plan which you sent here at my request, has even exceeded the most sanguine expectations; and I have now received experimental conviction of its great utility in cases of shipwreck, and of its perfect safety in the most agitated sea.

Local prejudices will ever exist against novel inventions, however excellent may be principles of their construction; and there were some at this place who disputed the performance of the life-boat, until a circumstance lately happened which brought it to the test of experience, and removed every shadow of objection even from the most prejudiced minds.

“ On Monday, the 2d of November, we were visited with a most tremendous storm from the eastward, and I scarcely ever remember seeing a more mountainous sea. The Aurora, of Newcastle, in approaching the harbour was driven ashore to the southward; and as she was in the most imminent danger the life-boat was immediately launched to her assistance. The place where the ship lay was exposed to the whole force of the sea, and she was surrounded with broken water, which dashed over the decks with considerable violence. In such a perilous situation the life-boat adventured, and proceeded through the breach of the sea, rising on the summit of the waves without shipping any water, except a little from the spray. On going upon the lee-quarter of the vessel they were endangered by the main-boom, which had broken loose and was driving about with great force. This compelled them to go alongside, and they instantly took out four of the crew; but the sea which broke over the decks having nearly filled the boat with water, they were induced to put off for a moment, when seeing three boys (the remainder of the crew) clinging to the rigging, and in danger of perishing, they immediately returned and took them into the boat, and brought the whole to land in safety. By means of the life-boat, built from your plan, and the exertions of the boatmen, seven men and boys were thus saved to their country and their friends, and preserved from the inevitable destruction which awaited them. The boat was not in the least affected by the water which broke into her when alongside the vessel; and indeed

the boatmen thought it rendered her more steady in the sea. I must also add, that it was the general opinion that no other boat of the common construction could have possibly performed the service; and the fisherman, though very adventurous, declared they would not have made the attempt in their own boat.

“ We have appointed a crew of fishermen to manage the boat, under the direction of the committee; and the men are so much satisfied with the performance of the boat, and so confident in her safety, that they are emboldened to adventure upon the most dangerous occasions. I have been thus circumstantial in order to show the great utility of the life-boat; and I should think it would be rendering an essential service to the community if any recommendation of mine should contribute to bring this valuable invention into more general use.”

Management of the Life-Boat from the Boat-house to the Sea, and vice versâ, as practised at Lowestoffe, in Suffolk.

“ The life-boat may be launched from any beach, when wanted, with as much ease as any other boat by proper assistance. The distance from the boat-house, at Lowestoffe, to the shore is one hundred yards, and the boat's crew can run her down in ten minutes. When the sea does not tumble in upon the beach very much the boat may be easily launched by laying the ways as far as possible in the water, and hauling the carriage from under her.

“ When there is a great sea on the beach the boat must be launched from the carriage before she comes to the surf, on planks laid across, as other boats are launched; the people standing on the ends to prevent the sea moving them; then with the assistance of the anchor and cable (which should be laid out at sea for the purpose) the boat's crew can draw her over the highest sea.

“ Upon the boat returning to the shore, two double

blocks are provided; and having a short strop fixed in the hole in the end of the boat next the sea, the boat is easily drawn upon the carriage. The boat's crew can run her any distance upon a clear shore by the carriage of Mr. Greathead's contrivance.

*Account of, and Instruction for, the Management of the
Life-Boat.*

“ The boats in general of this description are painted white on the outside, this colour more immediately engaging the eye of the spectator at her rising from the hollow of the sea than any other. The bottom of the boat is at first varnished (which will take paint afterwards), for the more minute inspection of purchasers. The oars she is equipped with are made of fir, of the best quality, having found by experience that a rove-ash oar that will dress clean and light is too pliant among the breakers; and when made strong and heavy, from rowing double banked, the purchase being short, sooner exhausts the rower, which makes the fir oar when made stiff more preferable.

“ In the management of the boat she requires twelve men to work her; that is, five men on each side rowing double banked, with an oar slung over an iron thole, with a grommet (as provided) so as to enable the rower to pull either way; and one man at each end to steer her, and to be ready at the opposite end to take the steer-oar when wanted. As from the construction of the boat she is always in a position to be rowed either way, without turning the boat, when manned, the person who steers her should be well acquainted with the course of the tides in order to take every possible advantage: the best method, if the direction will admit of it, is to head the sea. The steersman should keep his eye fixed upon the wave or breaker, and encourage the rowers to give way as the boat rises to it; being then aided by the force of the oars,

launches over it with vast rapidity, without shipping any water. It is necessary to observe, that there is often a strong reflux of sea, occasioned by the stranded wrecks, which requires both dispatch and care in the people employed, that the boat be not damaged. When the wreck is reached, if the wind blows to the land, the boat will come in shore without any other effort than steering.

“ I would strongly recommend practising the boat, by which means with experience, the danger will appear less, from the confidence people will have in her from repeated trials.”

We may just add that Mr. Greathead received from parliament the sum of one thousand two hundred pounds; and also rewards from the Trinity House, and from the members of Lloyd's.

Experiments and improvements in naval architecture, where they are not too technical or minute, and when the explanation of them does not require the introduction of mathematics, also deserve a place in our volume, though we cannot undertake to notice all which the ingenuity and enterprise of this country may give rise to. We should however be remiss and culpable if we neglected to notice the advantages resulting to vessels constructed to sliding keels, as they are stated in Grant's voyage to the south seas, simply premising that the vessel in which this voyage was performed had a sliding keel, and that consequently the advantages are not theoretical but practical.

“ Vessels thus constructed will answer better as coasters of all kinds, and for the coal trade. The advantages which coasters will derive from this construction are many. It is certain that great numbers of them are lost, owing to their great draught of water; and it is also well known that their passages are frequently much lengthened, by their being obliged, when the wind is contrary, to run to leeward to get a good harbour, or roadsted. In such

cases, if they drew a few feet less water, they would go into many harbours which they are now obliged to pass. But the inconvenience does not rest here; for, even when they arrive at the intended port, they are, perhaps, often obliged to wait several days for a spring tide, which, when it comes, a gale of wind probably prevents them from taking advantage of, and getting in; and often the same time may be lost in getting out of the harbour. Besides loss of time, and consequent expenses to the owners, great quarrels are sometimes produced, through the same causes, betwixt owners, captains, and crews: all which would, in a great degree, be prevented, were these vessels of a smaller draught of water. According to the plan herein recommended, vessels of one hundred and twenty, to one hundred and forty tons, would not draw, when loaded, above five and a half feet of water at most; and all other vessels in the same proportion. They who are concerned in shipping, and know what water vessels of such burthen at present draw, must see, with astonishment, the advantage of this construction; which would likewise prove more convenient, as such vessels would not require a pier to lie to, and are capable of being moored in any part of a harbour; and, if the ground admit of it, carts, &c. might come alongside, and load or unload them, which would also save a great expense.

“ 2. Vessels built on this construction would answer in canals; where the canal is above four or five feet deep. Let us suppose the Duke of Bridgewater’s canals, and all others now made, or to be made in the kingdom, to be equal to the depth of the Scotch canal betwixt Glasgow and Carron, the locks to be from sixty to seventy feet long or more, and from twenty to twenty-six or more wide; in such a case, all the trade from any part of the inland country adjoining to the canals, could load at any public place, town, or village, where a manufactory was carried on; and proceed to the most distant parts of the

known world, without the assistance of any other craft. This idea is submitted to the consideration of all those who are concerned in such public undertakings.

“ 3. Vessels thus constructed would be exceedingly convenient to carry corn or mixed cargoes, part of which it is required to keep separate. This is certainly a great convenience, when it can be obtained without lessening the tonnage, and bulk heads which serve to separate the cargo, let it be as opposite as iron and gunpowder. The bulk heads answer as separate apartments, or like shifting boards, either for corn, salt, &c. There is, perhaps, nothing except masts, which such a vessel will not answer for better than any other.

“ 4. Vessels built with sliding keels have the advantage of all others in case of losing the rudder. Although what has been said respecting the effect of the force and after keel, and the main or middle keel, are sufficient to prove that vessels with three sliding keels can, in case of losing the rudder, be instantly steered with the keels, either in a tack, or working to windward; yet as experiments have been made, and the efficacy of keels sufficiently ascertained, it will be necessary to refer to the certificate made by lieutenant Malbon, of the Trial cutter, and his officers, to the lords of the Admiralty; in addition to which says Captain Schank, I can offer the testimony of the ingenious James Templer, Esq. of Stove, in the county of Devon, who sailed several leagues in the same vessel, only using the keels. “ I myself, (he farther adds), on many occasions, in the presence of sea-officers of different ranks, steered and worked that vessel in every manner possible, with the keels only: but a still more flattering and more honourable proof remains, as this experiment was made in presence of His Majesty, at Weymouth, who was pleased to condescend so far as to examine the construction of the cutter, and to order her to sail in company with him, when signals were settled, by which she was to

steer and work to windward, with the keels only; which was done, and His Majesty signified his most gracious approbation."

"5. Vessels on this construction will last longer than those built according to the present mode. Long experience has discovered, that nothing destroys timber so much as being sometimes wet, at other times dry; sometimes being exposed to the air, and at other times air excluded from it. This is not the case with ships built according to the construction which has been herein often, but it is hoped not inconsiderately, recommended. It is generally known that the bottom of a ship seldom rots in less than fifty or sixty years; and some last even longer, though the upper works decay much sooner. This may be imputed to the distance the timbers are from each other or to the circumstance of the cieling not being caulked, which defects admit of a quick succession of different sorts of air, heat and cold, wetness and dryness; but, according to the plan of making the ship more solid, these would, in a great measure be excluded, and ships would last, at least, one third longer, if not double the time they do at present."

The supplies granted by parliament for the naval service for the year 1804, were as follow :

DECEMBER 1, 1803.

That 100,000 men be employed for the sea service,
for the year 1804, including 22,000

For wages for ditto.....	£2,465,000	0	0
For victuals for ditto	2,470,000	0	0
For wear and tear of ships in which they are to serve	3,900,000	0	0
For ordnance sea service on board such ships.....	325,000	0	0

DECEMBER 3.

For the ordinary of the navy for 1804.....	1,120,670	0	0
For the extraordinary establishment of ditto	941,520	0	0

DECEMBER 6.

For hire of transports for 1804.....	709,249	0	0
For prisoners of war in health.....	220,166	8	1
For sick prisoners of war	42,000	0	0

JULY 2, 1804.

For encreasing the naval defence of the country ...	310,000	0	0
Total supply for the navy for 1814.....	£12,350,606	7	6

A general impression prevailing that Mr. Addington and those who partook with him in the administration of the country, were not qualified to conduct the new war with sufficient ability and vigor, Mr. Pitt and Mr. Fox united their power and interests to out-vote him in parliament. The first consequence of this singular and unlooked-for union between these two great men, was displayed in a motion made by Mr. Pitt, on the 15th of March, 1804, for an enquiry into the administration of the navy. He began by stating the object of the several motions which he meant to make: the first was for an account of the number of ships of the line and armed vessels of all descriptions, that were in commission on the 31st of December, 1793, on the 30th of September, 1801, and on the 31st of December, 1803. His object in making this motion, he declared to be to institute a comparison between the state of our naval strength at these different periods; and he thought, if his motion were agreed to, he should be able to convince the house, that the means of repelling the danger with which the country was threatened, were not nearly so great as they ought to be. The present admiralty, he contended seemed to consider that the sort of vessels peculiarly serviceable to protect the country against invasion were those of small burdens, and

yet in the course of the year, they had built only twenty-three gun-boats, while in the same period, the enemy had built nearly one thousand.

In the year 1793, 1794, and 1800, when it was deemed necessary to build vessels of this description, a considerable number were got together in ten or twelve weeks; while the twenty-three which had been built were not finished in less than six months. The next motion which he meant to make was for an account of the different gun-vessels built or contracted to be built at those several periods, for the purpose of drawing a comparison between the exertions of the former Admiralty, and the present board; if this motion were acceded to he would satisfy the house that government had contracted for only two ships of the line in merchant's yards, though it was known that during a war, the building in the King's yards was generally nearly suspended, as they were then quite occupied in repairing the damages which the ships might meet on service. He also stated that in the first year of the last war, we began from a naval establishment of one thousand seamen, which was increased in the course of the year to seven thousand; whereas we began the present war with an establishment of fifty thousand, which in the course of the first year was augmented only to eighty thousand men. Mr. Pitt concluded his speech, by moving his first resolution.

Mr. Tierney, the Treasurer of the navy, replied to Mr. Pitt: he stated the number of vessels, including ships of the line, frigates, sloops, and other smaller vessels to be five hundred and eleven:—block-ships nine:—lighters, and small craft fitted in the King's yards, three hundred and seventy-three: and the flotilla completely equipped and fit for service amounted to six hundred and twenty-four; making a total of one thousand five hundred and thirty-six vessels, equipped by that very first Lord of the

Admiralty, of whom Mr. Pitt spoke in such contemptuous terms.

Mr. Tierney next adverted to the reasons why the Admiralty did not contract for the building of ships in merchant's yards; they were found to be of very inferior quality. The *Ajax*, which was built in a merchant's yard, in three years, required an additional sum of seventeen thousand pounds to be laid out on her in repairs. As to the increase of seamen, it might be recollected that the army of reserve, the volunteers, &c. necessarily injured the sea service; notwithstanding which, there were only one thousand seven hundred men wanted, of the whole number voted by parliament.

Sir C. Pole also defended the conduct of Earl St. Vincent and the Admiralty. In the short space of forty-eight hours after hostilities were determined on, Admiral Cornwallis sailed for Brest; and ever since that time, that port as well as Toulon, Flushing, and Ferrol, had been kept in a state of strict blockade.

The accuracy of Mr. Tierney's statement with respect to the number of seamen raised, was denied by Admiral Berkely; it was by reckoning the marines twice over, that he made it out, that only one thousand seven hundred seamen were wanted, whereas in fact, they were deficient by about twenty thousand. The admiral also asserted that Mr. Tierney was mistaken respecting the flotilla; they were not nearly so numerous as he said, they were not fit to go from Portsmouth to Spithead, except in a calm.

Sir Edward Pellew rose after Admiral Berkely; he was firmly persuaded that there was no ground for alarm; the Admiralty had done its duty in taking most effectual measures to protect the country against invasion; near the enemy's coast we had a light squadron; at the Downs we had heavier ships, and close to the beach, we had a flotilla of such vessels, as in his opinion, would give a

good account of such of the enemy's gun-boats as should escape; we had then a triple line of defence, which the enemy could not possibly get through.

Mr. Wilberforce voted for the motion; Mr. Sheridan against it; and Mr. Fox in favour of it; the last expressed a high regard for Earl St. Vincent, and stated that in his opinion, the best way to shew that respect, was to vote for inquiry. Several other members spoke, but as no facts of consequence are contained in their speeches, we shall not give an abstract of them. When the question was put, there appeared,

For the motion..... 130

Against it 201

Majority for ministers..... 71

This was a very small majority for a minister; and after the Easter Recess, it was still further diminished, so that at last early in the month of May, Mr. Addington resigned his situation as prime minister, and was succeeded by Mr. Pitt, Mr. Fox not being included in the new administration. Lord Melville, late Mr. Dundas, was made first lord of the Admiralty in the room of Lord St. Vincent; and the Right Honorable George Canning, treasurer of the navy, instead of Mr. Tierney.

Having thus given a short abstract of the parliamentary and political history of the country in the year 1804, so far as it is connected with the subject of these volumes, we shall now advert to our more peculiar and appropriate topics.

It has already been seen that the naval administration of Lord Vincent was severely blamed in the House of Commons for want of promptitude and activity at the commencement of the war, and it must be admitted that it was not so blamed without reason: soon after the com-

mencement of hostilities, the Newfoundland fleet was taken, and the Wolverine a vessel of eight guns, which was sent to protect it, was actually sunk by the privateer which captured the fleet.

A far more serious disaster occurred in consequence of Admiral Rainier who commanded the British fleets in the East Indies, not being apprized of the probability of a war with France. In consequence of this fatal neglect, the French Admiral Linois not only made his escape from the very anchorage which the English squadron occupied before Pondicherry, but was enabled to capture unmolested many of our valuable East India ships, and also to plunder Fort Marlborough at Bencoolen.

The first military operations of any consequence which occurred in the course of the year 1804, consisted in the capture of the British settlement of Goree on the coast of Africa by a small French force, which however though small was inferior to the force which we had there. This conquest, indeed did not remain long in possession of the enemy. On the 7th of March, Captain Dixon of His Majesty's frigate, *Inconstant*, with a store ship and some sloops under his command, having arrived off Goree, and suspecting the settlement to be in the power of the French, dispatched his first lieutenant to ascertain the fact. This officer not returning, nor making the signal agreed upon, Captain Dixon commenced hostilities, by cutting a ship out of the harbour, and stationing his small force in such a position as to cut off all succours from Senegal. On the following morning he perceived the English colours hoisted over the French, and was agreeably surprised by receiving information that the garrison had surrendered to the officer whom he had sent on shore.

As soon as Lord Melville became first lord of the Admiralty, his attention was principally directed to the preventing of the flotilla of the enemy from uniting: they were in different parts of Holland and France, some in Flush-

ing, some in Ostend; some in Boulogne, and some in Calais.

On the 16th of May an unsuccessful attempt was made by Sir Sydney Smith, in the *Antelope* frigate and some sloop of war, to prevent the junction of the flotilla in Flushing with that of Ostend; the failure principally arose from the want of gun-boats, which from the depth of water which they require, could alone have acted with effect. Fifty-nine of the Flushing flotilla reached Ostend in safety; while the English force, on the falling of the tide were obliged to haul off into deep water, after being nearly a whole day engaged, and the loss of about fifty men in killed and wounded.

In the month of August, an attempt was made on that part of the French flotilla which lay at anchor in the road of Boulogne by Captain Owen of the *Immortalite* frigate, and the sloop of war and cutters under his command: this attempt was not quite so unsuccessful as the former; but it by no means answered the expectation of the public. On the 24th of July and the 2d of August, Captain Oliver of the *Melpomene* was also unfortunate in his attempt upon the enemy's vessels that were lying near the pier of Havre de Grace: some damage was done however to the town by the shells and carcasses that were thrown into it.

Towards the end of the year, a very great number of the enemy's flotilla, having assembled at Boulogne, the alarm of invasion prevailed very generally in England, and laid strong hold on the minds of the people. In order to relieve the nation from this apprehension a project was set on foot, from which ministers seem to have had great expectations, though in the opinion of other well informed men, it was most absurd and ridiculous; we allude to what is called the catamaran expedition.

This project was principally to be carried into effect by means of copper vessels of an oblong form, containing a quantity of combustibles, and so constructed as to explode

in a given time, in consequence of the operation of clock-work. These copper vessels were to be towed and fastened under the bottom of the enemy's gun-boats by a small raft or boat, rowed by one man, who, by being seated up to the neck in water, it was thought would be able to approach the gun boats and effect his purpose without any notice by the enemy. It was also proposed to employ fire ships in the projected attack.

The whole of this project was planned under the direction and superintendance of Lord Keith, who commanded in the Downs; he was to protect the catamarans by his squadron; under him were employed some of the most active and enterprising officers in the navy.

As soon as one hundred and fifty of the flotilla of the enemy appeared on the outside of the pier of Boulogne it was determined to carry the plan into execution. On the 2d of October, Lord Keith with his fleet, consisting in all of nearly fifty sail, of which six were of the line, and six frigates, anchored about a league and a half to the north-west of Boulogne. In the course of the day a sufficient force was sent to take up a convenient anchorage to protect the retreat if it became necessary, and to give protection to the boats which might be obliged to retire for the purpose of being refitted. In the mean time the French were very active and busy in preparing their batteries; and their army was drawn up in readiness for whatever might happen. At a quarter past nine, under a heavy fire from the advanced force, which was returned by a tremendous one from the shore, the first detachment of fire-ships was sent forth. As they approached the French line, the flotilla opened to let them through, and so effectually were they avoided, that they passed to the rear of the line, without falling on board any of them. At half-past ten, the first explosion ship blew up: it produced an immense column of fire, and its wreck spread far and

wide, but it did no damage either to the ships or batteries: eleven more were sent and exploded, but none of them did much damage. At length the engagement ceased about four o'clock on the following morning. Thus terminated an affair, which gave rise to more ridicule and contempt than any project to which either of the revolutionary wars had given rise.

Some other attempts were made to injure the flotilla of the enemy, or to prevent it from passing from one port to another, but these like the former ones were of little avail, and seem not deserving of particular notice.

The next occurrence connected with the European events of our naval history during the year, was of a most melancholy and distressing nature; we allude to the loss of the Apollo frigate, and the greater part of her convoy on the coast of Portugal. As this event comprises many circumstances of importance and interest, we shall give the official narrative of it, extracted from the most authentic source, and comprising all the details:

“Monday the 26th of March, sailed from the Cove of Cork, in company with His Majesty's ship Carysfort, and sixty-nine sail of merchantmen, under convoy for the West Indies. Twenty-seventh, were out of sight of land with a fair wind, blowing a strong gale, and steering about west south-west. The 28th, 29th, and 30th, weather and course nearly the same. Thirty-first, the wind came more to the westward, but more moderate. Sunday the 1st of April at noon, observed in latitude 40 deg. 51 min. north longitude, per account, 12 deg. 29 min. west. At eight o'clock on Sunday evening, the wind shifted to the south-west, blowing fresh; course south south-east. At ten, up mainsail and set the main-staysail, split by the sheet giving way; called all hands upon deck. At half-past ten, strong breezes and squally; took in the fore topsail and set the foresail. At half-past eleven the main-topsail split; furled it and the mainsail. The ship

was now under her foresail, main and mizen storm-staysails; the wind blowing hard, with a heavy sea. About half-past three on Monday morning, the second, the ship struck the ground, to the astonishment of every one on board, and by the above reckoning, we then conjectured upon an unknown shoal. She continued striking the ground very heavy several times, by which her bottom was materially damaged, and making much water; the chain pumps were rigged with the utmost dispatch, and the men began to pump; but in about ten minutes she beat and drove over the shoal. On endeavouring to steer her, found the rudder carried away; she then got before the wind. The pumps were kept going, but from the quantity of water she shipped, there was every probability of her soon foundering, as she was filling and sinking very fast.

“ After running about five minutes, the ship struck the ground again with such tremendous shocks, that we were fearful she would instantly go to pieces, and kept striking and driving further on the sands, the sea making breaches completely over her. Cut away the lanyards of the main and mizen rigging, and the masts fell with a tremendous crash over the larboard side, with the gunwale under water. The violence with which she struck the ground, the weight of the guns (those on the quarter-deck tearing away the bulwark) soon made the ship a perfect wreck abaft: only four or five guns could possibly be fired to alarm the convoy, and give notice of danger. On her striking the second time most pitiful cries were heard every where between decks, many of the men giving themselves up to inevitable death. I was told that I might as well stay below, as there was equal likelihood of perishing if I got upon deck. I was determined to go, but first attempted to enter my cabin, and was in danger of having my legs broken by the chests floating about, and the bulk heads were giving way. I therefore desisted and endeavoured

to get upon deck, which I effected after being several times washed down the hatchway by the immense volume of water incessantly pouring down. The ship still beating the ground very heavy, made it necessary to cling fast to some part of the wreck, to prevent being washed by the surges or hurled by the dreadful concussion over-board; the people holding fast by the larboard bulwark of the quarter-deck, and in the main channel, while our good captain stood naked upon the cabin skylight-grating, holding fast by the stump of the mizen mast, and making use of every soothing expression which could have been suggested to encourage men in such a perilous situation. Most of the officers and men were entirely naked, not having had time to slip on even a pair of trowsers. Our horrible situation every moment became more dreadful until daylight appearing about half-past four o'clock, discovered to us the land at about two cables' distance; a long sandy beach reaching to Cape Mondego, three leagues to the south of us. On daylight clearing up we could perceive between twenty and thirty sail of the convoy on shore, both to the northward and southward, and several of them perfect wrecks. We were now certain of being on the coast of Portugal, from seeing the above Cape, though I am sorry to say no person in the ship had the least idea of being so near that coast. It blowing hard and a very great swell of the sea, (or what is generally termed, waves running mountains high,) there was little prospect of being saved. About eight o'clock, there being every likelihood of the ship going to pieces, and the after part laying lowest, Captain Dixon ordered every person forward, which it was very difficult to comply with from the motion of the main mast working on the larboard gunwale there being no other way to get forward. Mr. Cook, the boatswain, had his thigh broke in endeavouring to get a boat over the side. Of six fine boats not one was saved, being all stove and washed over-board with the booms, &c.

Soon after the people got forward the ship parted at the gangways. The crew were now obliged to stow themselves in the fore channels, and from thence to the bowsprit end, to the number of two hundred and twenty; for out of two hundred and forty persons on board, when the ship first struck, I suppose twenty to have previously perished between decks and otherwise. Mr. Lawton, the gunner, the first person who attempted to swim ashore, was drowned: afterwards Lieutenant Wilson, Mr. Runcie, surgeon, Mr. M'Cabe, surgeon's mate, Mr. Stanley, master's mate, and several men, shared the same fate, by reason of the sea breaking in enormous surges over them, though excellent swimmers. About thirty persons had the good fortune to reach the shore, upon planks and spars; among whom were, Lieutenant Hervey and Mr. Callam, master's mate. Monday night our situation was truly horrid, the old men and boys dying through hunger and fatigue; also Messrs. Proby and Hayes, midshipmen. Captain Dixon remained all this night upon the bowsprit. Tuesday morning presented us no better prospect of being relieved from the jaws of death, the wind blowing stronger and the sea much more turbulent. About noon this day, our drooping spirits were somewhat raised by seeing Lieutenant Hervey and Mr. Callam hoisting out a boat from one of the merchant ships, to come to the assistance of their distressed shipmates. They several times attempted to launch her through the surf; but being a very heavy boat, and the sea on the beach acting so powerfully against them, they could not possibly effect it, though assisted by nearly one hundred of the merchant sailors and Portuguese peasants. Several men went upon rafts this day made from pieces of the wreck, but not one soul reached the shore; the wind having shifted and the current setting out, they were all driven to sea; among whom was our captain, who, about three in the afternoon, went on the jib-boom with three seamen; anxious to save the re-

mainder of the ship's company, and too sanguine of getting safe on shore, he ventured upon the spar, saying, on jumping into the sea, 'my lads, I'll save you all.' In a few seconds he lost his hold of the spar, which he could not regain: he drifted to sea, and perished. Such was also the fate of the three brave volunteers who chose his fortune.

“ The loss of our captain, who, until now, had animated the almost lifeless crew; as well as the noble exertions of Lieutenant Hervéy and Mr. Callam to launch the boat not succeeding; every gleam of hope vanished, and we looked forward for certain death the ensuing night, not only from cold hunger, and fatigue, but the expectation of the remaining part of the wreck going to pieces every moment. Had not the Apollo been a new and well-built ship, that small portion of her could never have resisted the waves, and stuck so well together; particularly as all the after-part from the chess-trees was gone, the starboard bow under water, the fore-castle-deck nearly perpendicular, the weight of the guns hanging to the larboard-bulwark on the inside, and the bower and spare anchors on the outside, which it was not prudent to cut away, as they afforded resting-places to a considerable number of men, there being only the forechains and cathead where it was possible to live in, and about which were stowed upwards of one hundred and fifty men; it being impracticable to continue any longer in the head, or upon the bowsprit, by reason of the breakers washing completely over those places. The night drawing on, the wind increasing, frequently showers of rain, the sea washing over us, and looking every instant for the fore-castle giving way, when we must have all perished together, afforded a spectacle truly deplorable; the bare recollection of which, even now, makes me shudder. The piercing cries of the dismal night, at every sea coming over us, which happened every two minutes, were pitiful

in the extreme; the water running from the head down all over the body, keeping us continually wet. This shocking night the remaining strength of every person was exerted for his individual safety. From the crowding so close together in so narrow a compass, and the want of something to moisten their mouths, several poor wretches were suffocated; which frequently remind me of the black-hole, with only this difference, that these poor sufferers were confined by strong walls, we by water; the least movement without clinging fast, would have launched us into eternity. Some unfortunate wretches drank salt-water, several their own urine, some chewed leather, myself and many more chewed lead, from which we conceived we found considerable relief, by reason of its drawing the saliva, which we swallowed. In less than an hour after the ship struck the ground, all the provisions were under water, and the ship a wreck, so that it was impossible to procure any part. After the most painful night that it is possible to conceive, on day-light appearing we observed Lieutenant Hervey and Mr. Callam again endeavouring to launch the boat. Several attempts were made without success, a number of men belonging to the merchant ships being much bruised and hurt in assisting. Alternate hopes and fears now pervaded our wretched minds; fifteen men got safe on shore this morning on pieces of the wreck. About three in the afternoon of Wednesday 4th, we had the inexpressible happiness of seeing the boat launched through the surf, by the indefatigable exertion of the above officers, assisted by the masters of the merchant ships, with a number of Portuguese peasants, who were encouraged by Mr. Whitney, the British Consul, from Figuiera. All the crew then remaining on the wreck were brought safe on shore, praising God for their happy deliverance from a shipwreck, which never had its parallel. As soon as I stepped out of the boat, I found several persons whose humanity prompted

them to offer me sustenance, though improperly, in spirits, which I avoided as much as possible. Our weak state may be conceived, when it is considered that we received no nourishment from Sunday to Wednesday afternoon, and continually exposed to the fury of the watery element. After eating and drinking a little, I found myself weaker than before; occasioned, I apprehend, from having been so long without either. Some men died soon after getting on shore, from imprudently drinking two large a quantity of spirits. All the crew were in a very weak and exhausted state, the greater part being badly bruised and wounded. About forty sail of merchant ships were wrecked at the same time on this dreadful beach. Some ships sunk with all their crew, and almost every ship lost from two to twelve men each; yet the situation of the remainder was not equal to that of the frigate's ship's company, as the merchant ships drawing a less draught of water, were mostly driven close on the shore, and no person remained on board them after the first morning. The masters of the merchant ships had tents upon the beach, and some provisions they had saved from the wrecks, which they very generously distributed, and gave every assistance to the Apollo's ship's company. Thus was lost one of the finest frigates in the British Navy, with sixty-one of her crew. The number of souls lost in the merchant's ships was also considerable. Dead bodies were every day floating ashore, and pieces of wreck covered the beach upwards of ten miles in extent."

We have already noticed the influence which the French government formed over that of Spain; it might have been expected that this influence would have been exerted in such a manner as to have forced Spain into open war with Britain; but Buonaparte found it more to his interest to permit Spain to preserve the appearance of neutrality; though in fact she was acting hostile against this country; she was of particular service to France in

procuring her the specie of which the latter country stood so much in need from her American mines. The British ministry well knew that most of the armed vessels which arrived in the ports of Spain from South America had specie on board for the service of France, this they connived at for a long time, but finding the practice still continued, and their remonstrances on the subject to the Spanish government of no avail, they at length resolved to intercept these supplies. In consequence of this resolution a most melancholy occurrence took place; on the causes which led to it, we shall remark at some length after having given the official details of it:—we allude to the capture of the Spanish treasure frigates by Captain Moore of the *Indefatigable*, and three other frigates under his command; of this capture Captain Moore gives the following official account in a letter to admiral Cornwallis, dated October 6.

“ I have the honour to acquaint you, that I have executed the service you did me the honour to charge me with. On the morning of the 29th of September, the *Indefatigable* got off Cadiz; on the 30th we fell in with the *Medusa*; Captain Gore having informed me the *Amphion* was in the Streight's mouth, and that the *Triumph* was off Gibraltar, and that Sir Robert Barlow meant to go into Cadiz for the trade there, on his way to England; I thought fit to send the *Medusa* to apprise Sir Robert Barlow of the nature of my order, that he might then judge whether or not he should go into Cadiz, and I directed Captain Gore to rejoin me with the *Amphion* as soon as possible off Cape St. Mary. On the 2d inst. I was joined by the *Lively*, and on the 3d, by the *Medusa* and *Amphion*; the latter having communicated what I thought necessary to Sir Robert Barlow. Yesterday morning, Cape St. Mary bearing north-east nine leagues, the *Medusa* made the signal for four sail west by south. I made

the signal for a general chase ; at eight A. M. discovered them to be four large Spanish frigates which formed the line of battle a-head on our approach, and continued to steer in for Cadiz, the van-ship carrying a broad pendant, and the ship next to her a rear-admiral's flag. Captain Gore, being the headmost ship, placed the *Medusa* on the weather-beam of the commodore ; the *Indefatigable* took a similar position alongside of the rear-admiral ; the *Amphion* and *Lively* each taking an opponent in the same manner, as they came up ; after hailing to make them shorten sail, without effect, I fired a shot across the rear-admiral's fore-foot, on which he shortened sail ; and I sent Lieutenant Ascott, of the *Indefatigable*, to inform him, that my orders were to detain his squadron ; that it was my earnest wish to execute them without bloodshed ; but that his determination must be made instantly : after waiting some time, I made a signal for the boat, and fired a shot a-head of the admiral. As soon as the officer returned with an unsatisfactory answer, I fired another shot a-head of the admiral, and bore down close on his weather bow ; at this moment the admiral's second a-stern fired into the *Amphion* ; the admiral fired into the *Indefatigable* ; and I made the signal for close battle, which was instantly commenced with all the alacrity and vigour of English sailors. In less than ten minutes, *La Mercedes*, the admiral's second a-stern, blew up alongside the *Amphion*, with a tremendous explosion. Captain Sutton having with great judgment, and much to my satisfaction, placed himself to leeward of that ship, the escape of the Spanish admiral's ship was rendered almost impossible ; in less than half an hour she struck, as did the opponent of the *Lively*. Perceiving at this moment the Spanish commodore was making off, and seeming to have the heels of the *Medusa*, I made the signal for the *Lively* to join in the chase, having before noticed the superior sailing of that ship. Captain Hammond did not lose an instant ; and we

had the satisfaction, long before sun-set, to see from our mast-head that the only remaining ship had surrendered to the *Medusa* and *Lively*. As soon as our boats had taken possession of the rear-admiral, we made sail for the floating fragments of the unfortunate Spanish frigate which blew up; but, excepting forty taken up by the *Amphion's* boats, all on board perished. This squadron was commanded by Don Joseph Bustamente, knight of the order of St. James, and a rear-admiral. They are from Monte Video, Rio de la Plata; and, from the information of the captain of the flag-ship, contained about four millions of dollars, eight hundred thousand of which were on board the *Mercedes* which blew up. Other accounts state the quantity of specie to be much greater, public and private; and there is besides much valuable merchandize on board the captured ship. Our loss has been very trifling. I have not yet had the returns from other ships, but the *Indefatigable* did not lose a man. The Spaniards suffered chiefly in their rigging, which was our object. The captains of the different ships conducted themselves so ably, that no honour accrues to me but the fortunate accident of being senior officer.

G. MOORE.

Force of Spanish Squadron.

La Medée (flag ship) forty-two guns, eighteen pounders, and three hundred men, taken; two men killed and ten wounded.—*La Fama*, thirty-six guns, twelve pounders, and two hundred and eighty men, taken; eleven killed, and fifty wounded.—*La Clara*, thirty-six guns, twelve pounders, and three hundred men, taken; seven killed, and twenty wounded. *La Mercedes*, thirty-six guns, twelve pounders, and two hundred and eighty men blew up; second captain and forty men saved.

Statement of the goods and effects on board the Spanish squadron.

“ On account of the king, total seventy-five sacks of Vienna wool, sixty chests of cascarilla, four thousand seven hundred and thirty-two bars of tin, one thousand seven hundred and thirty-five pigs of copper, twenty-eight planks of wood, and one million three hundred and seven thousand six hundred and thirty-four dollars in silver.—On account of the merchants, thirty-two chests of ratinia, one million eight hundred and fifty-two thousand two hundred and sixteen dollars in silver, one million one hundred and nineteen thousand six hundred and fifty-eight gold, reduced into dollars, and one hundred and fifty thousand and eleven ingots in gold, reduced into dollars.—On account of the marine company, twenty-six thousand nine hundred and twenty-five seal-skins, and ten pipes of seal oil.—On board the Mercedes, which blew up, were twenty sacks of Vienna wool, twenty chests of cascarilla, one thousand one hundred and thirty-nine bars of tin, nine hundred and sixty-one pigs of copper, and two hundred and twenty-one thousand dollars in silver.

“ *Killed and wounded on board His Majesty's squadron.* Indefatigable, none; Medusa, return not received; Amphion, Lieutenant W. Bennett wounded, three seamen and one marine wounded badly; Lively, two killed, one wounded.”

A most melancholy circumstance took place in consequence of the explosion of the Mercedes, mentioned in Captain Moore's dispatch. In this ship was embarked a native of Spain, who was returning from America with his whole family, consisting of his lady, four daughters, and five sons; the daughters were amiable and beautiful women, and the sons grown up to manhood. With such

a family and a large fortune, the gradual savings of twenty-five years' industry, did this unhappy man embark for his native country. A short time before the action began, he and one of his sons went on board the largest of the ships, and in a few minutes saw his wife, his daughters, four of his sons, and all his treasure surrounded by flames and sinking in the abyss of the ocean.

This particular instance is calculated to make a deeper and more lasting impression of the miseries of war than the most murderous battle recorded in history; and yet, if we reflect a moment, we shall be convinced that all wars must give rise to events nearly, if not quite as distressing and melancholy as this, though they are necessarily lost in the crowd of incidents which all battles give rise to, and forgotten in the magnitude of the battle itself.

But the reflections to which this circumstance gives rise are of a different nature, so far as they are more connected with our present object. It was strongly objected to the British government that in making this capture of the Spanish frigates, they committed an act of hostility in the time of peace: to this it was replied that Spain though nominally at peace, was actually at war with Britain; that she was aiding and assisting France in a very efficient manner, by supplying her with specie; perhaps in a more efficient manner than if she had actually commenced hostilities against Britain. The Spanish government had been warned that Britain would no longer submit to this warfare under the disguise of neutrality, and as it chose still to continue to supply France with specie, no blame could attach to Britain, if after the warnings given she used her utmost endeavours to prevent it.

It must be confessed however that it would have had a better and less suspicious appearance, if Britain had commenced the first act of open hostilities in any other manner than by the capture of the treasure ships: this looked

too much as if the opportunity of capturing them led directly to hostilities.

There is also another source of blame on the British ministry respecting this affair; it is contended, and certainly, with some shew of reason, that the melancholy circumstances attendant upon the capture of the treasure ships might have been avoided, had a larger fleet been sent against them. The high sense of honour which actuates Spanish officers must have been well known, and it could not be expected that they would tamely yield up their ships, and the treasure committed to their charge, to a force so nearly equal to their own.

Soon after the recommencement of hostilities was known in the West Indies an expedition was fitted out at Barbadoes against the Dutch colony of Surinam. This expedition, which was under the command of Major-General Sir Charles Green and Commodore Hood, was completely successful. On this occasion there fell into the hands of the captors the Proserpine frigate, of thirty-two guns, and the Pylades sloop of war, of eighteen.

In the commencement of our narration of the events of this war, we mentioned the circumstance of the French admiral, Linois, having escaped from the roads of Pondicherry, in consequence of the English commander-in-chief being ignorant that hostilities had commenced; we also stated that the French admiral, after his escape, had captured Fort Marlborough; he likewise succeeded in taking several of the East India Company's ships. In consequence of his success he became very daring and enterprising, and there was indeed too much reason to apprehend that he might do very great mischief in the eastern seas. He was however checked, and in a manner as disgraceful to himself as it was honourable to those who checked and chastised him.

About the beginning of 1804 he cruized, with his whole force, consisting of the Marengo, of eighty-four guns,

and several frigates, in the Indian seas near the entrance of the straits of Molucca, with an intention of capturing or destroying at a single blow the whole of the homeward bound China fleet. In what manner this intention was completely frustrated will be best told in the official dispatches to the East India Company of Captain Dance, who was the principal agent in this glorious enterprize.

“ For the information of the honourable court, I beg leave to acquaint you that the Earl Camden was dispatched from Canton by the Select Committee the 31st of January last; and the ships noted in the margin* were put under my orders as senior commander; also the Rolla Botany Bay ship, and the country ships as per margin,† were put under my charge, to convoy as far as our courses lay in the same direction. I was also ordered to take under my protection a Portuguese Europe ship that was lying in Macao Roads, whose supercargo had solicited it from the Select Committee.

“ Our passage down the river was tedious, and the fleet much dispersed; the ships being under the directions of their several Chinese pilots I could not keep them collected as I wished.

“ The Ganges, a fast-sailing brig, was put under my orders by the Select Committee, to employ in any manner that might tend to the safety or convenience of the fleet, till we had passed the straits of Malacca. I was then to dispatch her to Bengal.

“ We passed Macao Roads on the night of the 5th of February, and I conceive the Rolla had anchored so near Macao, as not to see the fleet get under weigh and pass

* Warley, Alfred, Royal George, Coutts, Wexford, Ganges, Exeter, Earl of Abergavenny, Henry Addington, Bombay Castle, Cumberland, Hope, Dorsetshire, Warren Hastings, Ocean.

* Lord Castlereagh, Carron, David Scott, Minerva, Ardasier, Charlotte, Friendship, Shaw, Kissaroo, Jahaungeer, Gilwell, Neptune.

through; although at the time I had no idea that could be possible, especially as I saw the Ocean in shore of us getting under weigh, burning blue lights and firing a gun: the Portuguese ship, I suppose, must have been in the same situation as the Rolla. During the night of the 5th of February I carried an easy sail, and on the following day hove-to for above two hours, hoping to see those ships; but there was no appearance of them nor did they ever join the fleet. On the 14th of February, at day-break, we saw Pulo Auro bearing west south-west, and at eight A. M. the Royal George made the signal for seeing four strange sail in the south-west; I made the signal for the four ships noted in the margin,* to go down and examine them; and Lieutenant Fowler, of the royal navy, late commander of the Porpoise, and passenger with me, having handsomely offered to go in the Ganges brig and inspect them nearly, I afterwards sent her down likewise, and from their signals I perceived it was an enemy's squadron, consisting of a line of battle ship, three frigates and a brig.

“ At one P. M. I recalled the look-out ships by signal, and formed the line of battle in close order.

“ As soon as the enemy could fetch in our wake they put about; we kept on our course under an easy sail. At near sun-set they were close up with our rear, and I was in momentary expectation of an attack there, and prepared to support them; but at the close of day we perceived them haul to windward. I sent Lieutenant Fowler, in the Ganges brig, to station the country ships on our lee-bow, by which means we were between them and the enemy; and having done so, he returned with some volunteers from the country ships.

“ We laid to in line of battle all night, our men at their quarters; at day-break on the 15th we saw the

* Alfred, Royal George, Bombay Castle, Hope.

enemy about three miles to windward lying to; we hoisted our colours, offering him battle if he chose to come down. The enemy's four ships hoisted French colours, the line of battle ship carrying a rear-admiral's flag; the brig was under Batavian colours.

“ At nine, A. M. finding they would not come down, we formed the order of sailing, and steered our course under an easy sail; the enemy then filled their sails and edged towards us.

“ At one, P. M. finding they proposed to attack, and endeavour to cut off our rear, I made the signal to tack and bear down on him, and engage in succession, the Royal George being the leading ship, the Ganges next, and then the Earl Camden. This manœuvre was correctly performed, and we stood towards him under a press of sail. The enemy then formed in a very close line, and opened their fire on the headmost ships, which was not returned by us till we approached him nearer. The Royal George bore the brunt of the action, and got as near the enemy as he would permit him; the Ganges and Earl Camden opened their fire as soon as the guns could have effect; but before any other ship could get into action the enemy hauled their wind, and stood away to the eastward, under all the sail they could set. At two, P. M. I made the signal for a general chase, and we pursued them till four, P. M. when fearing a longer pursuit would carry us too far from the mouth of the straits, and considering the immense property at stake, I made the signal to tack, and at eight, P. M. we anchored in a situation to proceed for the entrance of the straits in the morning. As long as we could distinguish the enemy we perceived him steering to the eastward under a press of sail. The Royal George had one man killed and another wounded, many shot in her hull, and more in her sails; but few shot touched either the Camden or Ganges; and the fire of the enemy seemed to be ill-directed, his shot either falling short or

passing over us. Captain Timins carried the Royal George into action in the most gallant manner. In justice to my brother commanders, I must state that every ship was cleared and prepared for action; and as I had communication with almost all of them during the two days we were in presence of the enemy, I found them unanimous in the determined resolution to defend the valuable property entrusted to their charge to the last extremity, with a full conviction of the successful event of their exertions; and this spirit was fully seconded by the gallant ardour of all our officers and ships' companies. From Malacca I dispatched Lieutenant Fowler, in the Ganges brig, to Pulo Penang, with a packet from the Select Committee to the captain of any of His Majesty's ships, soliciting their convoy to this valuable fleet. On our arrival at Malacca we were informed that the squadron we had engaged was that of Admiral Linois, consisting of the Marengo, of eighty-four guns; the Belle Poule and Semillante, heavy frigates; a corvette of twenty-eight guns; and the Bata-vian brig William, of eighteen guns. The 28th of February, in the straits of Malacca, latitude $40^{\circ} 30'$ north, we fell in with His Majesty's ships Albion and Sceptre. I was then in a very poor state of health; and Mr. Lance went on board the Albion, and by his very able representation to Captain Ferrier of the great national consequence of the honourable company's ships, he was induced to take charge of the fleet. On the 3rd of March I dispatched the Ganges brig with a letter to the right honourable the governor-general, giving an account of our action, to be conveyed to the honourable court. We arrived at St. Helena the 9th of June, under convoy of His Majesty's ship Plantagenet, with the addition of the Carmarthen, Captain Dobree, and five whalers. Accompanying this I send a chart of the entrance of the straits of Malacca, with the situations of the fleet on the 14th

and 15th of February, which will I trust convey a more distinct idea of the action than any written description.

“ I am, &c.

“ N. DANCE.”

“ Earl Camden, Aug. 6, 1804.”

“ *Names of the Whalers.*—William Fenning, Brook Watson, Thomas, or Young Tom, Betsey, Eliza, and the Blackhouse, from the coast of Guinea, joined us at sea.”

Soon after the intelligence of this victory reached this country “the committee of the patriotic fund held a meeting at the merchant seaman’s office, over the Royal Exchange; when it was resolved, that a sword and a vase, each of one hundred pounds value, should be given to Captain Dance, who acted as commodore to the fleet from China. A sword and a vase of the same value were also voted to Captain Timmins of the Royal George; and a sword of the value of fifty pounds was ordered to be presented to each of the other captains of the India fleet that beat off Admiral Linois’s squadron. A sword of fifty pounds value was also voted to Lieutenant Fowler, of the royal navy, for his services on that occasion; and a letter was written to Captain Timmins to obtain the name and an account of the family of the seaman who was killed, and the sailor who was wounded on board his ship during the action. And on the following day the directors of the East India Company, with a most liberal gratitude for the noble service performed by the Chinese fleet, voted to the commanders, officers, and seamen, the following sums for ‘their gallant conduct in beating off the French squadron under Admiral Linois, in the Chinese seas.’

“ Captain Dance two thousand guineas and a piece of

plate, value two hundred guineas. Captain Timmins one thousand guineas and a piece of plate, value one hundred guineas. Captain Moffatt five hundred guineas and a piece of plate, value one hundred guineas. To Captains H. Wilson, Farquharson, Torin, Clarke, Meriton, Wordsworth, Kirkpatrick, Hamilton, Farrer, Prendergast, Browne, Larkins, and Lockner five hundred guineas and a piece of plate, value fifty guineas, to each. To chief officers one hundred and fifty guineas each; to second and third ditto one hundred and twenty-five guineas; and to fifth and sixth ditto fifty guineas each.

“ Pursers and surgeons eighty guineas each; mates, boatswains, gunners, and carpenters fifty guineas each; midshipmen thirty; other petty officers fifty guineas each; seamen and servants six guineas each.

“ To Lieutenant Fowler, passenger in the Camden, for the services rendered Captain Dance during the action three hundred guineas for a piece of plate. The whole remuneration will amount to nearly fifty thousand pounds. The value of the fleet thus gallantly preserved, as estimated by the supercargoes, including the private as well as the public investments, appears to be above eight millions sterling.

“ Captain De Courcy, of His Majesty’s ship *Plantagenet*, who convoyed from St. Helena home the China fleet, has likewise been presented by the East India Company with five hundred pounds for the purchase of a piece of plate.”

The only single action worthy of record this year ended in the capture of the *Atalante* Dutch national brig; and this we should hardly have deemed deserving of notice had it not been for the most admirable letter written on this occasion by Captain Hardinge, of the *Scorpion*, who captured her, to his father—a letter which most decisively proves that the most humane and honourable feelings are the most natural and appropriate companions of un-

daunted courage. We indeed scarcely know any letter which, in every respect that can do honour to the writer, is superior to this of Captain Hardinge's.

Interesting account of the capture of the Atalante Dutch national brig, mounting sixteen long twelve-pounders, and seventy-six men, in a letter from Captain G. N. Hardinge to his father, Mr. Justice Hardinge.

“ Scorpion, April 7, 1804.

“ My ever dearest friend,

“ I am on my way to the Nore after six days of severe, but unrepented fatigue, and have sixty Dutch prisoners on board: we are accompanied by the Atalante, a Dutch war brig of sixteen guns, prize to us. I was ordered on the 28th to reconnoitre at Vlie, and perceived a couple of the enemy's brigs at anchor in the roads. Despairing to reach them with my ship, on account of the shoals that surrounded the entrance, I determined upon a dash at the outermost one in the boats, if a good opportunity could be made or found. It came unsolicited March 31. Preparing to embark, we accidentally were joined by the Beaver sloop, who offered us her boats to act in concert with ours. We accepted the reinforcement under an impression that it would spare the lives on both sides, and would shorten the contest. At half-past nine in the evening we began the enterprize in three boats from the Scorpion and two from the Beaver. Captain Pelly (a very intelligent and spirited officer) did me the honour to serve under me as a volunteer in one of his boats. We had near sixty men, including officers, headed by your humble servant in the foremost boat. As we rowed with tide flood, we arrived alongside the enemy at half-past eleven. I had the good fortune, or (as by some it has been considered) the honour to be the first man who boarded her. She was prepared for us with board nettings up, and with

all the other customary implements of defence. But the noise and the alarm, &c. so intimidated her crew that many of them ran below in a panic, leaving to us the painful duty of combating those whom we respected the most. The decks were slippery in consequence of rain, so that grappling with my first opponent, a mate of the watch, I fell, but recovered my position—fought him upon equal terms, and killed him. I then engaged the captain, as brave a man as any service ever boasted; he had almost killed one of my seamen. To my shame be it spoken, he disarmed me, and was on the point of killing me when a seaman of mine came up and rescued me, at the peril of his own life, and enabled me to recover my sword. At this time all the men were come from the boats, and were in possession of the deck. Two were going to fall upon the captain at once. I ran up—held them back—and then adjured him to accept quarters. With inflexible heroism he disdained the gift—kept us at bay—and compelled us to kill him—he fell, covered with honourable wounds. The vessel was ours, and we secured the hatches; which, headed by a lieutenant, who has received a desperate wound, they attempted repeatedly to force. Thus far we had been fortunate;—but we had another enemy to fight; it was the element. A sudden gale, and shifted against us, impeded all the efforts we could make. But as we had made the capture, we determined at all events to sustain it, or to perish. We made the Dutch below surrender—put forty of them into their own irons—and stationed our men to their guns; brought the powder up, and made all the necessary arrangements to attack the other brig. But as the day broke, and without abatement of the wind, she was off at such a distance, and in such a position, that we had no chance to reach her. In this extremity of peril we remained eight and forty hours. Two of the boats had broke adrift from us; two had swampt alongside. The wind shifted

again, and we made a push to extricate ourselves, but found the navigation so difficult that it required the intense labour of three days to accomplish it. We carried the point at last, and were commended by the admiral for our perseverance. You will see in the gazette my letter to him. I aimed at modesty, and am a little afraid that in the pursuit of this object I may have left material facts a little too indefinite, if not obscure. The *Atalante's* captain and four others were killed; eleven are wounded, and so dreadfully that our surgeon thinks every one of them will die. To the end of my existence I shall regret the captain—he was a perfect hero; and if his crew had been like him, critical indeed would have been our peril. The *Atalante* is much larger than my vessel; and she mounted sixteen long twelve-pounders: we have not a single brig that is equal to that calibre. Her intended complement was two hundred men; but she had only seventy-six on board. I expect your joy by the return of the post.

P. S. In two days after the captain's death he was buried with all the naval honours in my power to bestow upon him; during the ceremony of his interment, the English colours disappeared, and the Dutch were hoisted in their place. All the Dutch officers were liberated—one of them pronounced an *éloge* on the hero they had lost—and we fired three volleys over him as he descended into the deep.

Ever affectionately

and gratefully yours,

GEO. N. HARDINGE.

In the philosophical transactions of this year appeared a paper so closely connected in its subject with maritime science, that we shall make no apology for inserting it in the words of the author; it is entitled an account of the method used in recovering the Dutch frigate *Ambuscade*,

of thirty-two guns, sunk near the Great Nore, by Mr. Joseph Whitby, attendant in Sheerness Dock Yard.

“ At eight o'clock in the morning of the 9th of July, 1801, the Dutch frigate *Ambuscade* left the moorings in Sheerness harbour, her fore-sail, top-sails, and top-gallant-sails being set, with the wind aft blowing strong. In about thirty minutes she went down by the head near the Great Nore; not giving the crew time to take in the sails, nor the pilot or officers more than four minutes notice before she sunk; by which unfortunate event twenty-two of the crew were drowned. This extraordinary accident was owing to the hawse-holes being extremely large and low, the hawse-plugs not being in, and the holes being pressed under water by a crowd of sail on the ship, through which a sufficient body of water got in, unperceived, to carry her to the bottom.

“ The instant she sunk she rolled over to windward across the tide, and lay on her beam ends; so that at low water the muzzles of the main-deck guns were a little out of the water, and pointed to the zenith, with thirty-two feet of water round her.

“ The first point I had to gain was to get her upright. Before I could accomplish it, I was obliged to cut away her fore-mast and main-top-mast; which had no effect, until the mizen-mast was also cut away; she then instantly lifted her side, so that at low water the lee-railing on the quarter-deck was visible.

“ By proceeding in this manner the first part of my object was obtained, with a secured main-mast, and all its rigging, to enable me, should I be fortunate enough to weigh the ship, to lighten her by it with the greatest possible expedition.

“ The ship being in the fore-mentioned state, gave me an opportunity the next low water to get out her quarter, fore-castle, and some of her main-deck guns, with a variety of other articles.

“ I next proceeded to sling her ; which was done with two nineteen inch cables, divided into eight equal parts. The larboard side of the ship being so much higher than the starboard, enabled me to clench each of the ends round two of the ports, excepting one that was clenched round the main-mast ; and with great difficulty, by long rods and diving, I got small lines rove through four of the ports on the starboard side, by which means I got four of the cables through those ports across her deck, which were clenched to the main-mast and larboard side, having four ends on each side completely fast, at equal distances from each other. I brought the Broederscarp, of one thousand and sixty-three tons, out of the harbour, which received the four ends on the starboard side, also four lighters, of one hundred tons each, which took in the other four ends on the larboard side over their bows. All the eight ends were at low water hove down with great power, by a purchase lashed distinctly on each of them. I then laid down two thirteen inch cables, spliced together with an anchor of twenty-four hundred weight, in a direction with the ship's keel. On the end of the cable next the frigate a block was lashed, through which was rove a nine inch hawser, one end of which was made fast to the ship ; the other end was brought to a capstan on board the Broederscarp, and hove on it as much as it would bear, with an intention to relieve the frigate from the powerful effect of cohesion. This had so far the desired effect that, at about half-flood, I perceived the ship to draw an end, and swing to the tide ; and all the slings were considerably relieved. At high water she was completely out of her bed. At the next low water I hove all the purchases down again. At half-flood she floated ; and the whole group drove together into the harbour, a distance of three miles, and grounded the frigate on the west side of it. It took me two tides more to lift her on the shore sufficiently high to pump her out ; which was then

done with ease, and the ship completely recovered, without the smallest damage whatever, either to her bottom or her sides.

“ I do not apprehend there is any thing new in the mode I adopted in weighing the Ambuscade, excepting the idea of removing the effect of cohesion by the process before described; and I have every reason to think that if that principle had been acted on in the attempt made to weigh the Royal George, it would have succeeded.”

The following supplies were granted by parliament for the service of the navy for the year 1805.

JANUARY 24, 1805.

That 120,000 men be employed for the sea service including 30,000 royal marines.

For wages for ditto.....	£2,886,000	0	0
For victuals to ditto	2,964,000	0	0
For wear and tear of ships in which they are to serve.....	4,680,000	0	0
For ordnance sea service on board such ships....	390,000	0	0

FEBRUARY 14.

For the ordinary of the navy, for 1805.....	1,004,940	6	9
For the extraordinary establishment of ditto	1,553,690	0	0
For the hire of transports	975,000	0	0
For prisoners of war in health	525,000	0	0
For sick prisoners of war	57,000	0	0

Total supply for the navy for 1805..... £15,035,630 6 9

The events which this year affords as materials of history connected with the subject of our work, were extremely interesting and important; that they were so our readers will immediately perceive and readily allow, when we call to their mind that it was in the year 1805, that the impeachment of Lord Melville for his transactions when treasurer of the navy; and the victory of Trafalgar, and the death of Lord Nelson took place. We

shall, according to our usual practice, first direct our attention to the civil affairs of this year, as connected with the History of the Navy.

Commissioners of naval inquiry had been appointed, and had made several reports, none of which however, previous to the 10th, excited much interest or attention; soon after the tenth was laid before parliament, Mr. Whitbread brought it more immediately under the notice of the house of commons.

On the 6th day of April this gentleman, in pursuance of a former notice, began by describing the origin of the commission; he praised the integrity and perseverance of the commissaries, and complimented the late board of admiralty, at the head of which was the Earl of St. Vincent, by whom they had been appointed. He then passed on to the more immediate subject of his motion; he meant to bring charges against Lord Viscount Melville, in which charges were implicated Mr. Trotter, Mr. Wilson, and Mr. Mark Sprott. He then referred to the act of parliament which had been brought in and passed, principally by the efforts of Lord Melville, when Mr. Dundas, in the year 1785, the object of this act was to regulate the department of the treasurer of the navy. He also adverted to the order in council, by which his salary was raised from two thousand to four thousand pounds a year, in lieu of all profits, fees, &c. which he might before have derived from the public money lying in his hands. This act was passed in July, but it was not till the month of January in the following year, that the balances were paid into the bank pursuant to the terms of the act; and this delay could be accounted for only on the supposition that private emolument was made of the public money.

Mr. Whitbread then stated his three heads of charges against Lord Melville: first, his having applied the money of the public to other uses than those of the naval department, in express contempt of an act of parliament, and

in gross violation of his duty ; secondly, his conniving at a system of peculation in an individual, for whose conduct in the use of the public money he was deeply responsible ; and for this connivance he denounced him as guilty of a high crime and misdemeanor ; and thirdly, his having been himself a participator in that system of peculation ; with regard to this last charge however, Mr. Whitbread added, that as it rested at present only on suspicion, he would not insist upon it much ; but if the inquiry should be instituted, he pledged himself to follow it up, with moderation on his part, but with firmness and steadiness for the country.

He then went into some details respecting the report of the commissioners ; but in order that our readers may understand the nature of the charges, and the circumstances on which they were grounded, more fully, we have thought it proper to give the report itself.

“ The select committee to whom the tenth report of the commissioners of naval inquiry (respecting the office of the treasurer of His Majesty’s navy) was referred to inquire into the application of any monies issued to the treasurer of the navy for naval services, to purposes not naval ; and whether any, and what representations were made to the lords commissioners of His Majesty’s treasury, or the chancellor of the exchequer, respecting the withdrawing from the bank any sums of money so issued, since the passing of the act of 25 Geo. III. c. 31 ; and also into the proceedings had for the recovery of the debt due to the crown by the late Adam Jellicoe ;—have agreed to the following report.

“ In taking into our consideration the three subjects which are referred to your committee, it occurred to us, that though the first in terms comprehends an inquiry, generally and without restriction, into the application of any monies issued to the treasurer of the navy for naval services, to purposes not naval ; yet it must necessarily

have been the intention of the house to exclude from our consideration all such monies so issued and so applied as were to be the subject of measures which the attorney-general was directed, by an order of the house, to take 'by due course of law for ascertaining and recovering any sums of money that may be due from Lord Melville and Alexander Trotter, Esq. in respect of any profits derived by them from any monies issued for naval services, and that may have come to their hands subsequent to the 1st of January, 1786:' we therefore conceived it not to be our duty to inquire whether any sums issued for naval purposes had been applied by Lord Melville or Mr. Trotter to their own use, for which they would be responsible in the civil suit to be instituted against them. In prosecuting our inquiry with this reserve, it could not be previously known to us how any particular sum of money so issued had been applied, till such sum had been traced to the actual application of it. We were therefore necessarily, in some instances, led into an examination which, without adverting to this difficulty, might appear to exceed the bounds of the inquiry which we understood to have been prescribed to us: leaving it to the party examined to object to the questions that were proposed to him, on the ground of their tending personally to charge him, whenever he thought fit to do so. Of the sums issued for naval services, and afterwards applied to purposes not naval, which the cause of this inquiry brought into our view, it appears that the sum of forty thousand pounds came into the hands of Lord Melville, and was advanced by the joint concurrence of his lordship and Mr. Pitt, then chancellor of the exchequer, for the use of the house of Messrs. Boyd and company. Another sum of ten thousand pounds so issued appears to have come to the hands of Lord Melville, previous to the pay-mastership of Mr. Trotter; but how it was applied, the evidence o which we have had the opportunity of resorting, does

not enable us to determine. Various sums appear also to have been advanced by Mr. Trotter during a period of between fourteen and fifteen years, whilst he was paymaster of the navy under Lord Melville, to the order of Lord Melville, amounting in all to twenty-two or twenty-three thousand pounds, which we shall distinguish by the name of the aggregate sum twenty-two or twenty-three thousand pounds; about one half of which Mr. Trotter states to have been advanced exclusively from public money, the rest from a fund which is called in Mr. Trotter's evidence his mixed fund at Messrs. Coutts, consisting partly of public and partly of private money; for which aggregate sum of twenty-two or twenty-three thousand pounds no interest was paid. In order to avoid confusion it may be proper here to state, that Mr. Trotter was desired by Lord Melville to borrow for him, and did advance to him for his private use a further sum of twenty-two or twenty-three thousand pounds, of which he was himself the lender, and for which he charged him with interest at five pounds per cent.; but from what fund the same was drawn by Mr. Trotter we did not think it proper to inquire. He was also occasionally in advance in his account current to Lord Melville, in sums to the amount of from ten to twenty thousand pounds, as mentioned in the tenth report, which came entirely from the mixed fund at Messrs. Coutts and company, (the balance upon that account being also occasionally in favour of Lord Melville to the amount of two or three thousand pounds) and for the last mentioned sum of twenty-two or twenty-three thousand pounds so lent on interest, as well as for such balance when it was in favour of Mr. Trotter, he states that he considered Lord Melville as his private debtor; but on such balances in the account current, no interest on either side was paid. Of the specific sum therefore of twenty-two or twenty-three pounds so lent on interest, and those occasional advances in the account

current from the mixed fund at Messrs. Coutts and company, mentioned in the appendix to the tenth report, we shall abstain altogether from taking further notice; confining our remarks to the several sums of forty thousand, ten thousand, and the aggregate sum of twenty-two or twenty-three thousand pounds, upon none of which any interest was paid. As to the forty thousand pounds, the diversion of it from naval services to which it was appropriated, contrary to the provisions and meaning of the 25th of Geo. III. c. 31, attracted our earliest attention, and called for a full and minute inquiry into the causes and circumstances of that transaction. For this purpose several witnesses have been called before us, from whose evidence it appears that in December, 1795, a contract was made by government with the houses of Messrs. Boyd and company, Robarts and company, and Goldsmid and company, for a loan of eighteen million pounds; of which in the beginning of the month of September, 1796, three instalments of fifteen pounds per cent. each were still due; and that about the month of April, 1796, a loan of seven millions and an half was negotiated by the chancellor of the exchequer, in order to fund a sum to that amount of exchequer bills and navy bills held by the bank, principally for the purpose of relieving the company from their advances to government, which then pressed heavily upon them. That loan was contracted for conjointly by the same parties who were concerned in the preceding loan; all houses at that time of unsuspected credit; each house being generally considered, subsequent to the payment of the deposit for which they were all jointly liable, responsible only for the amount of the shares then held by them respectively. Of the latter loan, in the beginning of September, 1796, two instalments of fifteen pounds per cent. were due. In the beginning of the year 1796, from the embarrassment of public credit, and the decreasing state of the specie at the bank, the

governor and directors thought it prudent to restrain their engagements, and upon that account had refused advancing the progressive payments upon the loan of December, 1795; but in consideration of the purposes for which the loan of April, 1796, had been made, as well as of its being comparatively small, they consented to advance to the contractors, and did advance, the third, fourth, fifth, and sixth payments; requiring them to make the seventh, being the last payment, which was to become due on the 26th of October in that year. It is stated in the evidence given to your committee that the autumn of 1796 was a period of peculiar embarrassment, both of public and private credit, which led to the restrictions of payments in specie at the bank, that took place in February, 1797: that there was a very great run on private commercial houses, a great scarcity of money, and a very heavy pressure on the bank for discounts, which they had been obliged materially to narrow, and had thought it necessary to contract their accommodations both to government and the commercial world, not however making any distinction between the house of Boyd and company and houses of the first mercantile credit in the city of London. Under these circumstances, at some time before the 9th of September, 1796, Mr. Boyd appears to have represented to Lord Melville and Mr. Pitt the great pecuniary difficulty and embarrassment of his house; that the bank had refused to discount their bills, and that with ample securities in their hands, they were not enabled to raise money to pay the next instalment on the loan, which was nearly due; and requested immediate pecuniary assistance for the purpose of completing their engagements to government. It appears to your committee that in addition to these engagements to government, Messrs. Boyd and company had large payments to make on account of the Emperor of Germany; that they paid on the 31st of October, 1796, a sum of one hundred and eighty-six

thousand three hundred and forty pounds, thirteen shillings, and one penny on account of the director of the emperor's finances at Vienna; and that in the whole of the same year they remitted, on the same account, sums amounting to four millions six hundred and nine thousand five hundred and six pounds, nine shillings. It appears also in evidence that it would have been difficult, and perhaps impossible, for Messrs. Boyd and company to have procured advances upon the securities in their possession (which we shall hereafter mention) or to have converted them into cash; that a payment of fifteen pounds per cent. on the loan of eighteen million pounds was due on the 9th of September; and that had they brought to market such a proportion of their script as was necessary to raise the said sum of forty thousand pounds in order to make good their engagement, the probable consequence would have been to increase the discount on script, which at that time amounted, on the loan of April, from twelve to fifteen per cent., to affect injuriously the credit of Boyd's house, especially if it had transpired that their necessities compelled them to make such disadvantageous sales, and must thereby have had a general tendency to augment the embarrassment of public credit. It has also been stated in evidence to your committee, that if a failure in the loans then in progress of payment had been occasioned, either on the whole or in part, by the circumstances above stated, the deficiency could not have been supplied by a fresh loan (had it been necessary to resort to such a measure) except upon terms of very considerable loss and disadvantage to the public. Under these difficulties Lord Viscount Melville, then treasurer of the navy, appears to have suggested to Mr. Pitt that the sum wanted by Messrs. Boyd and company might be spared, without a probability that the naval service would suffer any inconvenience from the advance, provided there was a sufficient security for the re-payment,

and no other method having occurred by which much serious mischief to the public could be prevented, it was thought advisable by the concurrent opinions of Lord Melville and Mr. Pitt, that the application of Messrs. Boyd and company should be complied with, and that the sum of forty thousand pounds should be advanced, upon a sufficient security being given. And it appears in evidence, that under the orders of Lord Melville, the sum of forty thousand was drawn from the bank, and on the same day paid over to Mr. Boyd, by Mr. Long, then secretary of the treasury, upon Mr. Boyd's depositing with Mr. Long securities amounting to about forty thousand seven hundred pounds, consisting in part of bills drawn on and accepted by the East India Company from their presidencies abroad, the rest in government securities, which Mr. Long transmitted to Lord Melville, indorsing upon the cover the purpose for which the securities had been so deposited; that the said sum of forty thousand pounds had been all repaid; and that with the exception of two bills on the East India Company, one for four thousand pounds, payable in October, 1797, the other for seven thousand pounds, or thereabouts, payable in January, 1798, all the rest of the securities were payable within three months from the time of the deposit. We do not find that any regular entry or memorandum, either of a public or secret nature, was made of this transaction at the time; the issue of forty thousand pounds appearing on the books of the bank not discharged by any correspondent payment on the books of the pay-office, this advance must at all times have been evident upon an inspection of the balances as a debt against the treasurer of the navy; but no entry seems to have been preserved which would in itself have explained the application of this advance (independent of the evidence of the parties), more particularly after the securities were discharged, and the funds replaced. In the course of our

examination into this subject we thought it proper to inquire whether, in fact, any inconvenience had been sustained by the naval service, in consequence of the diversion of this portion of naval money, and were more particularly led to this inquiry by the information that an accepted bill for one thousand pounds, drawn upon the victualling-office, from Martinique, had been presented for payment, and that on the 18th of February, 1797, the day it became due, the holder of it was told at the victualling-office there was no effects, or something to that purpose; that there were many other bills in the same situation, and he must call again; and that the bill was not paid till the 1st of March, though he had sent it two or three times for payment in that interval. Upon further inquiry at the victualling-office, it appears that on the 9th of February, 1797, the victualling-office applied for a sum of seventy thousand pounds at the exchequer for the payment of several bills, in which the bill in question was included; that on the 25th of the same month forty-seven thousand pounds was received in part of the seventy thousand pounds for that purpose; and that on the same day the said bill, with many others, was assigned for payment, and would have been discharged on that day, or as soon after as payment had been called for. In this instance the delay of the assignment, and consequently of payment, appears to have arisen from a delay in the issues from the exchequer, and not from a refusal of payment on the part of the treasurer of the navy; nor has it appeared in evidence that any delay of payment has been actually occasioned in other branches of the naval service by the advance in question, however such a practice might in possible cases have been productive of a different result. No interest was demanded from Messrs. Boyd and company for the money so advanced, and so repaid; but it is to be observed, that no interest would have accrued to the public had the above sum remained

in the bank in conformity to the provision of the act. As to the sum of ten thousand pounds it appears in the evidence, that upon Mr. Trotter's appointment to the office of pay-master in the year 1786, he was informed by Lord Melville that he, Lord Melville, was indebted to the office in the sum of ten thousand pounds. At what time, under what circumstances, and for what purpose, this sum of ten thousand pounds originally came into the possession of Lord Melville, the death of the preceding paymaster, the absence of all public documents relating to it, and the want of any other evidence, prevents us from ascertaining; and we can therefore only state, that this sum was replaced, but without interest, some time subsequent to the year 1786; but the particular time and manner of the re-payment we have not been able to discover. It appears also in evidence, that upon Mr. Trotter succeeding to the office of paymaster, he was appointed private agent to Lord Melville; and was, during his continuance in that office, in the habit of receiving his salary as treasurer and other branches of his income arising in England, as well as frequent remittances from Scotland; and that the sums received by him, on Lord Melville's account, were paid into the mixed fund at Messrs. Coutts: that during the fourteen or fifteen years of his being paymaster, he at various times advanced various sums of money on account of Lord Melville to Mr. Tweedy and to other persons, amounting to another sum of about twenty-two or twenty-three thousand pounds, being the said aggregate sum before-mentioned; that the sums paid to Mr. Tweedy amounted once or twice to three or four thousand pounds; that of the said aggregate sum of twenty-two or twenty-three thousand pounds about one half was advanced exclusively from the public money, the rest from the mixed fund at Messrs. Coutts, where all his private money was kept; and the whole had been repaid, but without any interest. At what specific

periods these several sums were paid by Mr. Trotter, or repaid by Lord Melville, we are unable to find out; all the vouchers, memorandums, and writings relating to the transactions and accounts between them, having been destroyed about the time when releases, containing a covenant for that purpose, were mutually executed upon the settlement of their accounts, viz. by Lord Melville, on the 18th of February, 1798, at Melville Castle, and by Mr. Trotter, on the 23rd of February, 1798, in London. Mr. Trotter states that he also destroyed all the books in which the accounts between Lord Melville and himself were kept, and which contained the accounts of other persons besides those between Lord Melville and Mr. Trotter; but which had all been closed, except some small accounts between Mr. Trotter and his friends which he carried forward into new books. From the destruction of such books and papers, from the death of Mr. Tweedy, and for want of an opportunity of examining Lord Melville, no means were afforded to us of tracing the precise application of the various sums so advanced from time to time to Lord Melville's order, and which formed the said aggregate sum of twenty-two or twenty-three thousand pounds; or which of these sums specifically were taken from the public money, and which of them from the mixed fund; or in what proportion the sums that might be taken from the mixed fund consisted of public and what of private money. It appears however that Mr. Pitt in a conversation with Lord Melville, since the publication of the tenth report, understood that besides the sum of forty thousand pounds another sum of about twenty thousand pounds, issued for navy services, had been applied to purposes not naval, during the last treasurership of Lord Melville; but whether the above sum of twenty thousand pounds was or was not included in any of the sums hereinbefore mentioned we are unable to ascertain. In a letter written by Lord Melville to the commissioners

of naval inquiry, dated June 20, 1804, contained in the tenth report, he states that he had not declined to give occasional accommodation from the funds in the hands of the treasurer of the navy to other services; and in another letter to the said commissioners, dated 28th of March, 1805, he declares he never knowingly derived any advantage from any advances of public money.

“ Upon the second head of inquiry referred to us by your order, viz. Whether any, and what representations were made to the lords commissioners of His Majesty’s treasury, or the chancellor of the exchequer, respecting the withdrawing from the bank any sums of money so issued, since the passing of the act of the 25th Geo. III. c. 31; your committee do not find that any such representations have ever been made to the lords commissioners of His Majesty’s treasury, nor any such representations to the chancellor of the exchequer; except what is stated in the evidence annexed of Mr. Raikes, and is admitted in the evidence of Mr. Pitt: from whence it appears that some time in the year 1797 Mr. Raikes, at that time governor of the bank, had occasion to hold an official intercourse with Mr. Pitt by the authority of the bank; and that when the official business was over, in consequence of information which he had received from Mr. Giles and Mr. Newland, he told Mr. Pitt, in conversation, of his having heard at the bank that morning, that the treasurer of the navy now kept cash at Messrs. Coutts and Co.’s, and that navy bills were paid by drafts on Messrs. Coutts and company, instead of drafts upon the bank, and Mr. Pitt thanked him for the information; that the above was the purport of the communication to Mr. Pitt, though the length of time that had intervened prevented his being sure as to the terms of it. Mr. Pitt admits the general import of the communication, with some difference only as to the terms of it; which he does not undertake to recollect with accuracy, but states it in

substance to have conveyed to him an impression, that sums were drawn from the bank and carried to a private banking-house, to a larger amount than was supposed necessary; that he took an early opportunity of stating to Lord Melville the information given him by Mr. Raikes; and though he cannot state precisely what further passed between himself and Lord Melville upon the subject, it impressed him with a belief, that though sums were drawn from the bank and lodged in a private banking-house, no sums were so transferred but such as were necessary to carry on the details of the service in payment to individuals; and that it was difficult to carry on the various payments in detail in any other way; that he did not himself particularly advert to the provisions of the act, nor did it occur to him, that drawing from the bank such sums as were necessary for carrying on the details of service was an illegal practice; that relying on the opinion of Lord Melville, he made no investigation into the necessity of the practice, and was so far satisfied with the general statement given to him, that he did not think it necessary to communicate the circumstance to any other of His Majesty's servants, to make any further inquiry, or to take any further steps upon the subject; that he, Mr. Pitt, had no knowledge or information of any irregularity in the management of the public money advanced for naval services, except from such communication of Mr. Raikes, till he was acquainted, after he was out of office, by Lord Harrowby; that he, Lord Harrowby, thought the practice which prevailed in this respect had been irregular, and was taking steps to put a stop to it. That he, Mr. Pitt, had no knowledge or reason to suspect any private profit was made of the naval money, or that the business of the office was so conducted as to admit of it, till the conversation with Lord Harrowby; nor had he any knowledge that private profit had in fact been made, nor that any naval money,

except the forty thousand pounds, had been diverted to purposes not naval, previous to the inquiry that took place before the commissioners of naval inquiry. And Lord Harrowby, in his evidence before us, states that it did not immediately appear to him, for the reasons given in his evidence, when he was appointed treasurer of the navy in June, 1800, that the practice of drawing money from the bank into the hands of a private banker, if carried on *bona fide* for the purpose of official convenience, and for those only, was necessarily illegal, or intended to be prohibited by the act.

“ Upon the last subject of the inquiry referred to us, as to the proceedings had for the recovery of the debt due to the crown by the late Adam Jellicoe; it appears in the tenth report, p. 159, and the evidence in the appendix to the report therein referred to, that the property of the late Mr. Adam Jellicoe returned by the inquisition taken upon the extent issued in August, 1789, had all been sold, and the proceeds carried to account, long antecedent to the writ of privy seal, dated 31st of May, 1800; except the patent of Mr. Cort, a farm at Sheffield, a warehouse and wharf at Gosport, and a messuage at Portsmouth Common, all which remain still unsold. It appears also that the sum of four thousand pounds was due to Mr. Adam Jellicoe from his son Mr. Samuel Jellicoe; who in his evidence before the commissioners of naval inquiry, states that sum to have been advanced to him by his father upon his entering into business, but that it appeared as a debt due from him on his father's books. As to the patent, it does not seem that any opportunity has occurred, though endeavours have been used, to make it available to any profitable purpose; the farm at Sheffield has been taken possession of by the mortgagee. As to the warehouse and wharf, which was valued in the inquisition at one thousand pounds, it has been let to Mr. S. Jellicoe at the rent of one hundred a year; on the 23d

of September, 1791, one hundred and fifty pounds, and on the 21st of May, 1800, eight hundred and seventy-five pounds for ten years and a quarter's rent for the said wharf and warehouse, was paid by Mr. Samuel Jellicoe to Mr. Trotter on account of the treasurer of the navy; and as to the four thousand pounds, it appears that Samuel Jellicoe, not being able to discharge the debt, an agreement was entered into either between him and Mr. White, or between him and Mr. Trotter, that he should pay it by instalments of two hundred a year; and that on the same 23d of September, 1791, three hundred pounds, and on the same 21st of May, 1800, one thousand seven hundred and fifty pounds was paid to Mr. Trotter, for the instalments that became due to the 31st of March, 1800. As to the messuage at Portsmouth Common, let at twelve pounds a year, no rent seems ever to have been received from it, nor any proceedings had relative to it, subsequent to the extent and inquisition. Since the said 21st of May, 1800, no rent for the wharf and warehouse, nor any further instalments on the four thousand pounds have been paid, nor any measures adopted for the recovery thereof. Mr. Pitt, who in May, 1800, was chancellor of the exchequer, but who went out of office early in the year ensuing, in his examination before us, states that he understood sufficient directions had originally been given to the solicitor of the treasury, to take all measures necessary for the purpose; and Mr. White, solicitor to the treasury, who was employed on the occasion in the year 1798, by Mr. Trotter, on behalf of the treasurer of the navy, admits that the instructions he received were the instructions usually given on similar occasions; and that under those original instructions, without waiting for further orders, he thought it his duty to proceed, whilst there were any visible effects from which hopes could be entertained of recovering any further sums in discharge of the balance due from Mr. Jellicoe to the public; he also

states that though he had received such general instructions as are before-mentioned, yet he thought himself charged only with conducting the law proceedings, and that he understood Mr. Trotter had taken upon himself to examine into the state of the property of Mr. Jellicoe that was recoverable, and had employed persons for that purpose; and Mr. Trotter appears to have collected such parts of the debts and property of Mr. Adam Jellicoe, as he had an opportunity of obtaining, till Lord Melville had procured the writ of privy seal; who being thereby indemnified from the charge that stood against him on account of Mr. Jellicoe's deficiency, Mr. Trotter no longer considered himself under the necessity of acting in the business, in which he had before acted without any particular authority or obligation; and Mr. White not having heard of the writ of privy seal till after the examination that took place before the commissioners of naval inquiry, and having received no directions either from Mr. Trotter or any other person since the year 1792 or 1793, has not from that period taken any steps whatever relative to the subject; but adds, the rents due may be now recovered; and Mr. Trotter was not able to recollect any debts due to the late Mr. Adam Jellicoe, that he considered as recoverable. Your committee, duly considering the reference under which their powers are derived, have not felt themselves at liberty to come to any specific resolutions on the merits of the several transactions which have been the subjects of their inquiry; they have deemed it even more consistent with their duty, to abstain from observations, which might seem to convey a judgment upon any of the points in question. They have endeavoured to give the house a correct summary of the material parts of the evidence, confining their remarks strictly within the limits of explanation; leaving the conclusions to be deduced therefrom altogether to the wisdom of the house; but have thought it right to annex,

in the appendix, the whole of the evidence taken before them: considering this course of proceeding, under all the circumstances, as likely to prove more satisfactory to the house, than if they had omitted those parts, which, upon a minute review, they might have thought not immediately relevant to the object of the inquiry; trusting that if in any instance the examinations should appear to have exceeded the strict line of investigation prescribed to them, it will be attributed to the desire they have felt to execute, in the fullest manner, the duty entrusted to them by the house."

From this report, Mr. Whitbread observed, that it appeared deficiencies had been discovered for a number of years, in the department of the treasurer of the navy, to the amount of six hundred, and seventy-four thousand pounds a year. As soon as the commissioners discovered this enormous deficiency they deemed it absolutely necessary to call Lord Melville and Mr. Trotter before them; but the former said, he could give no answer because he had destroyed his documents, and Mr. Trotter could only answer, that there were some advances made to other departments, the amount of which he could not tell. It appeared by the evidence which he gave before the commissioners that he opened five different accounts: his own account; his account as paymaster of the navy; his first separate account; his broker's account; and Jellicoe's account; and when or how for what they were intended, he had the assurance to tell the commissioners, (Mr. Whitbread observed) that they had no right to interfere in his private concerns. It was also proved that Mr. Trotter was busy in purchasing all kinds of stock, to sell again to advantage, and Lord Melville, to whom the responsibility attached, was never known to interfere in it. The broker Mr. Sprott, who certainly had it in his power to have thrown much light on these transactions, informed the commissioners that he was advised by his lawyer, to keep

a religious silence, so that no information could be procured from him. Lord Melville however owned, that he knew of these transactions, but not of the details; on this Mr. Whitbread remarked that if he knew of either, in his opinion, he was equally criminal. It was moreover proved before the commissioners, that Mr. Trotter was in the habit of making Lord Melville pecuniary advances to a large amount, and Mr. Whitbread remarked that as the former had no fortune, when the latter took him under his patronage, he must have known that these advances were made out of the public money.

Mr. Whitbread in this part of his speech, commented on the evidence of Lord Melville and Mr. Trotter, observing that the other paymasters of the navy, since the act of parliament, had no hesitation in declaring upon oath, that they had received no emolument from the application of the public money, whereas Lord Melville was driven to evasive answers, and Mr. Trotter, screening himself under a clause in the act of parliament, allowing witnesses to decline questions which might criminate themselves, refused to answer.

Mr. Whitbread concluded with exhorting gentlemen of all descriptions, in that house to join with him in bringing such enormous delinquency to punishment, and with reading thirteen resolutions founded on the matter of his speech, adding however, that at present, he would press only eleven of them.

The Chancellor of the Exchequer rose after Mr. Whitbread; he contended that the report of the commissioners did not prove that any mischief had arisen to the public or any delay had taken place, in consequence of the conduct with which Lord Melville and Mr. Trotter were charged. He thought it would be best to refer the report to a select committee, and if they saw grounds for further proceeding, it would then be time enough for the House of Commons to decide upon them; but at present, in his opinion, it

would be unfair in the highest degree to regard Lord Melville as criminal.

In judging in this case it was peculiarly proper to take into consideration the motives, the circumstances, and the necessity which led to the transactions complained of: it did not appear that Lord Melville had been aware of the private purposes of profit to which the money had been applied. The sums vested in the house of Messrs. Coutts, and Co. did not appear to have been lodged there for the benefit of his lordship, or his paymaster, but in the course of business.

After a variety of other observations, the Chancellor of the Exchequer moved as an amendment, that the tenth report of the commissioners of Naval Enquiry, be referred to a select committee of the house,—but afterwards, on the suggestion of Mr. Fox, he consented to move the previous question.

Lord Henry Petty supported the motion of Mr. Whitbread; the Attorney General spoke in favour of Mr. Pitt's previous question and Mr. Tierney against it: the latter observed, that during the time he held the office of treasurer of the navy, he felt no inconvenience resulting from a compliance with the act of parliament.

Mr. Canning did not think, on a view of the whole case, that it amounted to any thing more than suspicion. Mr. Ponsonby observed that it was absurd to say that Lord Melville was excusable, because no loss had accrued to the public. To forge any of the navy bills was felony; and if an expert forger was detected in having counterfeited one of them, it would be no defence for him in a court of justice to say, that he had the money to replace it when it became due. The master of the rolls was for an enquiry, though it did not appear to him that any thing like personal corruption was proved against Lord Melville. Mr. Fox was strongly in favour of the motion of Mr. Whitbread. Towards the conclusion of the debate,

Mr. Wilberforce rose, and much interest was excited, not only on account of the character of that gentleman, but also because the issue of the debate would probably in a great measure depend on the manner in which he and his friends voted: he said, that he did not see that any of the friends of Lord Melville at all affected to deny the bare, broad fact of his having borrowed ten or twenty thousand pounds at a time from one of his clerks; and that he had allowed the same man to remove large sums of public money to his private bankers. Such a circumstance in itself afforded a strong ground of suspicion, and the loss and mischief such a practice might have brought on the naval department, would have been incalculable. The house was now appealed to, as the constitutional guardian of the rights of the people, and he should ill discharge his duty to the public if he did not give his most cordial and sincere support to the present motion.

After a few observations from some other members, the house divided: for Mr. Whitbread's motion two hundred and sixteen, against it two hundred and sixteen;—and the numbers being thus equal the speaker gave his casting vote in favor of Mr. Whitbread.

Mr. Whitbread then moved an address to His Majesty to remove Lord Melville from his counsels and presence for ever, but on the suggestion of Mr. Pitt, this motion was postponed.

A few days afterwards, the Chancellor of the Exchequer as soon as he entered the house, informed it, that Lord Melville had resigned the office of first Lord of the Admiralty; he was succeeded by Sir C. Middleton, who was created Lord Barham.

Mr. Whitbread upon this rose; he said this did not satisfy him and would not, he was sure satisfy the nation. Lord Melville might be restored to-morrow; he therefore moved an humble address to His Majesty, that he would be graciously pleased to remove Lord Melville from all

offices under the crown during pleasure, and from his councils and presence for ever ; but on perceiving that this motion did not meet the approbation of the house, he withdrew it, and moved that the resolutions of the former night should be laid before His Majesty ; this motion was carried unanimously, as was also another, that they be laid before His Majesty by the whole house.

On the 11th of June, previously to Mr. Whitbread's motion for an impeachment against Lord Melville, the speaker informed the house, that he had received a letter from his lordship requesting the permission of the house to attend and be heard : on this his lordship was admitted. The general purport of his speech was, an acknowledgment of his having appropriated the public money, entrusted to him for the service of the navy, to other public purposes ; and a solemn denial of his ever having derived any benefit therefrom, or in any degree participated in the profits made by Mr. Trotter. He, at the same time, confessed that he had applied the sum of ten thousand pounds in a way which, consistent with private honour and public duty, he never could and never would reveal.

When his lordship had retired, Mr. Whitbread rose, and after some remarks on his defence, moved that Henry Lord Viscount Melville be impeached of high crimes and misdemeanours. A debate took place on this and some following nights, whether the prosecution should be criminal or civil ; but at length it was carried that the proceedings should be by impeachment.

The most interesting naval event of this year ; and indeed in the whole naval history of Great Britain, was the battle of Trafalgar ; the circumstances preceding and accompanying it we shall extract from Southey's *Life of Nelson*, a specimen of biography in our opinion unequalled in every respect. In our extracts from this work relative to the victory of Trafalgar, we shall omit the notices

purely biographical, as the present department of our work does not properly include them.

“ War between Spain and England was now declared ; and on the 18th of January, the Toulon fleet, having the Spaniards to co-operate with them, put to sea. Nelson was at anchor off the coast of Sardinia, where the Madelena islands form one of the finest harbours in the world, when, at three in the afternoon of the 19th, the Active and Seahorse frigates brought this long-hoped for intelligence. They had been close to the enemy at ten on the preceding night, but lost sight of them in about four hours. The fleet immediately unmoored and weighed, and at six in the evening ran through the strait between Biche and Sardinia : a passage so narrow, that the ships could only pass one at a time, each following the stern lights of its leader. From the position of the enemy, when they were last seen, it was inferred that they must be bound round the southern end of Sardinia. Signal was made the next morning to prepare for battle. Bad weather came on, baffling the one fleet in its object, and the other in its pursuit. Nelson beat about the Sicilian seas for ten days, without obtaining any other information of the enemy, than that one of their ships had put into Ajaccio dismasted ; and having seen that Sardinia, Naples, and Sicily, were safe, believing Egypt to be their destination for Egypt he ran.

“ Baffled thus, he bore up for Malta, and met intelligence from Naples, that the French, having been dispersed in a gale, had put back to Toulon. From the same quarter he learnt, that a great number of saddles and muskets had been embarked ; and this confirmed him in his opinion that Egypt was their destination. On February 27, he was compelled to anchor in Pulla Bay, in the Gulf of Cagliari. From the 21st of January the fleet had remained ready for battle, without a-bulk head up, night or day. He anchored here, that he might not be

driven to leeward. As soon as the weather moderated he put to sea again; and, after again beating about against contrary winds, another gale drove him to anchor in the Gulf of Palmar, on the eighth of March. This he made his rendezvous; he knew that the French troops still remained embarked, and wishing to lead them into a belief that he was stationed upon the Spanish coast, he made his appearance off Barcelona with that intent. About the end of the month he began to fear that the plan of the expedition was abandoned; and sailing once more towards his old station off Toulon, on the 4th of April he met the *Phœbe*, with news that Villeneuve had put to sea on the last of March with eleven ships of the line, seven frigates and two brigs. When last seen, they were steering towards the coast of Africa. Nelson first covered the channel between Sardinia and Barbary, so as to satisfy himself that Villeneuve was not taking the same route for Egypt which Gantheaume had taken before him, when he attempted to carry reinforcements there. Certain of this, he bore up on the 7th for Palermo, lest the French should have passed to the north of Corsica, and he despatched cruisers in all direction. On the eleventh he felt assured that they were not gone down the Mediterranean; and sending off frigates to Gibraltar, to Lisbon, and to Admiral Cornwallis, who commanded the squadron off Brest, he endeavoured to get to the westward, beating against westerly winds. After five days, a neutral gave intelligence that the French had been seen off Cape de Gatte on the 7th. It was soon afterwards ascertained that they had passed the Straits of Gibraltar on the day following; and Nelson, knowing that they might already be half way to Ireland or to Jamaica, exclaimed, that he was miserable. One gleam of comfort only came across him in the reflexion, that his vigilance had rendered it impossible for them to undertake any expedition in the Mediterranean.

“ In spite of every exertion which could be made by all

the zeal and all the skill of British seamen, he did not get in sight of Gibraltar till the 30th of April; and the wind was then so adverse, that it was impossible to pass the Gut. He anchored in Mazari Bay, on the Barbary shore; obtained supplies from Tetuan; and when, on the fifth, a breeze from the eastward sprang up at last, sailed once more, hoping to hear of the enemy from Sir John Orde, who commanded off Cadiz, or from Lisbon.

“ Nelson had formed his judgment of their destination and made up his mind accordingly, when Donald Campbell, at that time an admiral in the Portugueze service, the same person who had given important tidings to Earl St. Vincent of the movements of that fleet from which he won his title, a second time gave timely and momentous intelligence to the flag of his country. He went on board the Victory, and communicated to Nelson his certain knowledge that the combined Spanish and French fleets were bound for the West Indies. Hitherto all things had favoured the enemy. While the British commander was beating up against strong southerly and westerly gales, they had wind to their wish from the north east; and had done in nine days what he was a whole month in accomplishing. Villeneuve finding the Spaniards at Carthagena were not in a state of equipment to join him, dared not wait, but hastened on to Cadiz. Sir John Orde necessarily retired at his approach. Admiral Gravina, with six Spanish ships of the line and two French, came out to him, and they sailed without a moment's loss of time. They had about three thousand French troops on board, and fifteen hundred Spanish:—six hundred were under orders, expecting them at Martinique, and one thousand at Guadaloupe. General Lauriston commanded the troops. The combined fleet now consisted of eighteen sail of the line, six forty-four gun frigates, one of twenty-six guns, three corvettes, and a brig. They were joined afterwards by two new French

line of battle ships, and one forty-four. Nelson pursued them with ten sail of the line and three frigates.

“ May 15, he made Madeira, and on June 4th reached Barbadoes, whither he had sent despatches before him; and where he found Admiral Cochrane, with two ships, part of our squadron in those seas being at Jamaica. He found here also accounts that the combined fleets had been seen from St. Lucia on the 28th, standing to the southward, and that Tobago and Trinidad were their objects. Sir William Myers offered to embark here with two thousand troops: they were taken on board, and the next morning he sailed for Torbago. Here accident confirmed the false intelligence which had, whether from intention or error, misled him. A merchant at Tobago, in the general alarm not knowing whether this fleet was friend or foe, sent out a schooner to reconnoitre, and acquaint him by signal. The signal which he had chosen happened to be the very one which had been appointed by Colonel Shipley of the engineers, to signify that the enemy were at Trinidad; and as this was at the close of day, there was no opportunity of discovering the mistake. An American brig was met with about the same time; the master of which, with that propensity to deceive the English and assist the French in any manner, which has been but too common among his countrymen, affirmed, that he had been boarded off Granada a few days before by the French, who were standing towards the Bocas of Trinidad. This fresh intelligence removed all doubts. The ships were cleared for action before day-light, and Nelson entered the Bay of Paria on the seventh, hoping and expecting to make the mouths of the Orinoco as famous in the annals of the British Navy as those of the Nile. Not an enemy was there; and it was discovered that accident and artifice had combined to lead him so far to leeward, that there could have been little hope of fetching to windward of

Granada for any other fleet. Nelson, however, with skill and exertions never exceeded, and almost unexampled, bore for that island.

“Advices met him on the way, that the combined fleets, having captured the Diamond Rock, were then at Martinique, on the fourth, and were expected to sail that night for the attack of Granada. On the ninth Nelson arrived off that island; and there learnt, that they had passed to leeward of Antigua the preceding day, and taken a homeward bound convoy.

“That they were flying back to Europe he believed, and for Europe he steered in pursuit on the 13th, having disembarked the troops at Antigua, and taking with him the Spartiate, seventy-four:—the only addition to the squadron with which he was pursuing so superior a force. On the 17th of July he came in sight of Cape St. Vincent, and steered for Gibraltar. Here he communicated with his old friend Collingwood; who, having been detached with a squadron, when the disappearance of the combined fleets, and of Nelson in their pursuit, was known in England, had taken his station off Cadiz. Nelson having victualled and watered at Tetuan, stood for Ceuta on the twenty-fourth, still without information of their course. Next day intelligence arrived that the Curieux brig had seen them on the 19th, standing to the northward. He proceeded off Cape St. Vincent, rather cruising for intelligence than knowing whither to betake himself. Still persevering, and still disappointed, he returned near enough to Cadiz to ascertain that they were not there; traversed the Bay of Biscay; and then, as a last hope, stood over for the north-west coast of Ireland, against adverse winds, till, on the evening of the 12th of August, he learnt that they had not been heard of there. Frustrated thus in all his hopes, after a pursuit, to which, for its extent, rapidity, and perseverance, no parallel can be produced, he judged it best to reinforce the channel fleet

with his squadron, lest the enemy, as Collingwood apprehended, should bear down upon Brest with their whole collected force. On the fifteenth he joined Admiral Cornwallis off Ushant. No news had yet been obtained of the enemy; and on the same evening he received orders to proceed, with the *Victory* and *Superb* to Portsmouth.

“At Portsmouth, Nelson, at length found news of the combined fleet. Sir Robert Calder, who had been sent out to intercept their return, had fallen in with them on the 22d of July, sixty leagues west of Cape Finisterre. Their force consisted of twenty sail of the line, three fifty gun ships, five frigates, and two brigs: his, of fifteen line of battle ships, two frigates, a cutter, and a lugger. After an action of four hours he had captured an eighty-four and a seventy-four, and then thought it necessary to bring-to the squadron, for the purpose of securing their prizes. The hostile fleets remained in sight of each other till the twenty-sixth, when the enemy bore away. Unremitting exertions were made to equip the ships which he had chosen, and especially to refit the *Victory*, which was once more to bear his flag. Early on the morning of the 14th of September, he reached Portsmouth; and he arrived off Cadiz on the 29th of September. On the day of his arrival, Villeneuve received orders to put to sea the first opportunity. Villeneuve, however, hesitated, when he heard that Nelson had resumed the command. He called a council of war; and their determination was, that it would not be expedient to leave Cadiz, unless they had reason to believe themselves stronger by one third than the British force.

“In the public measures of this country secrecy is seldom practicable, and seldom attempted: here, however, by the precautions of Nelson, and the wise measures of the admiralty, the enemy were for once kept in ignorance; for, as the ships appointed to reinforce the Mediterranean fleet were despatched singly, each as soon as it was ready,

their collected number was not stated in the newspapers, and their arrival was not known to the enemy. But the enemy knew that Admiral Louis, with six sail, had been detached for stores and water to Gibraltar. Accident also contributed to make the French admiral doubt whether Nelson himself had actually taken the command. An American, lately arrived from England, maintained that it was impossible, for he had seen him only a few days before in London; and, at that time, there was no rumour of his going again to sea.

“The station which Nelson had chosen was some fifty or sixty miles to the west of Cadiz, near Cape St. Mary’s. At this distance he hoped to decoy the enemy out, while he guarded against the danger of being caught with a westerly wind near Cadiz, and driven within the Straits. The blockade of the port was rigorously enforced; in hopes that the combined fleet might be forced to sea by want. The Danish vessels, therefore, which were carrying provisions from the French ports in the bay, under the name of Danish property, to all the little ports from Ayamonte to Algeziras, from whence they were conveyed in coasting boats to Cadiz, were seized. Without this proper exertion of power, the blockade would have been rendered nugatory, by the advantage thus taken of the neutral flag. The supplies from France were thus effectually cut off. There was now every indication that the enemy would speedily venture out: officers and men were in the highest spirits at the prospect of giving them a decisive blow: such, indeed, as would put an end to all further contest upon the seas. The order of sailing was to be the order of battle: the fleet in two lines, with an advanced squadron of eight of the fastest sailing two-deckers. The second in command, having the entire direction of his line, was to break through the enemy, about the twelfth ship from their rear: he would lead through the centre, and the advanced squadron was

to cut off three or four a-head of the centre. This plan was to be adapted to the strength of the enemy, so that they should always be one fourth superior to those whom they cut off. One of the last orders of this admirable man was, that the name and family of every officer, seamen, and marine, who might be killed or wounded in action, should be, as soon as possible, returned to him, in order to be transmitted to the chairman of the patriotic fund, that the case might be taken into consideration, for the benefit of the sufferers, or his family.

“ About half-past nine in the morning of the nineteenth the Mars, being the nearest to the fleet of the ships which formed the line of communication with the frigates in shore, repeated the signal, that the enemy were coming out of port. The wind was at this time very light, with partial breezes, mostly from the south south-west. Nelson ordered the signal to be made for a chase in the south-east quarter. About two, the repeating ships announced, that the enemy were at sea. All night the British fleet continued under all sail, steering to the south-east. At daybreak they were in the entrance of the Straits, but the enemy were not in sight. About seven, one of the frigates made signal that the enemy were bearing north. Upon this the Victory hove to; and shortly afterwards Nelson made sail again to the northward. In the afternoon the wind blew fresh from the south-west, and the English began to fear that the foe might be forced to return to port. A little before sunset, however, Blackwood in the Euryalus, telegraphed, that they appeared to go to the westward. At day-break the combined fleets were distinctly seen from the Victory's deck, formed in a close line of battle a-head, on the starboard tack, about twelve miles to leeward, and standing to the south. Our fleet consisted of twenty-seven sail of the line and four frigates, theirs of thirty-three, and seven large frigates. Their superiority was greater in size, and weight of metal, than

in numbers. They had four thousand troops on board; and the best riflemen who could be procured, many of them Tyrolese, were dispersed through the ships. Soon after day-light Nelson came upon deck. The wind was now from the west, light breezes, with a long heavy swell. Signal was made to bear down upon the enemy in two lines; and the fleet set all sail. Collingwood, in the Royal Sovereign, led the lee line of thirteen ships; the Victory led the weather line of fourteen. Blackwood went on board the Victory about six. He found him in good spirits, but very calm; not in that exhilaration which he had felt upon entering into battle at Aboukir and Copenhagen: he knew that his own life would be particularly aimed at, and seems to have looked for death with almost as sure an expectation as for victory. His whole attention was fixed upon the enemy. They tacked to the northward, and formed their line on the larboard tack; thus bringing the shoals of Trafalgar and St. Pedro under the lee of the British, and keeping the port of Cadiz open for themselves. This was judiciously done: and Nelson, aware of all the advantages which it gave them, made signal to prepare to anchor.

“ Villeneuve was a skilful seamen; worthy of serving a better master, and a better cause. His plan of defence was as well conceived, and as original, as the plan of attack. He formed the fleet in a double line, every alternate ship being about a cable's length to windward of her second a-head and astern. Nelson, certain of a triumphant issue to the day, asked Blackwood what he should consider as a victory. That officer answered, that, considering the handsome way in which battle was offered by the enemy, their apparent determination for a fair trial of strength, and the situation of the land, he thought it would be a glorious result if fourteen were captured. He replied: ‘I shall not be satisfied with less than twenty.’ Soon afterwards he asked him if he did not think there

was a signal wanting. Captain Blackwood made answer, that he thought the whole fleet seemed very clearly to understand what they were about. These words were scarcely spoken before that signal was made, which will be remembered as long as the language, or even the memory of England, shall endure;—Nelson's last signal:—'England expects every man to do his duty!' It was received throughout the fleet with a shout of answering acclamation, made sublime by the spirit which it breathed, and the feeling which it expressed. 'Now,' said Lord Nelson, 'I can do no more. We must trust to the great Disposer of all events, and the justice of our cause. I thank God for this great opportunity of doing my duty.'

"The French admiral from the *Bucentaure*, beheld the new manner in which his enemy was advancing, Nelson and Collingwood each leading his line; and, pointing them out to his officers, he is said to have exclaimed, that such conduct could not fail to be successful. Yet *Ville-neuve* had made his own dispositions with the utmost skill, and the fleets under his command waited for the attack with perfect coolness. Ten minutes before twelve they opened their fire. Eight or nine of the ships immediately a-head of the *Victory*, and across her bows, fired single guns at her, to ascertain whether she was yet within their range. As soon as Nelson perceived that their shot passed over him, he desired Blackwood, and Captain Prowse, of the *Sirius*, to repair to their respective frigates; and, on their way, to tell all the captains of the line of battle ships that he depended on their exertions; and that, if by the prescribed mode of attack they found it impracticable to get into action immediately, they might adopt whatever they thought best, provided it led them quickly and closely alongside an enemy.

"The enemy continued to fire a gun at a time at the *Victory*, till they saw that a shot had passed through her main-top-gallant-sail; then they opened their broadsides,

aiming chiefly at her rigging, in the hope of disabling her before she could close with them. Nelson, as usual, had hoisted several flags, lest one should be shot away. The enemy showed no colours till late in the action, when they began to feel the necessity of having them to strike. For this reason, the *Santissima Trinidad*, Nelson's old acquaintance, as he used to call her, was distinguishable only by her four decks; and to the bow of this opponent he ordered the *Victory* to be steered. Mean-time an incessant raking fire was kept up upon the *Victory*. The *Victory* had not yet returned a single gun; fifty of her men had been by this time killed or wounded, and her main-top-mast, with all her studding sails and their booms, shot away. Nelson declared, that, in all his battles he had seen nothing which surpassed the cool courage of his crew on this occasion. At four minutes after twelve she opened her fire from both sides of her deck. It was not possible to break the enemy's line without running on board one of their ships. Hardy informed him of this, and asked which he would prefer. Nelson replied; 'Take your choice, Hardy, it does not signify much.' The master was then ordered to put the helm to port, and the *Victory* ran on board the *Redoubtable*, just as her tiller ropes were shot away. The French ship received her with a broadside; then instantly let down her lower deck ports, for fear of being boarded through them, and never afterwards fired a great gun during the action. Her tops, like those of all the enemy's ships, were filled with riflemen: Nelson never placed musketry in his tops; he had a strong dislike to the practice; not merely because it endangers setting fire to the sails, but also because it is a murderous sort of warfare, by which individuals may suffer, and a commander, now and then, be picked off, but which never can decide the fate of a general engagement.

“ Captain Harvey, in the *Temeraire* fell on board the

Redoubtable on the other side. Another enemy was in like manner on board the *Temeraire*: so that these four ships formed as compact a tier as if they had been moored together, their heads lying all the same way. The lieutenants of the *Victory*, seeing this, depressed their guns of the middle and lower decks, and fired with a diminished charge, lest they should pass through, and injure the *Temeraire*. And because there was danger that the *Redoubtable* might take fire from the lower-deck guns, the muzzles of which touched her side when they were run out; the fireman of each gun stood ready with a bucket of water; which, as soon as the gun was discharged, he dashed into the hole made by the shot. An incessant fire was kept up from the *Victory* from both sides; her larboard guns playing upon the *Bucentaure* and the huge *Santissima Trinidad*.

“ It had been part of Nelson’s prayer, that the British fleet might be distinguished by humanity in the victory which he expected. Setting an example himself, he twice gave orders to cease firing upon the *Redoubtable*, supposing that she had struck, because her great guns were silent; for, as she carried no flag, there was no means of instantly ascertaining the fact. From this ship, which he had thus twice spared, he received his death. A ball fired from her mizen-top, which, in the then situation of the two vessels, was not more than fifteen yards from that part of the deck where he was standing, struck the epaulette on his left shoulder,—about a quarter after one, just in the heat of the action. He fell upon his face, on the spot which was covered with his poor secretary’s blood. Hardy, who was a few steps from him, turning round, saw three men raising him up. ‘ They have done for me at last, Hardy,’ said he. ‘ I hope not!’ cried Hardy. ‘ Yes,’ he replied; ‘ my back bone is shot through.’ Yet even now, not for a moment losing his presence of mind, he observed, as they were carrying him down the ladder

that the tiller ropes, which had been shot way, were not yet replaced, and ordered that new ones should be rove immediately:—then, that he might not be seen by the crew, he took out his handkerchief, and covered his face and his stars.—Had he but concealed these badges of honour from the enemy, England, perhaps, would not have had cause to receive with sorrow the news of the battle of Trafalgar.

“ The cockpit was crowded with wounded and dying men; over whose bodies he was with some difficulty conveyed; and laid upon a pallet in the midshipmen’s birth. It was soon perceived; upon examination, that the wound was mortal. This, however, was concealed from all, except Captain Hardy, the chaplain, and the medical attendants. He himself being certain, from the sensation in his back, and the gush of blood which he felt momentarily within his breast, that no human care could avail him, insisted that the surgeon should leave him, and attend to those to whom he might be useful: ‘ For,’ said he, ‘ you can do nothing for me.’—All that could be done was to fan him with paper, and frequently to give him lemonade, to alleviate his intense thirst. He was in great pain, and expressed much anxiety for the event of the action, which now began to declare itself. As often as a ship struck, the crew of the *Victory* huzzaed; and, at every huzza, a visible expression of joy gleamed in the eyes, and marked the countenance, of the dying hero. But he became impatient to see Captain Hardy; and as that officer, though often sent for, could not leave the deck, Nelson feared that some fatal cause prevented him, and repeatedly cried: ‘ Will no one bring Hardy to me? He must be killed! He is surely dead!’—An hour and ten minutes elapsed, from the time when Nelson received his wound, before Hardy could come to him. They shook hands in silence; Hardy in vain struggling to suppress the feelings of that most painful, and yet sublimest moment. ‘ Well,

Hardy,' said Nelson, 'how goes the day with us?' 'Very well,' replied Hardy; 'ten ships have struck, but five of their van have tacked, and show an intention of bearing down upon the Victory. I have called two or three of our fresh ships round, and have no doubt of giving them a drubbing.' 'I hope,' said Nelson, 'none of our ships have struck?' Hardy answered, 'There was no fear of that.' Then and not till then, Nelson spoke of himself. 'I am a dead man, Hardy,' said he: 'I am going fast: it will be all over with me soon. Come nearer to me. Let my dear Lady Hamilton have my hair, and all other things belonging to me.' Hardy observed, that he hoped Mr. Beatty could yet hold out some prospect of life. 'Oh no!' he replied: 'it is impossible. My back is shot through. Beatty will tell you so.' Captain Hardy then, once more, shook hands with him; and, with a heart almost bursting, hastened upon deck.

"By this time all feeling below the breast was gone; and Nelson, having made the surgeon ascertain this, said to him: 'You know I am gone. I know it. I feel something rising in my breast,'—putting his hand on his left side,—'which tells me so.' And upon Beatty's inquiring whether his pain was very great? he replied, 'So great, that he wished he was dead.' 'Yet,' said he, in a lower voice, 'one would like to live a little longer too!' And after a few minutes, in the same under tone, he added: 'What would become of poor Lady Hamilton if she knew my situation!' Next to his country, she occupied his thoughts. Captain Hardy, some fifty minutes after he had left the cockpit, returned; and again taking the hand of his dying friend and commander, congratulated him on having gained a complete victory. How many of the enemy were taken he did not know, as it was impossible to perceive them distinctly; but fourteen or fifteen at least. 'That's well,' cried Nelson; 'but I bargained for twenty.' And then in a stronger voice, he said; anchor,

Hardy, anchor.' Hardy, upon this, hinted that Admiral Collingwood would take upon himself the direction of affairs. 'Not while I live, Hardy!' said the dying Nelson, ineffectually endeavouring to raise himself from the bed; 'Do you anchor.' His previous order for preparing to anchor had shown how clearly he foresaw the necessity of this. Presently, calling Hardy back, he said to him, in a low voice, 'Don't throw me overboard,' and he desired that he might be buried by his parents, unless it should please the king to order otherwise. Then, reverting to private feelings: 'Take care of my dear Lady Hamilton, Hardy: take care of poor Lady Hamilton.'—'Kiss me, Hardy,' said he. Hardy knelt down, and kissed his cheek: and Nelson said, 'Now I am satisfied: Thank God I have done my duty.' Hardy stood over him in silence for a moment or two; then knelt again, and kissed his forehead. 'Who is that?' said Nelson; and being informed, he replied, 'God bless you, Hardy.' And Hardy then left him—for ever.

"Nelson now desired to be turned upon his right side, and said: 'I wish I had not left the deck; for I shall soon be gone.' Death was, indeed, rapidly approaching. He said to his chaplain: 'Doctor, I have *not* been a *great* sinner:' and after a short pause, 'Remember that I leave Lady Hamilton, and my daughter Horatia, as a legacy to my country.' His articulation now became difficult; but he was distinctly heard to say, 'Thank God, I have done my duty!' These words he had repeatedly pronounced; and they were the last words which he uttered. He expired at thirty minutes after four,—three hours and a quarter after he had received his wound.

"Within a quarter of an hour after Nelson was wounded, above fifty of the Victory's men fell by the enemy's musketry. They, however, on their part, were not idle; and it was not long before there were only two

Frenchmen left alive in the mizen-top of the Redoubtable. One of them was the man who had given the fatal wound: he did not live to boast of what he had done. An old quarter-master had seen him fire; and easily recognised him, because he wore a glazed cocked hat and a white frock. This quarter-master, and two midshipmen, Mr. Collingwood and Mr. Pollard, were the only persons left on the Victory's poop; the two midshipmen kept firing at the top, and he supplied them with cartridges. One of the Frenchmen, attempting to make his escape down the rigging, was shot by Mr. Pollard, and fell on the poop. But the old quarter-master, as he cried out, 'That's he, that's he,' and pointed at the other, who was coming forward to fire again, received a shot in his mouth, and fell dead. Both the midshipmen then fired, at the same time, and the fellow dropped in the top. When they took possession of the prize, they went into the mizen-top, and found him dead; with one ball through his head, and another through his breast.

“The Redoubtable struck within twenty minutes after the fatal shot had been fired from her. During that time she had been twice on fire, in her fore-chains and in her fore-castle. The French, as they had done in other battles, made use, in this, of fire-balls, and other combustibles; implements of destruction, which other nations, from a sense of honour and humanity, have laid aside; which add to the sufferings of the wounded, without determining the issue of the combat: which none but the cruel would employ, and which never can be successful against the brave. Once they succeeded in setting fire, from the Redoubtable, to some ropes and canvass on the Victory's booms. The cry ran through the ship, and reached the cockpit: but even this dreadful cry produced no confusion. The men displayed that perfect self-possession in danger by which English seamen are characterized; they extinguished the flames on board their own ship, and then

hastened to extinguish them in the enemy, by throwing buckets of water from the gangway. When the Redoubtable had struck, it was not practicable to board her from the Victory; for, though the two ships touched, the upper works of both fell in so much, that there was a great space between their gangways; and she could not be boarded from the lower or middle decks, because her ports were down. Some of our men went to Lieutenant Quilliam, and offered to swim under her bows and get up there; but it was thought unfit to hazard brave lives in this manner.

“What our men would have done from gallantry, some of the crew of the Santissima Trinidad did to save themselves. Unable to stand the tremendous fire of the Victory, whose larboard guns played against this great four decker, and not knowing how else to escape them, nor where else to betake themselves for protection, many of them leapt overboard, and swam to the Victory; and were actually helped up her sides by the English during the action. The Spaniards began the battle with less vivacity than their unworthy allies, but they continued it with greater firmness. The Argonauta and Bahama were defended till they had each lost about four hundred men: the St. Juan Nepomuceno lost three hundred and fifty. Often as the superiority of British courage has been proved against France upon the seas, it was never more conspicuous than in this decisive conflict. Five of our ships were engaged muzzle to muzzle with five of the French. In all five the Frenchmen lowered their lower-deck ports, and deserted their guns; while our men continued deliberately to load and fire, till they had made the victory secure.

“Once, amidst his sufferings, Nelson had expressed a wish that he were dead; but immediately the spirit subdued the pains of death, and he wished to live a little longer; doubtless that he might hear the completion of

the victory which he had seen so gloriously begun. That consolation, that joy, that triumph, was afforded him. He lived to know that the victory was decisive; and the last guns which were fired at the flying enemy, were heard a minute or two before he expired. The ships which were thus flying were four of the enemy's van, all French, under Rear-Admiral Dumanoir.

“ The total British loss in the battle of Trafalgar amounted to one thousand five hundred and eighty-seven. Twenty of the enemy struck; unhappily the fleet did not anchor, as Nelson, almost with his dying breath, had enjoined; a gale came on from the south-west; some of the prizes went down, some went on shore; one effected its escape into Cadiz; others were destroyed; four only were saved, and those by the greatest exertions. The wounded Spaniards were sent a-shore, an assurance being given that they should not serve till regularly exchanged; and the Spaniards with generous feelings, which would not, perhaps, have been found in any other people, offered the use of their hospitals for our wounded, pledging the honour of Spain that they should be carefully attended there. When the storm, after the action, drove some of the prizes upon the coast, they declared that the English, who were thus thrown into their hands, should not be considered as prisoners of war; and the Spanish soldiers gave up their own beds to their shipwrecked enemies. The Spanish vice-admiral, Alava, died of his wounds. Villeneuve was sent to England, and permitted to return to France. The French government say that he destroyed himself on the way to Paris, dreading the consequences of a court martial: but there is every reason to believe that the tyrant, who never acknowledged the loss of the battle of Trafalgar, added Villeneuve to the numerous victims of his murderous policy.

“ It is almost superfluous to add, that all the honours which a grateful country could bestow, were heaped upon

the memory of Nelson. His brother was made an earl, with a grant of six thousand pounds per year; ten thousand pounds were voted to each of his sisters; and one hundred thousand pounds for the purchase of an estate. A public funeral was decreed, and a public monument. Statues and monuments also were voted by most of our principal cities. The leaden coffin, in which he was brought home, was cut in pieces, which were distributed as relics of Saint Nelson; so the gunner of the Victory called them; and when, at his interment, his flag was about to be lowered into the grave, the sailors, who assisted at the ceremony, with one accord rent it in pieces, that each might preserve a fragment while he lived."

In this account the engagement between Sir Robert Calder and the enemy, is incidentally and concisely noticed; it will be proper however before proceeding further to add to it more at length as well as to the proceedings to which it gave rise:

The engagement lasted four hours: at the end of that period, two of the enemy's ships of the line having been captured, Sir Robert Calder deemed it necessary to bring to his squadron in order that he might secure and protect his prizes. The night was spent by both fleets in the necessary repairs, and the following morning the combined squadron seemed disposed to renew the action, which it was completely in their power to have done, having the advantage of the wind; but they never approached nearer the British than four leagues, Sir Robert keeping such a course as would best protect the captured ships, and one of his own which had been much crippled. At night the fleets were about six leagues asunder, and when day broke on the 24th, the enemy were seen steering away about south-east, and kept this course till six in the evening, when they could no longer be distinguished.

The British nation were so much disappointed at the result of this engagement, that it was judged proper to

bring Sir Robert Calder to a court martial. The following is the defence which he made on this occasion.

“ Mr. president and gentlemen of the court,—I appear before you in a singular, I may almost say an unprecedented situation. Having served my king and country, not only without reproach but, I may add, with some degree of reputation, for upwards of forty-six years, during which I have been more than once honoured with marks of approbation from my sovereign; having for the last ten months been employed on a most severe and critical service, without once being in port: and having in the course of it, with a very inferior fleet, forced a superior one of the enemy, who had the advantage of wind and situation, into action, and obtained a decisive victory over them, I felt myself impelled to solicit the present inquiry for the purpose of vindicating my honour and my character from a variety of injurious and unfounded aspersions which have been cast upon me, in consequence of the not having renewed the engagement during the two days that the enemy afterwards remained in sight. The consciousness of my having done my duty would however have induced me to treat these aspersions with contempt, had they not become so general, that I was apprehensive that silence on my part would be construed into an acknowledgment of their truth, and an admission of my own misconduct; I found myself therefore under the necessity of applying to the lords of the admiralty to order an inquiry into my conduct, that I might be enabled to state publicly the reasons which actuated it throughout, and to refute the illiberal and unfounded assertions which had been made against me. To this they have been pleased to assent; and although, in a subsequent letter to that which accompanies the order for your assembling, I requested that the court might be empowered to inquire into the whole of my conduct, even prior to my falling in with the enemy, while in their presence, and subsequent

thereto, they have thought it right to confine it to the 23d of July, and my subsequent conduct and proceedings until I finally lost sight of the enemy's ships, and to direct me to be tried for not having done my utmost to renew the engagement, and to take or destroy every ship of the enemy, which the charge asserts it was my duty to engage. I consider this therefore as a declaration by their lordships, that this is the only part of my conduct upon which any particle of doubt can by possibility attach, or of which any explanation can possibly be requisite. At the same time however I cannot but lament that the inquiry is so limited; as it prevents my giving evidence of the circumstances of the action, which I have no doubt I should have proved to have been such as to add to the reputation of the British navy.

“ As in defending myself against this charge, I trust I shall be able to satisfy the court and the public, that the not renewing the engagement, if it were practicable to have done it, was not only justifiable, but the most proper and prudent course under all circumstances to be adopted, and that the attempting to force a renewal of the action, might not only have endangered the safety of my own fleet, but eventually that of the country itself, I shall request the indulgence of the court to be permitted to enter fully into all the circumstances, and to lay before them the particular situation in which I was placed, the orders I had from time to time received, and the reasons which induced me not to attempt a renewal of the action, confident that when I have done so, all the prejudices which have been hitherto entertained will be dissipated, and that by your judgment I shall be restored to the good opinion of my country—that country for which I have bled, and for which I have conquered.

“ Before however I enter into the particular statements permit me to make an observation or two on the specific charge, which is the principal object of your inquiry. It

does not range itself precisely within any of the articles of war, though it in part adopts the language of one of them. —It assumes as a principle that it was my duty to renew the engagement, and to endeavour to take or destroy every ship of the enemy.

“ I am ready to admit that it is so much the duty of an officer to engage the enemy wherever he meets with them, that it is incumbent upon him to explain satisfactorily why he does not; but in making that explanation, it is not necessary for him to prove the physical impossibility of doing so. It may be possible, and yet there may be very many reasons why he should not. Indeed the absurdity of a contrary position is such, that it would be an idle waste of time to trouble the court with many observations upon it.

“ They will however permit me to observe that mine is not the only instance where a British fleet has laid in sight of that of the enemy without renewing an engagement.

“ In proof of this assertion, if it be necessary, I need only recal to your memory, out of many others, the example of two very great and gallant officers, who after having obtained most brilliant victories over the enemy, did not think themselves justified in bringing them a second time to action, although they were in sight of them fully as long as I was. The two meritorious officers to whom I allude are Earl Howe, in the action of the 1st of June, 1794; and Earl St. Vincent, in that of the 27th of February, 1797. Of the latter I am competent to speak from my own knowledge, having had the honour to serve under his lordship as captain of the fleet in that engagement.

“ Of the propriety of the conduct of these noble lords in both instances, no doubt has at any moment been entertained by any body. They certainly exercised a sound discretion upon the occasion: but it may not be improper

for me to remark, that although the advantages they had acquired were certainly superior to mine, that mine was a situation in which it was in every respect more necessary to exercise that discretion, which in every case must be vested in the commander of a squadron, to judge of the propriety or impropriety of offering battle to a superior fleet. In the instances abovementioned there was no other force to contend with, no other quarter from which an attack was to be apprehended, than the fleets which had been already engaged.—In mine it behoved me to be particularly on my guard against the Ferrol and Rochefort squadrons, consisting of twenty-one sail of the line, both which I had reason to believe were out, and one of which appears to have been actually on the sea, and to which the squadron opposed to me might easily have given notice of their situation, as will be hereafter more fully stated.

“ With these observations I shall dismiss this part of the case for the present, and proceed to lay before the court a statement of the facts to which I am to request their serious attention :

“ In the month of February I was dispatched by Admiral Cornwallis from the fleet off Ushant, to blockade the harbours of Ferrol and Corunna. Although at that time there were five French ships of the line and three frigates, and five Spanish ships of the line and four frigates, nearly ready for sea, besides three Spanish line-of-battle ships, which were just come out of the arsenal, and were getting ready, seven sail of the line were all that could be spared me, which were afterwards increased to nine ; and though I repeatedly made application for two frigates and two small vessels, to place at the entrance of these harbours, I only obtained one of each. I do not mention this by any means as complaining of the conduct of the admiralty, or imputing to them any inat-

tention to my situation, or to the public service. I well know that at that critical period they had abundant means of employing all the force they could collect; and I have no doubt but that they supplied me with as many as they could, consistently with their attention to the other parts of the service. I am defending myself—not imputing blame to others; and my sole object in making this statement is, that the court may be aware of the very critical situation in which I was placed.

“ With my small force however I kept my station, and from time to time reported to the commander of the fleet off Ushant, and to the admiralty, the information I received respecting the state of the enemy’s fleet.

“ About the month of April the Toulon and Cadiz fleets joined; and it being then uncertain what would be their destination, and the Brest fleet being also on the move, my situation became so dangerous, that Lord Gardner gave me directions, upon perceiving the enemy’s ships to direct their course to the northward, or on receiving intelligence that could be depended upon of their taking that route, to proceed to join his lordship either at the rendezvous off Brest, or wherever else I might learn with certainty that he might be with the squadron.

“ The combined squadrons however went to the West Indies; and it being expected that they would return, an attempt to form a junction with the fleet at Ferrol, I was directed both by Lord Gardner and the admiralty, to be on my guard in case of that event.

“ In the mean time the preparations at Ferrol continued. On the 5th of July I received information that there was a French admiral expected daily from Paris or Brest, to supersede the admiral then at Ferrol; that the combined squadrons, consisting of thirteen sail of the line, besides frigates and corvettes, had orders to leave Ferrol, and to be at Corunna by the middle of the month.

“ A report was made to me by Captain Prowse, a few days before, that agreed with so much of this intelligence as respected the number of ships ready for sea, and added that three other line-of-battle ships were getting ready. On the 10th of July I received a farther report from him, that the ships had actually began to move. From subsequent events it appears that these reports were accurate.

“ In addition to this I had learned that the enemy had erected signal posts from Cape Finisterre and Cape Ortegal to Ferrol, so that the combined squadrons, on their return from the West Indies, might by sending forward a frigate or corvette to one of the small bays near Cape Finisterre, communicate by land their approach to the squadron at Corunna or Ferrol, and direct them to be ready to push out upon the signal posts announcing their being off the coast.

“ On the 11th of July, Admiral Cornwallis, who had now joined the fleet off Ushant, ordered Admiral Stirling, with five sail of the line, the *Egyptienne* frigate, and Nile lugger, from Rochefort, to join me; and directed me upon being joined by the rear-admiral to proceed thirty or forty leagues to the westward, and to cruize six or eight days for the purpose of intercepting the French and Spanish squadron, which, by a letter from him, it appears he had now heard consisted of more than sixteen upon their return from the West Indies; after which I was to return to my post off Ferrol, and Rear-Admiral Stirling off Rochefort; each to follow their former orders. This order was brought me by the *Egyptienne*, on the 15th; Admiral Stirling, with the rest of the ships, joined me on the same day, and we made sail to the westward on that evening.

“ At the time Admiral Stirling left Rochefort there were in it nine sail (five of them of the line) ready for sea. The wind that enabled him to sail for the purpose of joining me, of course afforded them the means of quitting

Rochefort, and Admiral Stirling has proved that they sailed on the 18th.

“ When we sailed to the westward also the wind was fair for the enemy’s fleet to come out of Ferrol, which I have before stated, from Captain Prowse’s report, they appeared anxious to do; and from the other intelligence it appears they were ordered to get into Corunna. The wind continued fair for the purpose two or three days, and if they took the advantage of it and got to Corunna, they might at almost any time have got from thence. It is indeed proved that they might have sailed from Ferrol on the 24th, for although when the question was put to the witness, it was assumed that the wind on that day was north-west, and it afterwards appeared that the wind was from north-north-east to north-east. I shall however put this matter beyond a doubt, by putting in the charts, from which the winds which would enable ships to get out of Ferrol and Corunna may be easily ascertained. Besides I need hardly observe to the court that in mountainous countries there are frequent land-winds, which could enable them to get out during the night. These observations are only so far material as they will enable the court to judge of the correctness of my apprehension, after the engagement, that the Ferrol as well as the Rochefort squadron might be at sea.

“ On the 19th of July we met with the Auckland packet from Lisbon. Captain Brown of the Ajax spoke with her, and brought me a letter from Mr. Gambier, the consul-general at Lisbon, enclosing a copy of an order from Lord Nelson, dated the 5th of June, at sea, directed to the commanding officer of His Majesty’s ships in the Tagus, &c., acquainting him that the combined squadrons had passed Antigua on the 8th, standing to the northward, and his lordship believed were bound to Europe; and therefore strongly recommended to such commanding officer the proceeding or sending off Ferrol, to

acquaint the admiral off that port of that information, that he might be upon his guard in case the enemy were bound for Ferrol.

“ On the 22d of July, about noon, the combined squadrons came in sight; their force consisting of twenty sail of the line, seven frigates, and two brigs, a much greater force than, as I before stated, Admiral Cornwallis supposed them to consist of; and it appears from Lord Gardner's letter to me, of the 6th of July, that when seen off the Diamond Rock, at Martinique, on the 16th of May, they consisted only of sixteen sail of the line, and six frigates.

“ My force consisted of fifteen sail of the line, two frigates, the Frisk cutter, and Nile lugger.

“ Notwithstanding this superiority, and notwithstanding they had the advantage of the wind, I forced them to action. The general result of it you are already acquainted with. As it is not particularly the object of your inquiry, it is unnecessary to take up your time with observations upon it.

“ Amidst the numerous prejudices that have assailed me, I have never yet heard the slightest insinuation to my disadvantage, either as to the mode of the fleet being carried into, or conducted in action.—The victory certainly was ours, and most decisively so. I have only to lament that the weather did not afford an opportunity of making it more complete. Such was the valour and intrepidity of my second in command, and of every officer and man of my squadron, that but for the weather, I am satisfied it would have been so. As it was, there are but few instances, I believe, of modern date in which even equal numbers have been so successful.

“ The firing did not cease until half-past nine o'clock, and although it has been asserted by those who are unacquainted with, or have not given themselves the trouble to consider, the difference of time in the latitude in which

the engagement took place, that there was even then time to have continued it, I need not remind you, gentlemen, that in that latitude it was completely dark at that time, and indeed it appears that my night signals were hoisted before nine o'clock.

“ At the time the firing ceased the enemy were to windward a long cannon-shot. The night was foggy and dirty. I had hailed the Windsor-castle just about the close of the action, and observing that her fore-top-mast was shot away, I desired Captain Boyles to use every exertion to get a new one up, so as to be ready to renew the engagement in the morning. Captain Boyles answered he was fearful he should not be able to do it, as the greater part of the fore-top and trussel-trees were carried away, but that he would do every thing in his power.

“ My reply was, that I had no doubt but that he would do so, and I should keep on the same tack I then was all night, which I accordingly did, keeping the squadron between the enemy and the Windsor-castle and the prizes for their protection.

“ During the night my ship's company were employed in shifting the fore-top-sail-yard, the larboard-yard-arm having been shot away, and in repairing the other damages the ship had sustained, which fortunately were not very considerable. Of course the other ships were similarly employed; and being then unacquainted with the state of the damages which the several ships had received, I did flatter myself that I should the next morning have been in a condition to renew the engagement; and with that view I did all I could, consistently with the attention necessary to prevent a separation between any part of the squadron, to keep as near as possible to the enemy during the night.

“ The captured ships being dismasted, and in a situation not to keep company with the squadron without assistance, I had employed my only frigates upon that

service, and sent the Frisk cutter and Nile lugger to collect the account of damages received by the different ships, that I might be prepared to take my measures in the morning. At day-break the accounts were brought to me—the particulars of them shall be laid upon the table.

“ At this time also I found that, notwithstanding my endeavours to keep as close as possible to the enemy, I was eight or nine miles to leeward, with the Malta, Thunderer, the prizes and frigates entirely out of sight; and it was not until near eight o'clock that we saw the Thunderer, who made the signal of the Malta's bearings, and at eight we saw the Malta, frigates, and prizes very considerably to leeward. At this time the Windsor-castle was in tow of the Dragon, and observing that the Malta appeared to have one of the captured ships in tow, I made her signal to quit her and join me, and made the Egyptian signal to take that prize in tow—the Sirius having the other.

“ The enemy at day-break were, as has been stated, about eight or nine miles to windward, collecting themselves into a body, and apparently to us on board the Prince of Wales, had not suffered in their masts and yards, except one which had lost her fore-top-sail-yard, and was in the act of replacing it.

“ On the contrary, upon examining the accounts which had been brought me of the damages sustained by my squadron, I found that of my fifteen ships, although the Windsor-castle was the only one which, in answer to my general signal to know what ships had occasion to lie by, had answered in the affirmative, yet that several others had been very much crippled, and were not, in my judgment, in a state to carry sufficient sail to windward to force the enemy to a renewal of the action, particularly as there was a considerable sea, and a very heavy swell, which would have endangered the crippled masts and

yards of my squadron, had I been rash enough to have attempted it.

“ That my judgment respecting the inability of these ships to carry sail was correct, requires, I apprehend, no other proof than that early in the morning of the 23d, on edging down under easy sail to join the Malta and other ships to leeward, and effect a junction of my squadron, the Barfleur sprung a lower yard; and that on the 25th, after having parted company with the Windsor-castle and prizes, and made sail to endeavour to regain the enemy, a few hours only had elapsed, before the Repulse sprung her bowsprit, and the Malta her main-yard. This was the first time that any press of sail had been carried after the action, and affords a specimen of what might have been expected, had I ordered them to carry so much sail on the morning after the action as must have been necessary to have given me even a chance of getting up to the enemy.

“ It has also been proved to you, by Captain Inman, that when, on the morning of the 23d, I ordered his ship to drive away a frigate that was coming too near us, for the purpose of reconnoitring, he was every moment apprehensive that her masts would have gone by the board.

“ Another consequence which must have attended my attempt to force a renewal of the action, would have been a separation, and probable capture of the Windsor-castle and prizes; for independently of the probability of their falling in with the Rochefort squadron had I sent them to England, without taking care of them until they were past that danger, it was observed that the enemy had three sail of the line and three or four frigates constantly advanced on their weather-bow, ready to act against any ships that might have been separated from the main body, provided I had made any movement to occasion such separation. This I conceive it was my duty on every account

to prevent. By doing so I preserved the victory I had acquired, in spite of their very great superiority, and in defiance of the many hostile squadrons I was surrounded by at this time.

“ In endeavouring to compel a renewal of the action, I should also have sustained a very considerable inconvenience in the want of frigates, a class of ships particularly useful at such a time, for purposes so obvious to the court that it would be superfluous to point them out.

“ Permit me also to say a word or two upon the superiority of the enemy in point of numbers. I am far from encouraging the idea that on no account is an engagement to be risked where the enemy is even greatly superior: I know too well the spirit, the valour, and bravery of my countrymen, to entertain such a thought; my conduct in commencing the action on this occasion is a decisive proof of it. But I do deprecate the idea that, under all circumstances and in all situations, an engagement must be continued as long as it is practicable to continue it, whatever may be the opinion of the officer commanding a squadron that he puts to hazard by such continuance the advantages he had gained by his original attack. The consequence of such an idea being encouraged and inculcated, must one day become fatal to many good and gallant officers, as well as to my country. I contend that every case of an engagement with a superior force must depend upon its own circumstances; and the propriety or impropriety of entering into or renewing it, must depend upon the discretion of the commander, to be exercised according to the best of his judgment, and subject to that responsibility which attaches to all persons in situations of command.

“ Circumstanced as I thus was it appeared to me to be impracticable to have forced the enemy to action, or if at all, with such advantage as would have justified the attempt, even if I had had nothing to apprehend from any

squadron but that which I was opposed to, and if the opposing squadron had been the only object to which, by my orders, my attention had been directed; but when I reflected that in addition to that squadron and the Rochefort, which it appears were then actually at sea, there were sixteen sail of the line at Ferrol within a few hours' sail, who, if not already out, might on receiving intelligence from the combined squadrons have come out to their assistance, or in the event of my not being in a situation to return to Ferrol, the continuance of which blockade was one main object of my instructions, there would be no force to oppose those squadrons, and that they would more than probably have pushed for Ireland, or perhaps England, to facilitate the invasion which was then every moment expected. I really felt that I should be running too great a hazard and putting my fleet into a situation of danger which I could never have justified.

“ I therefore judged it most prudent to keep my squadron together, and not to attempt to renew the engagement unless the enemy offered it, or an opportunity afforded itself of my doing so under more favourable circumstances than at that time presented themselves.

“ At the same time conceiving that their object might be to effect a junction with the ships at Ferrol, I determined, if possible, to prevent their attaining that object, and to keep myself between them and that port, and if possible to draw them to the northward, that by so doing I might accompany the Windsor-castle and the prizes out of the reach of the Rochefort squadron, and afterwards perhaps have an opportunity of re-attacking the enemy before they could reach their own shores. That this was the determination formed at the time will appear from all my letters, and will be proved by a witness whom I will call to this point.

“ Having formed this conclusion, I acted upon it during the two days that the enemy remained in sight, keeping

my squadron collected under an easy sail, certainly never offering, but as certainly never avoiding an engagement, had the enemy chosen to bring it on. On the contrary, it has been proved that upon all occasions where they bore down, and had the appearance of an intention to engage us, I immediately hauled my wind for the purpose of receiving them; and have no doubt but that, had they persevered in what appeared to have been their intention, though I believe it was only done vauntingly, to use the expression of one witness, or as another has said, only done for the purpose of joining their leewardmost ships, and keeping their squadron together, they would have met with a proper reception. If however, at any time, they really entertained any such intention, they very soon abandoned it; for on all the occasions I have mentioned they hauled their wind in a very short time after they had begun to bear down.

“ During the whole of the 23d the enemy had the wind; at the close of it they were at the distance of more than four leagues. I made signal that I should steer north-east, and that every ship should carry a light to prevent separation during the night.

“ At day-break in the morning of the 24th the enemy's fleet was west six or seven leagues, seen only from the mast-head. It is true that during the greatest part of this day the wind was in our favour, but they were light breezes; there was a considerable swell; their distance from us was considerable, and I doubt much if I could have made sufficient way to have overtaken them. I did not therefore feel that an opportunity sufficiently favorable had offered itself to induce me to vary from the determination I had before formed. About fifty minutes after three one of them steered to the south-east, and at six they were entirely out of sight.

“ During the whole of the 25th I continued my course by north, and having accompanied the Windsor-castle and

prizes so far to the northward that I thought they might proceed with safety, I parted with them, and directed Captain Boyles to acquaint the commander-in-chief that I should make the best of my way to the rendezvous off Cape Finisterre, in the hope of falling in with Lord Nelson, and if I did not find his lordship there in a short time after my arrival, I should proceed in search of the combined squadrons, supposed to be gone for Ferrol; and that if any favorable opportunity should offer of attacking them before they got in, I certainly should avail myself of it.

“ I then made the best of my way to the rendezvous off Cape Finisterre, where I arrived on the 27th; and not hearing any thing of Lord Nelson, I concluded he must have gone to Cadiz, and not seeing the combined squadron, I on the 29th, the wind coming to the westward, returned to Ferrol, and sent in the Dragon to reconnoitre, who reported that the squadron had not arrived there. I thereupon concluded they had gone to the southward, and resumed the blockade with nine sail of the line; and having been obliged from the Malta being disabled to send her to England, dispatched Rear-Admiral Stirling to Rochefort with four, pursuant to the orders I had received.

“ I continued at Ferrol until the 11th of August, when I was driven off by strong south-westerly winds, which enabled the combined squadrons, who had put into Vigo, to come up from thence and get into Ferrol and Corunna, which on my return I found they had done, and that the force there consisted of upwards of thirty sail of the line, besides frigates and corvettes. Under these circumstances I thought it prudent to join the commander-in-chief off Ushant, which I did on the 14th of August.

“ I have thus given the court a faithful account of my proceedings, from my being first dispatched from the commander-in-chief to undertake the blockade off Ferrol,

to the time of re-joining him off Ushant, a period of between five and six months, during which I was perpetually at sea, in a situation of most considerable anxiety and difficulty; and here having already trespassed so much on your patience, perhaps my narrative might properly close. The court will however permit me to add one fact more, as it tends to shew that the commander-in-chief, who best knew the orders he had given me, and the critical situation I was placed in, approved of my conduct; and as it marks the confidence he was pleased to place in me, which he certainly would not have done had he been of opinion I had misconducted myself upon the former occasion, and ill discharged the trusts which he had committed to my execution. He had before that transmitted to me the approbation of the admiralty, for my conduct on the day of action.

“ On the 17th of August, only four days after I had joined the commander-in-chief, he was pleased to put under my command twenty sail of the line, with orders to proceed off Ferrol, and if possible get information of the enemy's force and situation, and to use my utmost endeavours to prevent their sailing, or to intercept them should they attempt it, and with farther directions for my conduct in case they should have left port, which it is unnecessary to trouble the court with a detail of.

“ I immediately sailed in pursuance of these orders, but the combined squadrons had left Ferrol a week before I arrived there. I was fortunate enough however to obtain intelligence of their route, and to arrive with my squadron off Cadiz, in time to enable Admiral Collingwood to secure them in that port.

“ Up to this moment not a syllable of dissatisfaction having been expressed by any body at any part of my conduct, had even reached my ear; and feeling as I did that I had, upon every occasion, and in every part of it, exerted myself to the utmost of my ability for the service

of my country, it did not suggest itself to my imagination that any fault could be found with it. The testimonies of approbation I had received from many of those who had been witnesses of my conduct, as far as they had opportunities of judging of it, were highly gratifying. The court is already in possession of the letters of the gallant rear-admiral who was my second in command, the language of which nothing can be more strong and decisive. I had received from the admiralty their approbation of my conduct in the action. I had by the last appointment received from the commander-in-chief, under whose orders I had acted, the most solid and substantial proof of his satisfaction of the manner in which those orders were executed; and I had flattered myself that upon my return I should have been again honored with the approbation of my sovereign, and that my brave associates in the fight would have received those rewards which are the usual attendants of victories, such as that which we had achieved—this they at least merited, whatever might have been my subsequent conduct.

“ The court will judge what a disappointment it must have been to those expectations, and what must have been the sensations I felt on the arrival of ships from England, to find myself traduced and vilified in all the newspapers. Even the most moderate of them accused me of playing with the feelings of the public, and disappointing those expectations which I had myself contributed to raise.

“ I felt myself not a little hurt by the consideration that the manner which had been adopted in the publication of my official account of the action, might have perhaps, if not occasioned, at least given colour to the latter charge, viz.—by its being published not as an extract, but a copy, and by concluding with the following sentence: “ When I have secured the captured ships, and put the fleet to rights, I shall endeavour to avail myself of

any opportunity that may offer to give you some further account of the combined squadrons," omitting the subsequent part of my letter.

" Here again I must put in my protest against being considered as intending to convey or insinuate the smallest censure on the admiralty; nor can I for a moment suppose they meant to do me any disservice on the occasion. Anxious of course to give the public, who had for a long time been in a considerable degree of suspense, the earliest information of the victory which had been obtained, and not willing to communicate, at that moment, the precise situation of the Ferrol and Rochefort squadrons, they probably did not consider that the public would draw, nor perhaps were they justified in drawing the conclusion which unfortunately they did draw from my letter, as it was published, and which the whole of the letter together certainly would not have warranted; nor perhaps would the public have been so sanguine in their expectations, if, by the letter having been published as an extract only, they had had reason to suppose that there was something contained in it which, at that time, it was not proper to communicate to the country at large. Had the admiralty been aware of this circumstance, I am satisfied, from the readiness with which they have allowed me to state the remaining paragraphs of my letter to the court, as also any other papers I may think more necessary for my defence, they would have avoided the putting me in the unfortunate situation I have been placed in on that account.

" In availing myself of the liberty they have thus granted me, I shall be careful not to state any thing, the communication of which may appear to me in the least degree prejudicial to the public—shall rather forego any advantage which I might derive from the production of any such papers, than run any risque of disclosing that

which ought not, even in this distance of time, to be made public.

“ The following is the part of my letter which was not published :

“ ‘ At the same time it will behove me to be on my guard against the combined squadrons in at Ferrol, as I am led to believe they have sent off one or two of their crippled ships last night for that port, therefore possibly I might find it necessary to make a junction with you immediately off Ushant with the whole squadron.

“ ‘ P. S. I am under the necessity of sending the Windsor-castle, in consequence of the damage she received in action.

“ ‘ Captain Buller has acquainted me that the prisoners on board the prizes, assert Ferrol to be the port to which the enemy’s squadrons are bound, as you will perceive by his letter inclosed with my original dispatch, together with other private information.’

“ Had this part of my letter been published, I may venture to ask, would the world have been so sanguine in their expectations of a renewal of the engagement as they appear to have been. They would perhaps have rather rejoiced, as I think they had reason, that so much has been done, and I should probably never have had occasion to give you this trouble.

“ As in the last paragraph of my letter I have stated that I had been led to believe the enemy had sent off one or two of their crippled ships to Ferrol, it may not be amiss to state the grounds of that belief, which was that in the morning of the 23d, the enemy appeared to be two less, beside the ships we had taken, than they had been the preceding day. In the course of that day however one of the two appeared in sight.

“ The court I hope will not think that I trespass unnecessarily on their time, in intruding another of my public

letters, viz. that of the 26th of July. I owe it to Rear-Admiral Stirling, whose name was unfortunately omitted in my first letter, to do so; I owe it to myself to shew that I took the earliest opportunity of supplying the omission, giving him that credit which he was so justly entitled to.

“ It would be improper, and is certainly unnecessary, to trouble the court with animadversions upon the different reports which appeared in print upon this occasion, and which have materially operated to keep up the delusion under which the public laboured; but there is one so absolutely destitute of the smallest shadow of foundation, and which it is so requisite I should deny, that the court will, I trust, forgive me for calling their attention to it.

“ It has been asserted, and said to have been reported by Captain Nicholson, that the last words I addressed to him on delivering him the dispatches were these: ‘ I have written to the lords commissioners of the admiralty that I shall bring the enemy to action again, but you may assure them afresh, that I have it in my power to do so, and that I am determind upon it: this you may also say to Admiral Cornwallis.’

“ If this had been so, no doubt Captain Nicholson would have been called upon to prove it. He has not been so called upon, which gives additional weight to the declaration I here make upon my honour, that I never sent any such message. I never sent Captain Nicholson to England, but to the commander-in-chief off Ushant; nor did I write any letter to the lords of the admiralty. At the time he left the fleet the enemy were completely out of sight; it was therefore impossible I could have supposed it to have been in my power to renew the action, and every letter I wrote at that time will shew, that it was not my intentions to go after the enemy, until I had accompanied the Windsor-castle to a situation of safety. Whatever therefore might have been his expectations that

the action would be renewed, he was not warranted by any thing I said to him to form that expectation, nor of course to make a representation as from me.

“ I am aware that these observations do not vary the question which you have to try. They will not, however, I hope, be deemed wholly irrelevant, as they will, I trust, justify me in the steps which under these circumstances I found myself compelled in my own vindication to take, viz. to desire that an inquiry might be made into my conduct, and an opportunity afforded me of justifying myself to my country, and removing the imputations which had been so lavishly cast upon me.

“ That opportunity has been afforded me, and I hope the explanation which I have given will be perfectly satisfactory. The question upon which you have to decide divides itself into two branches:—first, whether I could have renewed the engagement, or, if at all, with advantage;—and secondly, whether under all the circumstances it was prudent to have done so; or whether I did not wisely exercise the discretion necessarily reposed in me in the not doing it.

“ Upon the first, you have already heard the evidence on the part of the prosecution. I shall not trouble you with going minutely through it—the result of it seems to be, that on the 23d it was impossible for me to have done it unless the enemy had chosen it. That on the 24th although the wind was in a favourable quarter, I had no chance of doing it without separating my squadron, and that from the lightness of the winds and other circumstances, it was a matter of great doubt whether, even if I had separated my squadron, I could have come up with them, particularly if they had chosen to avoid me. In addition to the evidences which you have already heard, I shall trouble you with very little more. I shall prove to you the damages which the ships had received, and such parts of the preceding statements as have not been already

proved, with the additional circumstance that the weather was such as it was not possible to have taken the people out of the captured ships and have destroyed them, had I thought it proper so to do.

“ Upon this part of the case, as also upon the state of the ships and vessels at the different periods I shall mention, I have much to lament the absence of Captain Prouse, who was particularly employed from time to time to look into that port. I trust, however, I shall be able to give these matters sufficiently without his assistance, and such is the uncertainty of his arrival, that I am unwilling to delay the public service on that account.

“ In deciding this part of the case you will, I am sure, take into consideration the question whether it was probable the enemy would even have staid for the purpose, and that if they had not, I should have separated myself from the disabled part of the squadron, and exposed them to hazard to no purpose; and you will, I am sure, also consider that there is a vast deal of difference between being ready to renew an attack upon an unwilling enemy, and being in a condition, in case the enemy had been disposed to make an attack, to have received and repelled it. I am the more induced to make this observation because it has been said, that I meant to renew the action, from the circumstance of my having made the signal to know if any of the ships had occasion to lie by; I answer, the signal by no means imports it, nor had I it at that time in contemplation. My reason was, that I might from knowing the situation of each ship be enabled to form my line to the best advantage, in case the enemy had chosen to renew the action, which at one time I had the expectation of their intending to do. The court will allow me to remind them, that at this time the Windsor-castle was in tow of the Dragon—the Malta considerably to leeward of the rest of the squadron; and that though I might, and should have formed a line to receive the enemy if they

had come down to me, it would have been impossible to have formed a line to make an attack upon a fleet so much to windward as that of the enemy was at this time.

“ That the signal was not understood by those to whom it was addressed as an indication of an absolute intention to renew the attack, appears from the evidence of Captain Inman, who tells you that notwithstanding the situation his ship was in, he answered the signal in the negative—evidently drawing the distinction which I do between the necessity of lying by, and the being in a condition to carry a press of sail. The court will also recollect, that I was at this time in possession of the state of the damages received by the different ships, and was therefore in a condition to form my own judgment of the collective state of the squadron; the answer to my signal expressed only the sentiments of the individuals as to their own particular situation.

“ The court will, I trust, give me credit for every disposition to have encouraged the well-known zeal and ardour of the British officers and seamen, and their readiness to meet the enemy at all times and upon all occasions, which naturally accounts for their indisposition to shewing signals of disability in the presence of the enemy; but at the same time they will feel that I should have ill discharged the duty entrusted to me—the rank and station I hold, and the character I bear in the service—if to those feelings I had sacrificed more important considerations, and put improperly to hazard the squadron I had under my command, the preservation of which was of so much importance in the situation in which the country then was:

“ A question was put to Captain Inman, whether I had made a signal to him to know the state of the enemy, to which he answered in the negative, but it is to be recollected that Captain Inman was not sent for the purpose of reconnoitring the enemy, but merely to drive away a frigate which had come too near our squadron.

“ With respect to the fact that Captain Durham was called to prove, I have to observe only, that at the time he made the signal he speaks of, I had formed the plan which I meant to act upon—that night was coming on—and that the enemy were increasing their distance; the directing him to keep the enemy in sight would only have had the effect of separating him from me, and further weakening my force, which I could by no means afford to do.

“ I give Captain Durham every credit for his good intentions in making that signal, but he will forgive me for observing, that I was a little surprised at its being made. I best knew my own intentions, and had I thought it necessary for him to have kept sight of the enemy I should have made the signal for his doing so. He is a little mistaken in saying that he was ordered to reconnoitre the enemy’s fleet on the 24th of July. The signal made to him was No. 77, to bring to, and not No. 19, to reconnoitre—of course this could be only a mistake.

“ In forming a judgment upon the second branch of the question, viz. the prudence of renewing the engagement, the court will forgive me if I again press upon their consideration the very critical situation in which I was placed—the hazard I must have run even if successful—the certain ill consequences of a defeat.

“ They will not forget that to fourteen sail of the line, without any frigate, the enemy had to oppose eighteen sail of the line and seven frigates, besides other vessels. Against such a force I could not hope to succeed without sustaining considerable damage; I had no friendly port near me; and in that situation had the Ferrol and Rochefort squadrons fallen in with me, I must have become an easy prey to them. Had they taken a different course and sailed for Ireland, or even England, there was no squadron to arrest their progress. Had I been defeated, although many of the enemy’s ships must have been disabled in the

conflict, I should have lost the advantage I had before obtained; the enemy would have acquired spirit, their remaining squadrons would have been unmolested, and it is impossible to foresee what might in that case have been the consequence.

“ The question before you is a great and momentous one—it affects every officer who has been, or any time may be in a situation of command. Miserable indeed must be their condition if they are to be censured for an honest exercise of the discretion necessarily resulting from such a situation. I have ever felt that in my case I have exercised it wisely and beneficially; I still feel so, and were I again placed in similar cases, I should act in the same manner, unless this court, putting themselves in the situation I then was, and considering all the circumstances that at that time presented themselves to my consideration, the various concerns to which my attention was necessarily directed, should tell me I have acted erroneously. This I trust they will not do.

“ If in the discussion of this question I may be allowed to look to subsequent events, they, I think, will fully justify the line of conduct I adopted. By it I was enabled after receiving a reinforcement, to pursue the combined squadrons into Cadiz, and thereby perhaps to have laid the foundation of that glorious victory which we have so recently celebrated. Believe me, gentlemen, the circumstance of having by the various calumnies which have been spread, been put under the necessity of soliciting the present inquiry, and thereby been prevented from being a sharer in the glories of that day, has been no small addition to the various sufferings I have undergone.

“ These sufferings, I trust, will now have had their period, and the opinion of this court will, I flatter myself, confirm me in that estimation with the profession and the public, which I have for so many years employed, and restore to me unsullied that fair name and reputation

which has on this occasion been so cruelly and unjustly attacked.”

The court-martial gave it as their opinion that the charges against the conduct of Admiral Sir Robert Calder, in not having done his utmost to take and destroy every ship of the enemy, were fully proved: but they were of opinion that such conduct was not the result of cowardice or dissatisfaction, but of error in judgment; for which they severely reprimanded him.

Upon the sentence being pronounced, Sir Robert Calder appeared deeply affected. He was in his sixtieth year of his age, forty of which he had passed in the service of his country.

From our account of the battle it will be seen that Admiral Dumanoir, with four sail of the line, escaped towards the south. On the night of the 2nd of November, Sir Richard Strachan, who was cruising off Ferrol, with four ships of the line and three frigates, fell in with this squadron, which he supposed to be the Rochefort squadron. He immediately gave chase. Before noon the next day the engagement became close and general, and continued nearly three hours and a half, the enemy fighting with great obstinacy; at length the four ships, having become quite unmanageable, struck their colours.

The following abstract will give a clear view of the destiny of the combined fleet of the enemy:

Captured of the combined squadron	Burnt, sunk, and wrecked	15
at Trafalgar, and carried into Gib-	Escaped into Cadiz, ser-	
raltar	viceable.....	3
4		
Ditto by Sir Richard Strachan....	Ditto, wrecks	7
4		
Ditto by Sir Robert Calder		—
2		
—		25
Enemy's ships of the line prizes..	Add prizes	10
10		
—		—
	Combined fleet originally }	
	ships of the line. }	35

In the course of this year several single actions took place; the most remarkable of which we shall, according to our plan and usual practice, proceed to narrate. It may be previously remarked, however, that after the victory of Trafalgar, the naval transactions of Great Britain lose much of their interest and importance;—that unparalleled and stupendous victory not only reduced the maritime power of the enemies of Great Britain almost to annihilation, but also impressed upon them a deep and permanent dread of meeting her in future on her own peculiar element.

The first single action we have to relate this year was unfortunate: it respects the capture and destruction of His Majesty's sloop *Arrow*, Captain Vincent, and the *Acheron* bomb, under the command of Captain Farquhar.

As these vessels were cruising in the Mediterranean, in the beginning of February, two strange sail were seen from the mast head; after several manœuvres which lasted a considerable time, during which the object of the British ships was to secure the convoy under their protection, and the object of the enemy was either to cut off the convoy, or to attack the *Arrow* and *Acheron* to advantage, the *Arrow* hailed the headmost ship, then passing under her lee. It was ascertained that she was a large frigate prepared for action. As soon as she was hailed, she answered, what ship are you? and immediately poured in a broadside of round and grape shot into the *Acheron*: this did great damage; but the *Acheron* returned her fire, then hove about, and fired from the other side. The *Arrow* now bore up and raked her; the action continued for some time with little variety of circumstances, when the second frigate came up, and having engaged the *Arrow* in passing, fired into the *Acheron*. Soon after this the *Arrow* was obliged to strike. As soon as Captain Farquhar observed this, he endeavoured to get away: but the superiority of sailing which the enemy possessed ren-

dered his endeavours abortive, and with the greatest sorrow and mortification he was obliged to surrender to the French frigate *L'Hortense*, of forty-four guns. The *Acheron* was so very much damaged during the engagement, that the French captain was obliged to set her on fire.

On the 8th of February Captain Bettesworth, in His Majesty's ship *Curieux*, Barbadoes bearing west about twenty leagues, perceived a large brig, which made all sail for the purpose of escaping. Chase was immediately given; and after twelve hours sailing, during which the brig was managed with very considerable skill, the *Curieux* arrived within point blank shot of her, when she hoisted French colours, and commenced a very heavy and brisk fire of great guns and small arms. This fire was not returned till the *Curieux* arrived within pistol shot, when she ranged upon her weather quarter, and discharged her great guns. The action continued forty minutes, when the enemy having got to the weather quarter of the *Curieux*, left their guns and gave three cheers: this induced Captain Bettesworth to think that they intended to attempt boarding him, he therefore put his helm a starboard, when the ships got entangled. In this situation the enemy remained till her decks were completely cleared, when at the moment Captain Bettesworth was going to take possession, the vessels cleared, and the enemy after firing a short time with musketry, struck her colours. She proved to be *La Dame Ernouf*, of sixteen guns and one hundred and twenty men, from Guadaloupe.

On the 16th of February Sir Robert Laurie, in the *Cleopatra*, being in latitude twenty-eight degrees north and sixty-seven degrees west longitude, perceived a large frigate. After several manœuvres on both sides, the ships came to action; but as Sir Robert Laurie perceived that the guns of his opponent were of heavy metal and extremely well directed, he was obliged to steer so as to

prevent being raked by them. The enemy when he got about a cable's length luffed and gave the *Cleopatra* two broadsides, which at half-cable's distance were returned; and a warm action commenced. For some time the advantage was decidedly with the *Cleopatra*, but in attempting to cross her bow and rake her, an unfortunate shot struck the wheel and rendered her ungovernable. The enemy immediately perceiving this attempted to board, but was driven back; he next directed his endeavours to clear the decks of the *Cleopatra*, and in this, from his greater height and superiority in numbers, he was enabled to effect. The only two guns which the *Cleopatra* could bring to bear, being fired from within board, did the enemy little damage. The situation of the *Cleopatra* seemed now desperate; but in order if possible to save her, Captain Laurie attempted to hoist the fore-top-mast-sail; but in the execution of his orders for that purpose, every man was knocked down by the musketry of the enemy. Soon after this they succeeded in boarding; and the *Cleopatra* was compelled to surrender to the French frigate *La Ville de Milan*. She was much larger than the *Cleopatra*, having been intended for a seventy-four: she actually mounted forty-six guns, French eighteen pounders, on the main deck, and eight on the quarter deck and fore-castle; she had three hundred and fifty men on board; besides several officers and passengers. On board the *Cleopatra* there were only one hundred and ninety-nine men fit for duty. The captain of the French frigate was killed, and the second in command badly wounded. On board the *Cleopatra* there were twenty-two killed and thirty-six wounded.

At the time of her capture, the *Cleopatra* was a perfect wreck; she did not long remain in possession of the enemy; for on the 23d of February, Captain Talbot, of the *Leander*, observed a sail to which he immediately gave chase: he soon perceived that she was a large ship

under jury masts. Soon afterwards another ship was seen. In the afternoon, the *Leander* got within musket shot of the smallest frigate, which almost immediately struck; this was the *Cleopatra*. Captain Talbot observing that the part of the British crew left on board her had taken possession, ordered them to steer after the *Leander*, which lost no time in chasing the other frigate. In about an hour's time, she was come up with, when she immediately surrendered; this was *La Ville de Milan*.

The events of the year 1806, which come within the scope of our work are in some respects of great interest and importance; more so, however, so far as relates to the civil affairs of the navy. In the events of the preceding year, the commencement of the proceedings against Lord Melville were related; this year the impeachment was brought to a termination; early this year also the public funeral of Lord Nelson took place; these two topics will call for our particular attention. This year also is rendered remarkable by the death of the two great political rivals, Mr. Pitt and Mr. Fox; and by the attempt of the latter, while he was in administration, to make peace with France.

In the debates and proceedings of parliament this year, we shall also find several topics on which we must dwell; we allude particularly to the thanks of parliament to Lord Collingwood; to the accusation of Earl St. Vincent; and to Lord Howick's motion for an increase of pay to the navy.

We have seen that even when Mr. Pitt was in life, Lord Melville could not be protected from an impeachment; it may easily be imagined therefore, that after Mr. Pitt's death, when Mr. Fox came into power, the proceedings against his lordship would be carried on with great zeal, if not with something like personal animosity. Lord Melville's trial took place in Westminster-hall; the court being opened with the usual forms, a master in chan-

cery read aloud the charges against his lordship. The first article charged him with receiving, previously to the 10th of January, 1786, ten thousand pounds of the public money, and converting the same to his own use, or some other corrupt and illegal purpose, and declaring that he never would reveal the application of that sum. In the second he was charged with permitting Mr. Trotter to draw money from the Bank for other purposes than those of the navy service, and to place in the hands of private bankers, under his own name and control. The third article stated, that after the act for regulating the office of Treasurer of the Navy, large sums of money were at various times paid into the Bank, and placed to his lordship's account, and that during all the time he was in office from 1786, he permitted Mr. Trotter to draw money from the Bank, and place it at Mr. Coutts's in his own name; and that, with the privity of his lordship, Mr. Trotter applied those sums to his own emolument. By the fourth it is charged, that after the 10th of January, 1786, similar connivance was manifested by his lordship, in respect to public money placed by Mr. Trotter in the hands of Mark Sprott and others, for the purpose of private emolument. The fifth article charged the same as the first, only laying the act subsequent to January, 1786. The sixth article charged him with receiving public money from Alexander Trotter, and employing it to his own use, and in participating with Mr. Trotter in the profits made by the public money; and that with a view to conceal the advances made to Lord Melville, it was agreed between the parties, in the year 1803, to destroy all vouchers and memorandums. By the seventh article his lordship was charged with having received from Mr. Trotter twenty-two thousand pounds or some other large sum without interest, part of which was advanced from the public money, and part from the fund made up of the public money, mixed with that of Mr. Trotter, at Coutts's. By

the eighth he was charged with having received the same sum, for which he had alleged he was to pay interest—and that with a view to conceal this advance, the books of accounts were destroyed. The ninth article charged him, that while Mr. Trotter transacted the business of his lordship as his agent, he was from time to time, in advance to him in that respect, from ten pounds to two thousand pounds, which sums were taken from the money placed in Coutts's hands: that his lordship thus derived benefit from the illegal acts of Mr. Trotter; and that Mr. Trotter acted gratuitously for his lordship, in consideration of his lordship's connivance at the application of the public money to Mr. Trotter's emolument, without which connivance Mr. Trotter would not have been able to make those advances. A tenth charge was afterwards given in, stating that after his appointment to the Treasurership in 1782, he had received public money, amounting nearly to twenty-seven thousand pounds, and converted the same to his own use, or some other corrupt purpose. To these charges his lordship pleaded that he was in no wise guilty.

The court was first addressed by Mr. Whitbread, who spoke long and strongly in support of the charges; after this the witnesses were called, the principal of which were Mr. Trotter and Mr. Mark Sprott. The evidence being concluded it was summoned up by Sir Samuel Romilly; after which Mr. Plomer and Mr. Adam spoke at great length in defence of his lordship.

The case was closed by a speech from the Attorney General; and on the sixteenth day of the trial, their lordship proceeded to give their verdict. The Lord Chancellor interrogated every peer by name, beginning with the junior Baron, with reference to every particular charge. The number of votes on each side was as follows:—

Charge.	Guilty.	Not guilty.	Majority.
1st.	16	119	103
2nd.	57	79	23
3rd.	52	83	31
4th.	none	all	—
5th.	4	131	127
6th.	48	87	39
7th.	50	85	35
8th.	14	121	107
9th.	16	119	103
10th.	12	123	111

After the casting up of the votes on each charge was completed, the Lord Chancellor acquainted Lord Melville that he was acquitted of the articles of impeachment exhibited against him by the commons for high crimes and misdemeanors, and of all things contained therein.

As respecting the public honours paid to such a man as Lord Nelson, it is impossible that too minute information can be given in a work, the professed object of which is to narrate the exploits of that navy, of which he was the greatest ornament, we shall offer no apology to our readers, for inserting even in the text, the following official account of the ceremonies of his public funeral.

CEREMONIAL OF THE PUBLIC FUNERAL

OF THE LATE VICE-ADMIRAL

HORATIO VISCOUNT NELSON, K. B.

“ On Wednesday, the 8th of January, the first part of this grand funeral ceremony, and national tribute of respect to the remains of the immortal NELSON, was carried into execution. At half-past seven A. M. the heralds and the naval officers who were to assist at the procession by

water, assembled at the Admiralty, and thence proceeded, about eight, to Greenwich. At ten, they assembled at the governor's house within Greenwich Hospital; where they were met in the Council Chamber by the Lord Mayor, Aldermen, and the Committee especially appointed on this occasion by the Corporation of London; and proceeded to their several barges.

“ The hero's body was then carried from the Saloon, where it had lain in state, through the Great Hall, out at the eastern portal, round the Royal Charlotte Ward, to the north gate, and placed on board the state barge. The coffin was covered with a velvet pall, adorned with escutcheons. During the procession from the Great Hall to the barge (which was by far the most affecting part of this day's ceremony) a very noble band of music played the dead march in Saul; minute guns were fired; and the bells tolled in unison. The sun, at that particular period, shone delightfully; and the hill in Greenwich Park reverberated the solemn sound between the lofty domes of the royal Hospital.

The Procession moved in the following Order about twelve o'clock.

Captain Wood, Harbour-Master.

Captain Ludlam, Harbour Master.

Water Bailiff.

Rulers of the Company of Watermen, &c.

Chaplain and Staff of the River Fencibles.

Boat with Drums Muffled.

Officer commanding Gun Boats.

Ten Gun Boats, two and two,

River Fencibles flanking.

Row-boat with
officer.

Row-boat with
officer.

FIRST STATE BARGE.

“Drums—Two trumpets with their banners in the steerage. The standard at the head, borne by Captain Sir Francis Laforey, Bart. supported by Lieutenants W. C. Barker, and G. Antram.—The Guidon, at the door-place, borne by Captain H. W. Bayntun (in the absence of Captain Durham), supported by two Lieutenants of the Royal Navy; all in their full uniform coats, with black waistcoats, breeches and stockings, and crape round their arms and hats.—Rouge croix and blue mantle pursuivants of arms, in close mourning, with their tarbards over their cloaks; and hat-bands and scarves.

SECOND BARGE.

“Four Trumpets in the Steerage.

Heralds of arms, bearing the surcoat, target and sword, helm and crest, and the gauntlet and spurs of the deceased.

The banner of the Deceased as a Knight of the Bath, at the head borne by Captain Edward Rotheram.

The great banner, with the augmentations, at the door-place, borne by Captain Robert Moorsom, supported by Lieutenants D. Keys and N. Tucker.

THIRD BARGE.

“Covered with black velvet (the other barges being covered with black cloth), the top adorned with plumes of black feathers; and in the centre, upon four shields of the Arms of the Deceased, joining in point, Viscounts Coronet. Three Bannerrolls of the family lineage of the Deceased, on each side, affixed to the external part of the barge. Six trumpets, with their banners as before, in the steerage—Six officers of the Royal Navy, habited as

those in the other barges; one to each Banneroll; viz. Lieutenant (now Captain) John Pasco; Lieutenant (now Captain) John Yule, Thomas Atkinson, master of the Victory, Lieutenant (now Captain)——Williams, Lieutenant George Browne, Lieutenant James Uzuld Purches.

The Boby,

“ Covered with a large sheet, and a Pall of Velvet, adorned with Six Escutcheons.

Norroy King of Arms (in the absence of Clarenceux), bearing, at the head of the Body, a Viscount's Coronet upon a Black Velvet Cushion.

At the head of the Barge, the Union Flag of the United Kingdom.

Attendants on the Body while at Greenwich, in mourning.

FOURTH BARGE.

Covered with Black Cloth.

“ The chief mourner, Sir Peter Parker, Baronet, Admiral of the fleet, with his two supporters, Admiral Samuel Viscount Hood, and Admiral William Lord Radstock; six assistant mourners; Admiral B. Caldwell, Sir R. Curtis, Knight and Baronet; R. R. Bligh, Sir C. M. Pole, Baronet, and Vice-Admirals C. E. Nugent and C. P. Hamilton; four supporters of the pall; Vice-Admirals J. H. Whitshed and Thomas Taylor, Admiral Sir John Orde, Bart. (in the absence, by indisposition, of Vice-Admiral H. Savage, who had been nominated to this station) and Rear-Admiral E. Harvey; six supporters of the canopy, Rear-Admirals, Thomas Drury, Sir W. H. Douglas, Bart. T. Wells, Sir I. Coffin, Bart. J. Aylmer, and W. Domett; and the train-bearer of the chief mourner, the Honourable Henry Blackwood, of the Euryalus; all in mourning cloaks, over their respective full uniform coats, black

waistcoats, breeches and stocking, crape round their arms, and crape hat-bands.

Windsor Herald (acting for Norroy king of arms), habited as the other officers of arms.

The banner of emblems, at the door-place, borne by Captain T. M. Hardy, of the Victory, supported by Lieutenants A. King and G. M. Bligh, of the royal navy, habited as those in the other barges.

Eight row-boats of the harbour marine corps flanking the state barges.

FIFTH, HIS MAJESTY'S BARGE.

SIXTH BARGE.

“ The Lords Commissioners for executing the office of Lord High Admiral.

SEVENTH BARGE.

“ The Right Honourable the Lord Mayor.

EIGHTH BARGE.

“ The Committee especially appointed by the Corporation of London. The only ornaments of this barge were the actual colours of the Victory, borne by seven select seamen from that interesting ship, by the express permission of their Captain and with the sanction of the Admiralty. These flags and their brave supporters formed a truly interesting part of the procession.

NINTH BARGE.

“ The Committee of the Corporation for improving the Navigation of the River Thames.

Eighteen row-boats of River Fencibles, flanking the Procession.

10—17. Barges of the Companies of Drapers, Fishmongers, Goldsmiths, Skinners, Merchant Taylors, Ironmongers, Stationers, and Apothecaries.

Eight row-boats, with Harbour Marines, flanking the Companies' Barges.

Captain Wake, Harbour Master.

Captain Mabb, Harbour Master.

“ The Funeral Barge was rowed by sixteen seamen belonging to the Victory ; the other barges by picked men from the Greenwich pensioners. They had all their flags hoisted half staff high ; and, as the procession passed the Tower, minute guns were there fired. Not a vessel was suffered to disturb the procession. The decks, yards, rigging, and masts of the numerous ships on the river were all crowded with spectators ; and the number of ladies was immense.

“ The beautiful and singularly constructed City Navigation Barge, which is usually stationed at Kew for excursions up the river, and which, though as long as a seventy-four gun ship, draws but two feet of water, was on this occasion for the first time brought through Westminster Bridge, and moored opposite the Temple, for the accommodation of such members of the corporation (in deep mourning, and violet gowns) as were not actually engaged in the processsion.

“ At a quarter before three, the procession approached Whitehall Stairs ; the King's Admiralty, Lord Mayor's and City barges, immediately drew up in two lines, through which the body passed. All the oars were advanced, and the trumpets, and other bands, played the Dead March in Saul, with other dirgefu' strains, with the most impressive effect, the gun-boats firing minute guns all the time. Exactly at three o'clock the Funeral Barge began to disembark its charge. At this moment the sunshine disappeared : dark and heavy clouds came on ; and instantly succeeded a tremendous hailstorm, which fell till the body was landed, when the hemisphere again cleared.

The Procession then commenced from Whitehall Stairs to the Admiralty on Foot.

- “ 1. Drums and Trumpets.
 2. Rouge Croix Pursuivant of Arms.
 3. Standard. 4. Trumpet.
 5. Blue Mantle Pursuivant of Arms.
 6. The Guidon. 7. Two Trumpets.
 8. Rouge Dragon Pursuivant of Arms.
 9. Banner of the Deceased, as Knight of the Bath.
 10. Two Trumpets. 11. Richmond Herald.
 12. The Great Banner.
 13. Gauntlet and Spurs, borne by York Herald.
 14. Helm and Crest, borne by Somerset Herald.
 15. Sword and Target, borne by Lancaster Herald.
 16. Surcoat, borne by Chester Herald.
 17. Six Trumpets.
 18. Norroy King of Arms (in the absence of Clarenceux), bearing the Coronet on a Black Velvet Cushion.
 19. *The Body,*
 3 Bannerolls borne by 3 officers in the Royal Navy. } Supporters, being Admirals. } covered with a black velvet pall, adorned with escutcheons, under a canopy supported by six admirals. } Admirals, being Supporters, } 3 Bannerolls borne by 3 officers in the Royal Navy.
 20. Garter principal King of Arms (absent by indisposition).
 Supporter Admiral } 21. The chief mourner, Sir Peter Parker, bart. adm. of the fleet. } Supporter Admiral Lord Radstock. } Viscount Hood.
 22. Train bearer, Captain the Hon. Henry Blackwood.
 23. The six Admirals before mentioned.
 24. Windsor Herald, acting for Norroy King of Arms.
 25. The Banner of Emblems, borne and supported as in the Barge.

“ Every necessary preparations had been made at the Admiralty for receiving the body. The captain's room, in which it was placed, was hung with superfine black

cloth for this solemn occasion. The room was lighted with tapers, placed in sconces on the sides.

“ The body remained in the room, guarded by the officers of the house and the undertakers, till the ceremony of its removal to St. Paul’s commenced.

“ On Thursday, the 9th, an hour before day-light, the drums of the different volunteer corps in every part of the metropolis beat to arms. The summons was quickly obeyed; and soon after these troops lined the streets, in two ranks, from St. Paul’s Church-yard to the Admiralty. The life guards too were mounted at their post in Hyde Park by day-break, where the carriages of the nobility, &c. with the mourning coaches appointed to form part of the procession, began to be assembled at eight o’clock, in a line from Hyde Park Corner to Cumberland Gate. By ten, about one hundred and six carriages were assembled, of which number near sixty were mourning coaches, principally filled with naval officers; all of which, under the direction of the proper officers, were marshalled in their due order of precedence, and drove into St. James’s Park, to be in readiness to fall into the procession on the proper signal. In St. James’s Park were drawn up all the regiments of cavalry and infantry quartered within one hundred miles of London, who had served in the glorious campaigns in Egypt, after the ever memorable victory at the Nile; and a detachment of flying artillery, with twelve field-pieces, and their ammunition tumbrils. At half-past ten, the procession commenced from the Admiralty, with the march of the several regiments led by His Royal Highness the Duke of York, attended by his aides-de-camp and staff, in the following order :

A detachment of the 10th light dragoons.

Four companies of light infantry.

The band of the Old Buffs, playing Rule Britannia; drums muffled.

The 92d and 79th regiments, in sections, commanded by the Hon. Major-General Charles Hope; their colours honourably shattered in the campaign of Egypt, which word was inscribed upon them, borne in the centre, and hung with crape.

The remaining companies of the 92d, preceded by their national pipes, playing the Dead March in Saul.

The 31st and 21st regiments, commanded by the Hon. Brigadier-General Robert Meade, with their bands playing as before.

The 14th, the 10th, and the 2d, two squadrons of each, commanded by Major-General William St. Leger. The trumpets at intervals sounded a solemn dirge, and performed the dead march.

The royal artillery with eleven field-pieces.

Four companies of grenadiers.

The whole of the military were under the command of General Sir David Dundas, K. B. and Lieutenant General Henry Burrard.

The Procession thus moved :

“ Six marshalmen, on foot, to clear the way.

Messenger of the college of arms, in a mourning cloak, with a badge of the college on his shoulder, his staff tipped with silver, and furled with sarsnet.

Six conductors in mourning cloaks, with black staves headed with Viscount Coronets.

Forty-eight pensioners from Greenwich Hospital, two and two, in mourning cloaks, with badges of the crests of the deceased on their shoulders, and black staves in their hands.

Forty-eight seamen and marines of His Majesty's ship the Victory, two and two, in their ordinary dress, with black neck handkerchiefs and stockings, and crape in their hats.

Watermen of the deceased, in black coats, with their badges.

Drums and fifes.

Drum Major.

Trumpets. Serjeant trumpeter.

Rouge croix pursuivant of arms (alone in a mourning coach), in close mourning, with his tabard over his cloak, black silk scarf, hatband, and gloves.

The standard, borne in front of a mourning coach, in which were Captain Sir F. Laforey, Bart. and his two supporters, Lieutenants W. C. Barker and G. Antram, of the royal navy, in their full uniform coats, with black cloth waistcoats, breeches, and black stockings, and crape round their arms and hats.

Trumpets.

Blue mantle pursuivant of arms (alone in a mourning coach) habited as rouge croix.

The guidon, borne in front of a mourning coach, in which were Captain E. Rotheram, of the Royal Sovereign, supported by Lieutenants J. Bradshaw and T. Errington of the royal navy, dressed as those who bore and supported the standard.

Servants of the deceased, in mourning, in a mourning coach.

Officers of His Majesty's wardrobe in mourning coaches.

Gentlemen.

Esquires.

Deputations from the great commercial companies of London.

Physicians of the deceased in a mourning coach.

Divine in clerical habits.

Chaplains of the deceased, in clerical habits, and secretary of the deceased, in a mourning coach.

Trumpets.

Rouge dragon and portcullis pursuivants of arms (in a mourning coach), habited as before.

The banner of the Deceased as a Knight of the Bath, borne in front of a mourning coach, in which were Capt. P. C. Durham, of the Defiance, supported by Lieutenants J. U. Purches and J. Poate, of the royal navy, dressed as those who bore and supported the guidon.

Attendants on the body while it lay in state at Greenwich ;
viz. Rev. A. J. Scott, Joseph Whidbey and John Tyson,
Esqrs. in a mourning coach.

Knights Bachelors. Serjeants at Law.

Deputy to the Knight Marshal, on horseback.

Knights of the Bath ; viz.

Sir Samuel Hood, and Sir Thomas Trigge, Baronets.

A gentleman usher (in a mourning coach), carrying a
carpet and black velvet cushion, whereon the trophies
were to be deposited in the church.

William Haslewood, Alexander Davison, and William
Marsh, Esqrs. as Comptroller, Treasurer, and Steward
of the household of the Deceased (in a mourning coach),
in mourning cloaks, bearing white staves.

Next followed the carriages of the different degrees of
nobility and great law officers, who attended to show their
respect to the memory of the deceased, beginning with the
younger sons of barons, and ending with the following
distinguished personages :

Earls of Clancarty, Fife, Darnley, Leicester, Portsmouth,
Bristol, Winchelsea, K. G. Moira, Besborough, West-
meath, Buckinghamshire, Earl Cowper, Earls of Scar-
borough and Suffolk ; Earl of Dartmouth, K. G. Lord
Chamberlain of His Majesty's household.

Eldest Sons of Dukes.

Marquises of Douglas, Blandford, and Harfington.

Duke of Montrose, K. T.

Duke of Devonshire, K. G.

Duke of St. Alban's.

Duke of Norfolk, Earl Marshal.

Earl Camden, K. G. Lord President of the Council.

Archbishop of Canterbury.

His Royal Highness the Duke of Cambridge.

His Royal Highness the Duke of Sussex.

His Royal Highness the Duke of Cumberland.

His Royal Highness the Duke of Kent.

His Royal Highness the Duke of Clarence.

His Royal Highness the Duke of York,
Commander in Chief.

His Royal Highness the Prince of Wales.

The Prince of Wales, and Dukes of Clarence, Cambridge, and Sussex, were in coaches and six.

The Duke of York and his staff, with the Dukes of Kent and Cambridge, and the Colonels of volunteers, followed the funeral car on horseback.

Richmond Herald (alone in a mourning coach), habited as the other officers of arms,

The great banner, borne in front of a mourning coach, in which were Captain R. Moorsom, and his supporters, Lieutenants, D. Keys and N. Tucker.

Gauntlet and Spurs.	}	In front of four mourning coaches,
Helm and Crest.		in which were York, Somerset,
Target and Sword.		Lancaster, and Chester Heralds,
Surcoat.		habited as before.

A mourning coach in which the Coronet of the Deceased, on a black velvet cushion, was borne by Norroy King of Arms (in the absence of Clarenceux), habited as before, and attended by two gentlemen ushers.

The six Lieutenants of the Victory, habited as before, who were to bear the bannerolls, in two mourning coaches.

The six Admirals, in like habits, who were to bear the canopy, in two mourning coaches.

The four Admirals, in like habits, to support the pall, in a mourning coach.

The Body,

Placed on a funeral car, or open hearse, decorated with a carved imitation of the head and stern of His Majesty's ship the Victory, surrounded with escutcheons of the arms of the deceased, and adorned with appropriate mottos and emblematical devices; under an elevated canopy, in the form of the upper part of an ancient sarcophagus, with six sable plumes, and the coronet of a viscount in the

centre, supported by four columns, representing palm-trees, with wreathes of natural laurel and cypress entwining the shafts; the whole upon a four-wheeled carriage, drawn by six led horses, the caparisons adorned with armorial escutcheons.

The head of the car, towards the horses, was ornamented with a figure of Fame. The stern, carved and painted in the naval style, with the word 'Victory,' in yellow raised letters on the lanthorn over the poop. Between the escutcheons were inscribed the words, 'Trinidad' and 'Bucentaur.' The coffin, placed on the quarter-deck, with its head towards the stern, with an English jack pendant over the poop, and lowered half staff. The corners and sides of the canopy were decorated with black ostrich feathers, and festooned with black velvet, richly fringed, immediately above which, in the front was inscribed in gold the word 'Nile.' at one end. On one side the following motto—'*Hoste devicto, requievit;*' behind, the word 'Trafalgar,' and on the other side the motto—'*Palman qui meruit ferat.*' The black velvet Pall, adorned with six escutcheons of the arms of the deceased, and the six bannerolls of the family lineage, were removed from the hearse, in order to afford an unobstructed view of the coffin containing the remains of the gallant admiral.

Garter principal king of arms, in his official habit, with his sceptre (in his carriage, his servants being in full mourning), attended by two gentlemen ushers.

The chief mourner, in a mourning coach, with his two supporters, and his train-bearer; in mourning cloaks.

Six assistant mourners (in two mourning coaches), in cloaks as before.

Windsor herald, acting for Norroy king of arms (in a mourning coach,) habited as the other officers of arms, and attended by two gentlemen ushers.

The banner of emblems, in front of a mourning coach, in which were Captains T. M. Hardy and H. W. Bayntun, supported by Lieutenants A. King and G. M. Bligh, of the royal navy.

Relations of the deceased in mourning coaches.

Officers of the navy and army, according to their respective ranks; the seniors nearest the body.

The whole in fifty mourning coaches.

The private chariot of the Deceased Lord, empty—the blinds drawn up; the coachman and footman in deep mourning, with bouquets of cypress.

“ The whole moved on, in solemn pace, through the Strand to Temple Bar gate, where the Lord Mayor of London waited to receive the procession, accompanied by the Aldermen, Recorder, Sheriffs, and the gentlemen selected from the Committee appointed by the corporation for arranging their attendance at the funeral.

“ On the arrival of the procession at St. Paul’s the cavalry marched off to their barracks; the Scotch regiments drew up in the area fronting the church, and marched in at the western gate.

“ The forty-eight Greenwich pensioners, with the forty-eight seamen and marines from the Victory, entering the western gate, ascended the steps, and divided in a line on each side under the great western portico.

“ On the arrival of the body and the funeral car at the great entrance, it was drawn up without the western gate. The body was taken from the car, covered with the pall, and borne by twelve men; and was received within the gate by the supporters and pall-bearers, who had previously alighted for its reception.

“ The remainder of the procession entered the church, and divided on either side according to their ranks; those who had proceeded first remaining nearest the door.

“ Immediately after the great banner, near the entrance of the church, the Dean and Chapter fell into the pro-

cession, attended by the minor canons and vicars choral, &c. of St. Paul's Cathedral, assisted by the priests and gentlemen of His Majesty's chapels royal, and the minor canons and vicars choral of the collegiate church of St. Peter, Westminster, and others, who sang the first part of the burial service, set to music by Dr. Croft.

“ ‘ I am the resurrection and the life, saith the Lord : he that believeth in me, though he were dead, yet shall he live. And whoever liveth and believeth in me, shall never die. I know that my Redeemer liveth, and that he shall stand at the latter day upon the earth. And though after my skin, worms destroy this body ; yet in my flesh shall I see God : whom I shall see for myself, and mine eyes shall behold, and not another. We brought nothing into this world, and it is certain we can carry nothing out. The Lord gave, and the Lord hath taken away ; blessed be the name of the Lord.’

“ The body was borne into the church and choir, preceded by Richmond Herald ; the great banner borne by Captain Moorsom ; and the gauntlet and spurs, helm and crest, target and sword, and surcoat, by four heralds as before.

The Coronet by Norroy King of Arms.

The Body,

With the supporters of the pall and canopy.

Garter King of Arms.

Chief mourner, and assistant mourners.

Windsor Herald.

The Banner of Emblems.

Relations of the Deceased ; viz.

Horatio Nelson, Esq. commonly called Viscount Merton, Nephew ; G. Matcham, Esq. Nephew ; G. Matcham, Esq. Brother-in-law ; William Earl Nelson, Sole Brother and Heir ; T. Bolton, Esq. Nephew ; T. Bolton, Esq. Brother-in-law.

Reverend R. Rolfe, T. T. Berney, Esq. Hon. H. Walpole,
Hon. G. Walpole, Cousins.

“ The remainder of the procession followed in the order as before marshalled.

“ The officers of arms, and the bearers of the banners, with their supporters, entered the choir, and stood within, near the door; and all above and including the rank of knights bachelors, as well as the staff officers, and the naval officers who attended the procession, had seats assigned to them in the choir.

“ The chief mourner, his two supporters, and train bearer, were seated on chairs near the body, on the side next the altar; and the six assistant mourners, four supporters of the pall, and six supporters of the canopy, on stools on each side.

“ The relations also near them in the choir; and Garter was seated near the chief mourner.

“ The Prince of Wales and his six royal brothers were at the east end of the prebendal stalls, on the south side of the choir.

“ The Duchess of York was also seated in the choir; her royal highness was conducted by the Bishop of Lincoln to her seat.

“ The officers of the navy, and the staff officers commanding the troops, were seated near the altar.

“ The Lord Mayor, Aldermen, Recorder, and Sheriffs, were in their accustomed seats (the prebendal stalls), at the east end of the north side of the choir; their ladies in the closets over them; and the deputation of the common Council in the seats immediately under the aldermen.

“ The body, when placed in the choir, was not covered with the pall, nor the canopy borne over it; the rule in that respect being dispensed with, for the reason before mentioned. The bannerolls were borne on each side the body.

“ The carpet and cushion (on which the trophies were

afterwards to be deposited) were laid, by the gentleman usher, who carried them on a table placed near the grave, which was under the centre of the dome, and behind the place which was to be there occupied by the chief mourner.

“ The coronet and cushion, borne by Norroy King of Arms (in the absence of Clarenceux), was laid on the body.

“ The gentlemen of the three choirs ascended into a gallery on the east side of the organ, from which the evening service was performed, Psalms xxxix. and xc. The first lesson, Job xiv. to the end of the 15th verse, read by the Bishop of Chester. *Magnificat* (set to music by Mr. Atwood). Second lesson, 1 Cor. xv. 20. read by the Rev. Dr. Moss. *Nunc dimittis*; and in the proper place, &c. the following anthem, Psalm xxxix. (set to music by Dr. Greene):

Chorus.

“ ‘ Lord, let me know my end, and the number of my days; that I may be certified how long I have to live. Thou hast made my days as it were a span long; and mine age is nothing in respect to Thee, and verily every man living is altogether vanity.’

Duett, Trebles.

“ ‘ For man walketh in a vain shadow, and disquieteth himself in vain; he heapeth up riches, and cannot tell who shall gather them.’

Chorus.

“ ‘ And now, Lord, what is my hope? Truly my hope is even in Thee.—Hear my prayer, O Lord, and with thine ear consider my calling; hold not thy peace at my tears.—O spare me a little, that I may recover my strength, before I go hence, and be no more seen.’

“ At the conclusion of the service in the choir, a procession was made thence to the grave, with the banners and bannerolls as before ; during which was performed on the organ a grand solemn dirge, composed and played by Mr. Attwood ; the officers of arms preceded with the trophies ; the gentlemen of the choir of St. Paul’s accompanying the body ; the gentlemen of the chapels Royal and Westminster stationing themselves in a gallery on the west side of the organ ; the body borne and attended as before.

“ The chief mourner, with his supporters, and near them Garter, had seats at the east end of the grave ; the train bearer stood behind the chief mourner, and near him the relations of the deceased. At the opposite end sat the Right Rev. the Lord Bishop of Lincoln, Dean of the Cathedral, attended by the three canons residentiaries. A supporter of the pall stood at each angle ; the assistant mourners, supporters of the canopy, and bearers of the bannerolls, on either side. On the right of the dean was the chaplains ; on the left the officers of the household of the deceased. The great banner was borne on the north, the banner of the deceased, as a knight of the bath, on the south of the grave ; the standard and guidon behind the dean ; the banner of emblems behind the chief mourners ; the trophies in the angles.

“ The royal dukes, foreign ambassadors, and naval officers, had seats reserved for them in the front of the south side of the dome.

“ The Lord Mayor, Aldermen, and the whole of the common council, were seated in the front of the north side of the dome.

At the Grave was Sung,

“ ‘ Man that is born of a woman,’ &c.

“ The remainder of the burial service was then read by the dean ; and after the first collect an anthem was sung, selected from Handel’s grand funeral anthem :

Verse.

‘ His body is buried in peace.’

Chorus.

‘ But his name liveth evermore.’

“ Upon a signal given from St. Paul’s that the body was deposited, the troops being drawn up in Moorfields, the artillery fired their guns, and the infantry gave volleys, by corps, three times repeated.

“ The service of the interment being over, Garter proclaimed the style; and the comptroller, treasurer, and steward of the deceased, breaking their staves, gave the pieces to Garter, who threw them into the grave.

“ The interment thus ended, the standard, banners, bannerolls, and trophies, were deposited on the table behind the chief mourner; and the procession, arranged by the officers of arms, returned.

“ During the whole of this solemn ceremony, the greatest order prevailed throughout the metropolis; and, as the remains of the much-lamented hero proceeded along, every possible testimony of sorrow and of respect was manifested by an immense concourse of spectators of all ranks. From the Admiralty to the Cathedral, the streets were lined with the several volunteer corps of London and Westminster, the militia, and many other military bodies, both cavalry and infantry.”

Parliament met this year on the 21st of January, and on the 23d Mr. Pitt died. Some delay took place before a new administration was formed. At last Lord Grenville was appointed premier, or first lord of the treasury, in the room of Mr. Pitt; Mr. Fox being made secretary of state for the foreign department; Mr. Grey was placed at the head of the admiralty, and Mr. Sheridan was made treasurer of the navy.

The number of seamen voted for the service of 1806

was one hundred and twenty thousand ; and the supplies for the navy (exclusive of the ordnance) were fifteen millions two hundred and eighty-one thousand pounds.

On the 25th of April, Mr. Grey, now Lord Howick, moved for an increase of pay to the navy. He proposed to allow every ordinary seamen an additional pay of sixpence per week ; to every able seamen one shilling per week ; to all petty officers five shillings per month ; stating also that he meant to increase their number—the addition to include all those who are denominated the captains of the forecastle, of the mast, of the tops, and of the after-guard ; to each of these he proposed an increase of nine shillings and sixpence per month ; to masters' mates and warrant officers he would give an addition of six shillings per month ; to the masters and surgeons no addition was to be made ; to the chaplain the appointment of school-master was to be given, which would form an addition to his revenue of twenty pounds a year. The pay of the commissioned officers had not experienced any rise since the reign of Queen Anne : he proposed therefore, to add one shilling a day to the five shillings which the lieutenants had ; to the pay of the captains four shillings a day would be added ; to rear-admirals an addition of three shillings and sixpence per day ; to vice-admirals five shillings ; to admirals seven shillings ; and to admirals of the fleet ten shillings. Upon this calculation, the addition under the several heads would stand thus :

Officers	£56,383
Masters' Mates	2,563
Warrant Officers...	7,310
Petty Officers	27,600
Lieutenants.....	26,800
Captains	27,904
Admirals	31,806
Able Seamen	78,000
Ordinary Seamen	30,000
	<hr/>
Total,.....	£288,366

Lord Howick next adverted to the case of those who were disabled by age, infirmities, or wounds, from any longer serving their country. For such persons Greenwich chest and Greenwich hospital already furnished some provision. As to the hospital, it possessed ample funds; but as to the chest, its funds were inadequate: he therefore proposed an addition of from fourteen to twenty thousand pounds: out of this sum the out-pensioners should be allowed a certain increased pay, according to their services and their situation. From seven pounds a year it should rise in gradation till it reached one shilling a day. This, however, was not to come from the public, but by a grant of one shilling in the pound from all prize-money. After some conversation the resolutions of Lord Howick on this subject were passed.

On the 15th of May, Mr. Jeffery rose to call the attention of the house to the naval administration of Earl St. Vincent. He pledged himself to prove his lordship guilty of culpable neglect and gross misconduct while he was at the head of the admiralty. The charges which Mr. Jeffery brought were numerous and very serious. He then moved that the house do resolve itself into a committee to consider these charges. Lord Howick, Admiral Markham, Lord Garlies, and other members, vindicated the character and conduct of Earl St. Vincent; and when the question was put, Mr. Jeffery's motion was rejected almost unanimously.

Mr. Fox then rose, and after a short introductory speech moved, that it appears to this house that the conduct of Earl St. Vincent in his naval administration, has added an additional lustre to his exalted character, and merits the approbation of the house; which was agreed to without a division.

We must now turn our attention to the naval enterprises and actions of the year 1806.

The remains of the combined fleet of France and Spain

were closely blockaded off Cadiz by Lord Collingwood, while Admiral Russel was employed in watching the motions of the Dutch. Our cruisers were stationed off Brest to watch the motions of such French ships as were in that harbour; and in the Downs there was a light squadron, whose duty and object it was to keep the flotilla of the enemy within the protection of their batteries, and this they did so effectually that all alarm and apprehension of an invasion had subsided.

It is evident, however, that the utmost vigilance and activity cannot always prevent ships from putting to sea: the squadron that blockades may be driven off by tempestuous weather, and the very wind which drives it off its station will in all probability be favorable for the escape of the enemy. The French were extremely anxious to get their ships to sea, both for the purpose of reinforcing their West India colonies, and of annoying our trade. At the close of the preceding year Admiral Villaumez, accompanied by Jerome Buonaparte, had availed himself of a favorable opportunity, and escaped from port with eleven sail of the line and a number of frigates, which afterwards separated into two squadrons. Early in the month of February one of these squadrons was discovered by Admiral Duckworth to the windward of Ocoa Bay, near the island of St. Domingo: they consisted of five sail of the line, two frigates, and a corvette. Admiral Duckworth immediately made the signal that the principal object of attack would be the admiral and his seconds, and that his ships should engage the enemy as they respectively came up. A little after ten o'clock the *Superb*, Admiral Duckworth's ship, closed upon the bow of the *Alexander*, the leading ship, and commenced the action. After three broadsides, however, the enemy sheered off. The signal was immediately made for close action; and the *Superb* was enabled to attack the admiral in the *Imperial*, the fire of which had been heavy on the *Northum-*

berland, Rear-Admiral Cochrane's ship. The action now became general, and continued with great briskness and severity till half-after eleven; when the French admiral, much shattered and completely beaten, hauled direct for the land, and ran ashore. Soon afterwards the *Diomede*, of eighty-four guns, pushed on shore near the French admiral's ship. Admiral Dnckworth in this part of his official despatch adds, "I think it a duty I owe to character and my country to add, from the information of Sir Edward Barry, after she had struck, and the *Agamemnon* desisting from firing into her, from the captain taking off his hat, and making every token of surrender, and Captain Dance assures me both ensign and pendant were down—to comment on which I leave to the world."

At about twelve o'clock the firing ceased; and on the smoke clearing away, it was ascertained that *Le Brave*, bearing a commodore's pendant, the *Alexander*, and the *Jupiter*, were taken. The loss on the part of the British consisted of seventy-four killed and two hundred and sixty-four wounded. In the three French vessels which were taken, the killed and wounded amounted to upwards of seven hundred.

The *Diomede* and *Imperial* were afterwards completely burnt by the exertions of the British fleet.

The other part of the French squadron consisted of six sail of the line and three frigates. Several transports proceeding with troops to Gibraltar were captured by it: the vessels were burnt, and the troops put on board a frigate, which was afterwards captured by the English.

This squadron having reached the West Indies, landed some troops at St. Domingo, and committed some depredations at Montserrat, Nevis, and St. Kitts.

Admiral Cochrane, who was on the windward station, with a force consisting of four sail of the line and some frigates, discovered the enemy near Barbadoes; but considering them too far superior to his own fleet, he resolved

to wait at Tortola for an accession of strength. In the mean time, however, a most tremendous gale of wind, seldom exceeded in violence even in that tempestuous climate, separated the ships of the enemy. The French admiral reached the Havannah with extreme difficulty, and in a most shattered state. The *Impetueux* made for the coast of North America, and was followed into the Bay of Cheseapeak by His Majesty's ships *Belleisle* and *Bellona*. Here she ran ashore, and was burnt by the crew of the *Melampus*. Of the rest, two were destroyed on the American coast by the British, and the *Castor* was supposed to have foundered at sea. Jerome Buonaparte had the good fortune to reach the port of L'Orient, in the month of August.

The French admiral, Linois, with his squadron in the East Indies, had, as has already been mentioned, committed great depredations on the East Indian seas. The Isle of France was made the grand depôt of the plunder which he had collected; and from it, it had been sent to France, after having been chiefly converted into specie. Admiral Linois having gained as much booty and done as much damage as he deemed proper, resolved to carry the remainder of his spoils to France. Accordingly the *Marengo*, his own ship, of eighty guns and seven hundred and forty-four men; and the *Belle Poùle*, of forty eighteen pounders, and three hundred and twenty men, left the Isle of France, richly laden.

One of the squadrons sent out to search for Jerome Buonaparte, was under the command of Sir John Borlase Warren. This admiral, on the 13th of March, was fortunate enough to discover Admiral Linois. Chace was immediately given: soon afterwards the *London*, one of the British squadron, was observed in action with a large ship and a frigate, and continued supporting a running fire with those ships, which were endeavouring to escape, until half-past seven; when the *Amazon*, being the ad-

vanced ship, pursued also and engaged the frigate. The remainder of the British squadron advanced fast upon the enemy; and after the action had continued from daylight till near ten o'clock the *Marengo* struck, and soon afterwards the frigate.

Towards the close of the year a squadron of five frigates and two corvettes, having on board about two thousand troops, escaped from Rochefort, destined for the West Indies. But the day afterwards Sir Samuel Hood was fortunate enough to fall in with them. After a chase of several hours, during the latter part of which a severe cannonading took place, four of the frigates struck. They were remarkably fine vessels of large dimensions, mounting twenty-eight eighteen pounders on their main decks, and containing each about six hundred and fifty men, including troops; full of stores, arms, ammunition, and provisions.

During the autumn of 1805, an expedition had been fitted out, consisting of several ships of the line and frigates, under the command of Sir Home Popham, with about four or five thousand troops, under Sir David Baird, for the reduction of the Cape of Good Hope. On the 6th of January, 1806, a successful landing was effected. After a short but sharp engagement between the Dutch and British troops, which terminated in the defeat of the former, who retired into the interior for a short time, but afterwards surrendered, we gained possession of this most important and valuable colony.

Soon after the reduction of the Cape, the British commanders resolved to cross over and attack Buenos Ayres, in Spanish South America. The squadron destined for this service conveyed about one thousand one hundred troops; and after a trifling resistance, Buenos Ayres also fell into our power.

Several splendid single actions were performed during this year. Sir Sydney Smith, having the command of the

Pompée, off the coast of Italy, was of great service during the siege of Gaeta : indeed he was particularly qualified for enterprises of this nature. A successful attack was made by him on the Island of Capria, near Naples ; and with the boats of the Pompée he cut out a vessel from one of the enemy's ports, notwithstanding her being protected by a heavy fire of musketry. In a sortie from Gaeta, concerted between himself and the commandant of that place, he co-operated with a detachment which penetrated far into the interior of the country, destroyed one of the enemy's batteries, and spiked the cannon.

While Lieutenant Usher, in His Majesty's armed brig the Colpoys, was cruising, he chased three Spanish luggers into the port of Avillas ; and he determined to follow them in, notwithstanding the fire of a six gun battery under which they ran. This gallant enterprise was performed in a most seaman-like manner : Lieutenant Usher himself, with six men, succeeded in boarding the vessels ; the enemy jumping overboard.

Lord Cochrane distinguished himself highly this year. The enterprise itself as well as the letter from Admiral Thornborough which introduces the account of it, and bestows on it its due commendation, shall be given in the official words of the despatch.

“ Prince of Wales, off Rochefort,

“ April 9.

“ My Lord,

“ I have the honour to transmit to your lordship a copy of the letter I have this day received from Captain Lord Cochrane, of His Majesty's ship Pallas, under my orders. It will not be necessary for me, my lord, to comment on the intrepidity and good conduct displayed by Lord Cochrane, his officers, and men, in the execution of a very hazardous enterprise in the Garonne ; a river the most difficult perhaps in its navigation of any on this

coast. The complete success that attended it, as well as the destruction of the vessels of war, mentioned in the said letter, on the coast of Arcassore, bespeaks their merits more fully than is in my power to do; to which may be fairly added, that nothing can evince more clearly the high state of discipline of the crew of the Pallas than the humanity shown by them to the enemy in the conflict.

“ EDW. THORNBOROUGH.”

“ The Earl of St. Vincent.”

“ Pallas, off Chasseron,
“ April 8.”

“ Sir,

“ Having received information, which proved correct, of the situation of the corvettes in the river of Bourdeaux, a little after dark on the evening of the 5th, the Pallas was anchored close to the shoal of Cordovan; and it gives me satisfaction to relate that about three o'clock the national corvette La Tapageuse, of fourteen long twelve-pounders, and ninety-five men, which had the guard, was boarded, carried, and cut out, about twenty miles above the shoals, within two heavy batteries, in spite of all resistance, by the First Lieutenant Mr. Haswell, Mr. Sutherland the master, Messrs. Perkins, Crawford, and Thompson, together with the quarter-masters, and such of the seamen, the serjeants, and marines, as were fortunate enough to find place in the boats. The tide of flood ran strong at daylight. La Tapageuse made sail; a general alarm was given; a sloop of war followed, and an action continued, often within hail, till by the same bravery by which the Tapageuse was carried, the sloop of war, which had been before saved by the rapidity of the current alone, after about an hour's firing was compelled to sheer off, having suffered as much in the hull as the Tapageuse in the rigging. The conduct of the officers and men will be justly appreciated. With confidence I

shall now beg leave to recommend them to the notice of the lords commissioners of the admiralty. It is necessary to add, that the same morning, when at anchor waiting for the boats (which by the bye did not return till this morning), three ships were observed bearing down towards the Pallas, making many signals: they were soon perceived to be enemies. In a few minutes the anchor was weighed, and with the remainder of the officers and crew we chased, drove on shore, and wrecked, one national twenty-four gun ship, one of twenty-two guns, and *La Malicieuse*, a beautiful corvette of eighteen guns; their masts went by the board, and they were involved in a sheet of spray. All in this ship showed good zeal for His Majesty's service. The warrant officers, and Mr. Tattnal, midshipman, supplied the place of those commissioned. The absence of Lieutenant Mappleton is to be regretted; he would have gloried in the expedition with the boats. The assistance rendered by Mr. Drummond, of the royal marines, was such as might have been expected. Subjoined is a list of the wounded, together with the vessels captured and destroyed since the 26th ultimo.

“ COCHRANE.”

“ Admiral Thornborough.”

Killed—None. Wounded—Three.

Vessels taken or destroyed.

Le Dessaix, chasse maree.....	Taken.
L'Isle d'Aix, ditto	Taken.
La Pomone, brig.....	Taken.
A large brig	Burnt.
A chasse maree	Wrecked.

National ships.

Names.	Guns.	Men.	
La Tapageuse	14.....	95.....	Taken.
La Malicieuse	18.....		Wrecked.
Imperial ship	24.....		Wrecked.
Imperial ship.....	22.....		Wrecked.

Captain Burrows, of the *Constance* frigate, having also under his command a sloop of war, of sixteen guns, and a brig of fourteen, observed a large vessel coming out of the enemy's port off which he was cruising: she proved to be the *Salamander*, of forty-four guns. Being attacked by the English frigate she was driven on shore; but having been got off, and found to have received no material damage, she was proceeding again for her original destination. After a smart action she was a second time driven for protection under the batteries, in a condition so completely shattered that the enemy were obliged to abandon and destroy her. The action was fought before thousands of spectators on the French coast. The *Constance* having suffered much was rendered ungovernable, and was driven on shore, where she was taken possession of by the enemy, her crew having previously abandoned her. The commanders of both vessels were killed in the action.

The capture of the *Pomona* frigate, of forty guns, was another instance of the daring success of British seamen. She was at anchor about a league from Moro Castle, in the Island of Cuba, and had been reinforced by ten gun-boats from the Havannah. In this situation, and while under a battery, landing specie which she had brought from the Gulph of Mexico, two English frigates hove in sight, and immediately bore down towards the battery. After a resistance of fifteen minutes, the *Pomona* struck her colours; two of the gun-boats were blown up, five were taken, and three driven on shore; the fort was afterwards silenced. The greater part of her cargo, consisting of money, plate, and valuable articles of merchandize, were on board of the *Pomona* at the time of her capture. The enemy lost nearly two hundred men; the English vessels suffered very little. The English vessels were the *Arethusa*, Captain Brisbane, and the *Anson*, Captain Lydiard.

Even our merchantmen this year beat the enemy's ships of war. Eleven sail of the Jamaica fleet being on their passage without convoy, were attacked by a privateer, which they beat off twice. Having received intelligence soon after that three privateers were in pursuit of them, they constituted Captain M'Farlane, master of one of the ships, their commodore. The privateers soon after arrived; and met with a very unexpected reception: for after about an hour's warm firing they thought proper to retire from a conflict with the merchantmen.

This year Mr. Fox made an attempt to put an end to hostilities with France, as we have already remarked: he died during the negotiations, which, however, did not produce the desired effect.

As the Berlin and Milan Decrees, and the consequent British Orders in Council, have particular reference to naval affairs, and ultimately involved us in a war with America, we shall conclude our account of the naval transactions of 1806 by inserting the Berlin Decree which appeared this year.

IMPERIAL DECREE

From the protocol of our secretary of state.

“ From our imperial camp at Berlin,

“ Nov. 21, 1806.

“ NAPOLEON, EMPEROR OF THE FRENCH, AND KING
OF ITALY.

“ Whereas,

“ 1. That England has ceased to observe the law of nations, recognised by all civilised nations.

“ 2. That she considers every individual as an enemy who belongs to an hostile state, and consequently makes prisoners not merely the crews of ships of war, but also the crews of merchant vessels, and even the members of

commercial factories, and persons connected with commerce, where employed in their mercantile affairs.

“ 3. That she extends the rights of conquest to the cargo and commodities, and to the property of individuals; which right of conquest, however, ought only to be applicable to that which belongs to the hostile state.

“ 4. That she extends her right of blockade to places not fortified, and to commercial ports, in bays, and the mouths of navigable rivers; which blockade, according to the principles and the practice of all civilized nations, is applicable only to fortified places.

“ That she considers a place in a state of blockade before which she has not even a single ship of war, although a place can only be considered as blockaded when it is so circumscribed in its communication that it is impossible to approach it without visible danger.

“ That she even declares places in a state of blockade which, with their whole united strength, she would be unable effectually to blockade—for instance, whole coasts and whole kingdoms.

“ 5. That this monstrous abuse of the right of blockade has no other object but to impede the communication between nations, and to aggrandise the commerce and industry of England by the ruins of the commerce and industry of the continent.

“ 6. That as this is the object of England, all those who carry on traffic in English commodities upon the continent, by doing so, second her views and render themselves her accomplices.

“ 7. That this conduct of England, which is altogether worthy of the age of barbarism, has become advantageous to that power to the prejudice of every other.

“ 8. That it is a right conferred by nature to oppose to an enemy the weapons he employs against you, and to fight against him in the same manner in which he attacks, and that this principle is recognised by all ideas of justice

and all liberal sentiments, the result of that civilization by which societies are distinguished.

“ We therefore determine to employ against England those principles which she has adopted in her maritime code.

“ The consequence of the present decree shall be considered as fixed fundamental laws of the empire, so long as England refuses to acknowledge one and the same law as applicable both to sea and land, till she ceases to consider private property, be it what it may, a good prize—till she ceases to extend to the persons of individuals who are not engaged in military operations the principles by which she at present treats them as prisoners of war—and until she shall apply the rights of blockade only to those places which she has a force fully adequate to cut off from communication.

“ We have therefore decreed and declare as follows :—

“ Article I. The British islands are declared to be in a state of blockade.

“ II. All commerce and all correspondence with the British isles are prohibited.

“ III. The letters or packets which are addressed to England or to Englishmen, or which are written in the English language, shall not be forwarded by the posts, and shall be taken away.

“ IV. Every individual who is an English subject, of whatever condition he be, who is found in the countries occupied by our troops, or those of our allies, shall be made prisoner of war.

“ V. Every magazine, every commodity, every article of property, of whatever sort, which belongs to an English subject, shall be declared good prize.

“ VI. The trade in English commodities is prohibited, and every article which belongs to England, or is the produce of her manufactures and colonies, is declared good prize:

“ VII. The half of the proceeds of the confiscation of the articles, property, and goods declared good prize by the preceding article, will be employed to indemnify the merchants for the losses which they suffer by the capture of trading vessels seized by the English cruizers.

“ VIII. No ship which comes direct from England or the English colonies, or has been there after the publication of the present decree, shall be admitted into any harbour.

“ IX. Every ship which trades with a false declaration in contravention of the above principles, shall be seized, and the ship and cargo confiscated as if they were English property.

“ X. Our prize court at Paris is invested with power definitively to settle all disputes which may arise in our empire or in the countries occupied by the French armies in regard to the execution of the present decree. Moreover our prize court at Milan is invested with full power finally to decide all disputes which may arise within the dominions of our kingdom of Italy.

“ XI. The present decree shall be communicated to the Kings of Spain, of Naples, of Holland and Etruria, and our other allies, whose subjects as well as our own have been the victims of the injustice and barbarity of the English maritime code.

“ XII. Our ministers of foreign affairs, of war, of marine, of finance, of police, and our post-masters general, each of them, in as far as concerns his department, is intrusted with the execution of the present decree.

(Signed)

“ NAPOLEON,

“ By the Emperor.

“ H. MARET,

“ Secretary of State.”

On the death of Mr. Fox and the appointment of Lord Howick to succeed him as secretary of state for foreign affairs, Mr. Thomas Grenville, brother of Lord Grenville, was placed at the head of the admiralty; but the whig administration, as it was generally called, was not long destined to continue in office. Early in the year 1807 they attempted to carry the Catholic Emancipation Bill through Parliament, and as this measure was contrary to the opinion of His Majesty, they were obliged to resign their situations. They were succeeded by the Duke of Portland, as first lord of the treasury, though Mr. Perceval, chancellor of the exchequer, was the efficient man; Lord Mulgrave was made first lord of the admiralty; and Mr. Rose treasurer of the navy. The supplies for the navy service this year (exclusive of sea ordnance) amounted to the sum of sixteen millions, nine hundred and seventy-seven thousand, eight hundred and thirty-seven pounds, three shillings, and three-pence.

This year the British fleet was most unfortunately employed on an enterprise, from the nature of which, as well as the means made use of, no glory could be expected, and which in fact ended in discomfiture and disgrace: we allude to the expedition against Constantinople.

The French, who certainly excel us in diplomatic intrigue, had for a long time possessed great influence at the court of Constantinople: their influence, however, had been destroyed by the attempt of Buonaparte against Egypt; and the British nation, on the other hand, by the victory of Aboukir, and their subsequent expulsion of the French from Egypt, had been very popular with the Porte. In consequence, however, of the war between Russia and Turkey, which had been produced by the intrigues of the French, Britain was threatened with hostilities with the Porte also. The British ministry, at that time consisting of the Fox party, endeavoured to reconcile

Russia and Turkey, but finding their efforts ineffectual, they resolved to interfere in a more efficient manner.

For this purpose Admiral Duckworth was directed to proceed, with seven sail of the line, a frigate, and two sloops, to force the Dardanelles and bombard Constantinople, if certain terms should not be acceded to by the Turkish government. In order that our readers may have a clear idea of the difficulties of the passage, and of the strength of Constantinople, we shall subjoin a description of the seas leading to this famous city, taken from Tuckey's Maritime Statistics and Geography.

“ The canal of the Dardanelles, the ancient Hellespont, is sixteen leagues in length, and resembles an immense river flowing majestically between two chains of elevated and fertile hills. It is without rocks or shoals, and has in some parts a depth of sixty fathoms, and generally eight or nine fathoms within a mile of the shore. The objects that first attract the eye in entering from the Archipelago are the first castles of Europe and Asia. The former called by the Turks *Set el Bahr*, the barrier of the sea, is situated at the extremity of the Thracian Chersonesus, and as well as a little village close to it is supposed to be built out of the ruins of the ancient Eleus. The tomb of Protesilaus is identified in a mount near the castle.

“ On the Asiatic shore, opposite the first castle of Europe, is Cape Janissary of the Europeans, or St. Mary of the Greeks (*Signœum*), near which is the little town of *Yenni-shehir*,* and half a league within the cape is the first castle of Asia, called by the Turks *Koum-kalessi*, or the Sand Castle, five thousand four hundred yards distant from the first of Europe. Between Cape Janissary and

* The English and other Europeans improperly call this Cape Janissary supposing the Turkish word to be *Yenni-cherri*, new militia, the name of a celebrated corps of Turkish troops. The proper word is *Yenni-shehir*, new town.

The castle are two mounds, supposed to be the tombs of Achilles and Patroclus. A little east of the castle the Simois, Mendere Soui of the Turks, empties itself, which though it dries in summer, is the most considerable stream that falls into the Hellespont.* East of the first castle of Asia is Barber's Point, Kepos Bouron of the Turks, (Dardanus), on which stood the city of Dardanus.

“ Four leagues within the first castles, the channel is contracted by a promontory on each shore to two thousand seven hundred yards, and this strait is properly the Dardanelles; on each promontory is a castle. The cape, on the European side, is the ancient Cynosema on which was the tomb of Hecuba. The castle on it is called the second castle of Europe, and by the Turks, Kelidar Bahr, the Padlock of the Sea. The second castle of Asia is named Sultania Kalessi, the Sultana's Castle, and vulgarly Chanak Kalessi, the castle of Pottery, from the quantity of fragments of pottery found near it. Close to it is a town of four thousand inhabitants, chiefly Jews, who live by supplying ships passing with provisions. The ancient Rhodius, an insignificant torrent, washes the walls of the second castle of Asia on the south.

“ After passing the second castles, the channel widens, and on the European shore are three coves. On the first (the ancient Portus Cælus, celebrated for the naval victory gained by the Athenians over the Lacedæmonians, which lost the latter the sovereignty of the Hellespont) is the town of Mayta (Madytos) inhabited chiefly by Greek seamen. The second cove, named by the ancients Koilos, on account of its depth, has still the little corrupted one of Koilia or Kilia. The third cove is the ancient port of Sestos, and is called by the Turks Ak Bachi Liman, the port of the White Head. On a hill rising behind it are

* Recent researches prove that the Scamander unites its waters to the Simois before it reaches the Hellespont.

the ruins of the fort of Zeminia, the first place taken by the Turks, when they crossed the Hellespont under the Sultan Orcan, in 1356. The site of the ancient Sestos is still to be traced by some vestiges two miles east of Mayta.

“ On the Asiatic shore, opposite Sestos, is the promontory of Negara, which again narrows the channel to two thousand seven hundred yards, and seems to close the passage. This point is thought to be the promontory of Abydos; and close to it are some feeble vestiges of buildings, consisting of heaps of rubbish, in which are found fragments of bricks, pottery, granite and marble, indicating the site of the ancient city: the space occupied by these remains is now planted with fruit trees, and inclosed within a wall.

“ Beyond Point Negara the channel varies in breadth from three-quarters to a league and a half. On the European shore the Egos potamos, or Goat River, Kara-ova soui of the Turks, empties itself: it is a small stream, on whose banks was fought the decisive battle which put an end to the Peloponnesian war. On the same shore is Gallipoli (Callipolis), five leagues from the entrance of the sea of Marmora, containing sixteen thousand inhabitants. On the opposite coast is Lampsaki, the ancient Lampsacus, celebrated for the worship of Priapus now a poor village.

“ Vessels of war of all nations in amity with the Porte are permitted to enter the channel of the Dardanelles, and to anchor between the first and second castles, but on no account are allowed to pass the latter without an express permission from Constantinople. Merchant vessels may proceed direct to Constantinople, but on their return they are obliged to anchor either off Point Negara, or before the village of the Dardanelles, where they are visited in order to ascertain that they have proper clearances, and that there are no prohibited goods, run-away

slaves, or subjects of the Porte, not Mussulmans, on board.

“ From the Dardanelles we enter the sea of Marmora, the ancient Propontis, which is fifty leagues long and from thirty to sixty broad. It receives no river of consequence; that of Mikalitzá, the ancient Ryndacus, which empties itself on the Asiatic coast, is the most considerable.

“ Following the European coast of the sea of Marmora, we meet in succession the ruins of Pactia, called by the Turks Paulio Paulino, Ganos, Rodesto, the Tchiridaghi of the Turks (ancient Bisánthe and Rhædestus), situated on the declivity of a hill, and which supplies Constantinople with provisions. Point Rodesto is a remarkable head, higher than the land on the east and west. Ereklia or Raklia (Heraclia), supposed to have been founded by Hercules, has the remains of an amphitheatre and other antiquities. Sylviria (Selymria), a small town on a cove, which receives several rivulets; it sends corn to Constantinople. St. Stephano consists of thirty well-built houses, inhabited by Greeks; and a manufactory of gunpowder for the Turkish government. Near it are two lagoons, separated from the sea, of which they were anciently gulfs, by marshy strips of land, of modern formation; they still, however, have communication with the sea, and the channel into the largest is crossed by three vast bridges.* They abound in fish, particularly carp, which are said to grow to the size of sixty and even eighty pounds.

“ On the Asiatic shore of the sea of Marmora, prolonging it from the entrance of the Dardanelles, are Beroundere; Caraboa (Priapus), from which to the peninsula of Cizicus the coast is low and swampy, and has

* They are called Boyuk-Chekmedjeh and Kouchuk-Chekmedjeh, or the great and little drawbridges.

three rivers; the Granicus, now called Out-soola-soui, whose waters are absorbed in a marsh; the Œsepus, Satalidere of the Turks, which empties itself by two mouths, and the Tarsius.

“ Cizicus, formerly an island, is now joined to the main by a natural isthmus half a league broad. It is twenty leagues in circuit, very mountainous, but produces a considerable quantity of white wine and oil, and its woods abound with game. Its population, composed of twenty thousand Greeks and Turks, occupy twenty villages, of which Artakki (Artace), the principal, is composed only of wooden huts; it is on the south-west part of the peninsula, and has a good road. A league east of it are some magnificent ruins of the ancient city of Cizicus. The bay, formed by the peninsula on the west, is called the Gulf of Daidina, and that on the east the Gulf of Panormo. On the continental shore of the former is port St. Peter, and on the latter the town of Panormo (Panormus), surrounded by plantations of mulberries and vines, and having four thousand inhabitants. Off the west end of the peninsula are nine small islands, of which the largest, Aferia and Arabler, are the ancient Ophiusa and Halone; the others are Auzea the north-western, Panai, Mamella, St. George and St. Simeon. Off the east end of the peninsula is the Island St. Andrew.

“ The Mikalitzza (Ryndacus) empties itself among muddy islands, but is navigable for large boats to the town of the same name, sixteen leagues from its mouth; the Ufersoui (Horsius) empties itself east of the Mikalitzza.

“ The Gulf of Moudania or Mundania (Cius) runs into the land ten leagues, between two ridges of mountains. On the south shore, five leagues from the entrance is Moudania, on a creek, and on the site of the ancient Myrlea and Apamea: it is the nearest port to Brusa,* of

* Brusa or Prusa, a city of sixty thousand inhabitants, at the foot of Mount Olympus; it has a great trade, the caravans between Constantinople, Smyrna, Aleppo, and Ispahan passing through it.

which it exports the saltpetre, white wine, and silk. At the head of the gulf is the village of Kemick or Ghemick of the Turks, called Kios or Ghio by the Greeks, on the site of the ancient Cius. It is inhabited by two thousand Greeks, and exports wine, wheat, fruits, and silk to Constantinople. Half a league south of the village, on the banks of the ancient Cius, or Ascanias, is a building place for Turkish vessels of war.

“ The Gulf of Is-nikmid (Astacus or Astacamus) is surrounded by steep and picturesque shores. Is-nikmid (Nicodemia and Olbia, the capital of Bithnia) is on the north shore, and contains thirty thousand inhabitants.

“ Gabeziah, north of the Gulf of Is-nikmid, is a small well built town, supposed to occupy the site of the ancient Lybissa, where Hannibal lost his life. Pantike (Pantichium) and Kedi-keui (village of the judge) are poor villages: the latter is on the site of the ancient Calcedonia, and on a little stream three quarters of a mile from the entrance of the Bosphorus.

“ The Propontis has some islands worthy of notice; among which that of Marmora or Mermer, which has given its modern name to this basin, is the most considerable. The name of Mermer is significative of this island being a solid rock of white marble veined with blue. It is the ancient Proconesus, Elephonesus, and Nevris; is separated from the peninsula of Cizicus by a channel one league broad, and is three leagues distant from Point Rodesto, on the European shore. It is twenty leagues in circuit, is composed of two large hills extremely barren, and inhabited only by a few Greeks. On the south side are two small ports, and off the same side two low islands, called Avezai and Coutalli. Off the north-west end are two other islands, named Gaidoura and Kamoli.

“ Twelve leagues east of Marmora and three from the coast of Asia is Kalo-Limno, or the Monk's Island, low, fertile, and inhabited by some Greeks.

“ The Prince’s Islands (Demon-essi) are opposite Pantike, on the coast of Asia, and six miles distant, being about ten miles from Constantinople. They are nine in number, four larger and five lesser; the former are Prota, Antigona, both very sterile; Chalkis, or Kalkis (Kalkitis) has its name from a copper mine of ancient celebrity. On its north side is a cove, called Cham-Liman, on the port of the Poplars. Prinkipos, the largest, though volcanic and rugged is fertile, and has a village of two thousand Greeks on the east side; this island, as well as Kalkis, has many Greek convents on eminences. The five lesser islands are Coneglio, or Rabbit Island, so named from the great number of wild rabbits which are its only inhabitants; it is entirely composed of rocks. Oxia, Plata, or Low Island, and two barren nameless rocks, complete the number.

“ The channel of Constantinople, or Bosphorus of Thrace, is six leagues and a half long, and from six hundred to two thousand yards broad, winding like a river between two chains of mountains, whose summits are clothed with wood, their sides cultivated, and the margin of level land which borders the water covered with villages, which on the European side form an almost uninterrupted chain from Constantinople to the entrance of the Black Sea.

“ The first object that seizes on and astonishes the eye on entering the channel, is the city of Constantinople, called Stamboul by the Turks, and the ancient Byzantium. It is situated on a point of land washed by the sea of Marmora on one side, and by the port on the other. Approaching it by water, its appearance is most magnificent, being built on several elevations, and presenting an imposing mixture of the minarets of mosques, and handsome looking houses, interspersed with trees. The charm, however, vanishes on landing: the streets are found to be narrow, and the houses built of clay and wood. The

population, including the suburbs, is estimated at four hundred thousand souls.

“ The port of Constantinople (Gulf of Ceras) is on the east of the city, which it separates from the suburbs of Galata and Pera. It is six thousand six hundred yards (three miles and three quarters nearly) in length, and its mean breadth is six hundred yards. The egress is easy with every wind but the north, and this seldom blows, and never for more than a few hours at a time. The port has besides another great natural advantage, in always keeping itself from filling up, for the current which issues from the Black Sea, striking against the Seraglio point (the west point of the entrance) enters the port on the side of the city, and making its circuit, runs out again along the opposite shore; this rotatory current, combined with that produced by several streams of fresh water which empty themselves into its head, washes out all the filth thrown into the port by the inhabitants, which would otherwise very soon fill it up.

“ The marine arsenal is on the east side of the port, and consists of dwellings for the guards and workmen, and some sheds containing a small quantity of naval stores, the whole in a miserably neglected state. The Bagne, within the arsenal, is a depôt for criminals condemned to public labour, as well as for prisoners of war.

“ The famous castle of the Seven Towers is at the west extremity of the city: it is of great extent, surrounded by a wall flanked with large towers. Here the foreign ministers are usually imprisoned on a rupture with their nations.

“ On the Asiatic shore of the Bosphorus, opposite Constantinople, and about a mile distant, is Scutari (Chrysopolis), which is considered as a suburb of the capital, and has thirty thousand inhabitants.”

On the 19th of March Admiral Duckworth proceeded to fulfil his orders. The fire from the outer castles an-

noyed his ships but very little, but a very heavy cannonade was directed against them as they passed between Sestos and Abydos from both these castles, and within point blank shot. The fire was returned by the British squadron, and with such effect, that by the time the sternmost vessels passed, it had slackened considerably, and they sustained very little damage.

Sir Sydney Smith was directed by Admiral Duckworth to proceed to the attack of a small Turkish fleet, which was at anchor to the north-east of the castles; this enterprise he performed most effectually, the vessels being driven on shore, where they were destroyed. A detachment of marines was also sent from the *Active*, who succeeded in spiking the guns of a formidable battery at Point Pesques.

On the evening of the 20th, the squadron anchored about eight miles from Constantinople. Mr. Arbuthnot, who had been our ambassador there, but who had sought refuge on board Admiral Duckworth's ship, now sent his despatches on shore under a flag of truce. In consequence, one of the Turkish ministers came off to wait on the ambassador; and it was supposed from the conversation that took place, that matters would be amicably settled. Soon afterwards, however, the ambassador was taken ill, and the admiral was under the necessity of carrying on the negotiation. It continued till the 27th, and during this interval such unfortunately was the state of the weather, that the admiral could not occupy such a position as would have enabled him to have given more effect to the negotiation, by threatening the city with bombardment. He threatened indeed, but the Turks well knew that he could not execute his threats; and they lengthened out the negotiation, knowing that thus they would be strengthened, while their opponent's situation would daily become more critical and dangerous. The time which had been employed by the English commander

in empty threats, had been occupied by the Turks in the most active and effectual preparations. The whole line of the coast presented a chain of batteries; twelve line-of-battle ships were ready with their sails bent, and filled with troops; an innumerable multitude of small craft, with fire vessels had been collected; and there was besides a large army at Constantinople.

It was evident from this, that even if the weather had been favourable for an attack, the issue of it must have been extremely doubtful; and if Admiral Duckworth did succeed, it was still necessary to repass the Dardanelles; and how could this be done with ships disabled by the previous attack.

The idea of waiting for a wind to bombard the city was now abandoned; and the admiral wounded both in his pride and ambition, on the 1st of April weighed anchor, and by the next day at noon every ship had cleared the passage of the Dardanelles. The passage, however, was attended with great danger. The fire of the inner castle, which had been severe in the first passage, was doubly formidable on the return. The Windsor-castle was struck by a granite shot of eight hundred pounds weight. The killed and wounded during the passage amounted to a very considerable number: the damage also done to the rigging and hulls of most of the ships was very great. In the whole of this fatal and disastrous enterprise about three hundred British officers and seamen were killed and wounded.

It is evident from this account of the enterprise that it was ill planned. Certainly troops ought to have been put on board the ships for the purpose of occupying the castles which defended the passage; if the passage had thus been rendered clear, the fleet might have waited till the weather became favourable for the bombardment or attack of Constantinople.

About the same time that this naval expedition was

proceeding against Constantinople, a land expedition was proceeding against Egypt. The details of it do not enter into the plan of our work, we shall therefore only briefly remark that it was not more fortunate than the enterprise against the capital of the Turkish empire.

In recording the events of the year 1806, the capture of Buenos Ayres was mentioned. It was soon, however, reduced by the inhabitants, long before the British government sent out troops from home to protect and secure this valuable conquest. When these troops did arrive, Monte Video was retaken; and on the arrival of more troops it was resolved to attempt the recapture of Buenos Ayres itself. But this attempt was disastrous in the extreme, and its complete failure was attended not only with disgrace, but with great loss on the part of the British.

It will be recollected that Buenos Ayres was reduced by an expedition under Sir Home Popham: this officer was not a favourite with the whig administration; and as he had certainly exceeded his orders, which only went to the reduction of the Cape of Good Hope, it was resolved to bring him to a court martial. He was therefore superseded, and ordered to return home. Immediately on his arrival he was put under arrest by the admiralty, and a court martial was afterwards held upon him at Portsmouth.

The substance of the charges was, that he had been appointed on an expedition to the Cape, in conjunction with the troops under Sir David Baird, which expedition had proved successful; but that with a view to attack the Spanish settlements in the River Plata, for which he had no authority whatever, he withdrew from the Cape the whole of the naval force placed under his command, which had been sent out solely with a view of defending that conquest, thus leaving the Cape exposed to attack.

On this trial it was proved, and indeed admitted, by Sir Home Popham, that he had engaged in the expedition to

Buenos Ayres without orders; but he contended that in this he had not acted without precedent: that his zeal was for the good of his country; and that an expedition against the Spanish settlements on the River Plata, had long been a favourite object with Mr. Pitt.

As his defence shews us, in a very clear and manly manner, all these topics, and particularly points out in what light the expedition he undertook was regarded by Mr. Pitt, we shall insert it entire, as an interesting and important official document.

“ Mr. President,

“ After having devoted the greater part of my life to the service of my King and country, I am brought before you and other members of this honourable court, to vindicate my conduct from a charge of a nature as extraordinary and as unprecedented, perhaps, as ever was submitted to the investigation of a court martial. In applying the epithets of extraordinary and unprecedented to the accusation exhibited against me, I speak of it generally, and not with a particular reference to the irregular and, I believe I may venture to add, the illegal manner in which it is worded. On this point I shall animadvert hereafter. But I cannot, Sir, enter into the substance of my defence, without observing to you how extraordinary it is that I should be brought to trial by that superior authority to which every officer in His Majesty's naval service looks up for reward and protection, for having employed the means placed in my disposal in making a successful attack on a possession belonging to the enemy, instead of suffering them to remain inactive and dormant. Nor do I conceive that it is less unprecedented to criminate an officer entrusted with a command of some importance, for having exercised that discretionary power, without which no service can be carried on with energy or effect, when the result of such an act, so far from having

been attended with any ill consequence, has on the contrary been glorious to His Majesty's arms, and honourable to the country. Yes, Sir, the success which crowned the united exertions of General Beresford and myself, seconded by the bravery and perseverance of the land and sea forces under our orders, was proclaimed by His Majesty's ministers to the inhabitants of the British metropolis by the usual signal of triumph, and the news of the conquest of Buenos Ayres was re-echoed, with exultation and gratitude, throughout every quarter of the united kingdom.

“ But now to proceed to the charge before you, I trust I shall be able to show that the discretion I exercised was not only such as, under the circumstances, was fairly admissible, but such as the ministers, under whose orders I sailed to the Cape of Good Hope, fully warranted by their concurrent opinions, at least by the concurrent opinion of those who were understood by all to hold the leading influence in that administration. I shall, however, not only show that an expedition to South America was a favourite object with Mr. Pitt, that he had it in contemplation, and actually took some steps to carry it into execution in the course of his former administration; but that he never lost sight of it, being only restrained from attempting the execution of it by political reasons, which no longer existed, when I felt it my duty for the interest of my country, to proceed from the Cape of Good Hope upon this long projected expedition.

“ In the course of the year 1804, a change occurred in the government of the country, soon after which I was appointed to the *Antelope*, in the Downs, for the purpose of blockading the harbour of Boulogne, in the absence of Admiral Louis. While I commanded that ship, Lord Melville, then first lord of the admiralty, corresponded with me on the subject of Miranda's plan; and on my coming to town in the month of October in that year (at

which period the probability of a Spanish war had increased) his lordship directed me to consult again with General Miranda, and to digest my ideas on the subject of an expedition against the Spanish settlements in South America, in the form of a memoir. To the best of my recollection, I delivered this document to Lord Melville on the 16th of October, 1804. Shortly after I was directed to attend Mr. Pitt at Wimbledon, in order that he might converse with me on the various points comprehended in my memoir.

“ In the month of December, 1804, I was sent for by His Majesty’s ministers to Deal, and at the same time the *Diadem*, to which ship I was appointed, was put in commission for the express purpose of my proceeding in her on the intended expedition to South America. Various circumstances, however, occurred to retard the execution of this project ; but, with the exception of the short intervals of peace, it had never been relinquished, from the moment the idea was first suggested. These facts as far as Lord Melville was concerned, his lordship will substantiate.

“ In July, 1805, I received an account of the weak state of the garrison of the Cape of Good Hope, and also learned that a strong squadron was expected there from France. Conceiving that the capture of this settlement, while it would materially contribute to promote the interest of my country, might likewise afford facilities to the projected conquest of the Spanish dependencies on the east coast of South America, which was the main object in the mind of Mr. Pitt, I immediately proposed to him that an armament should sail without delay for the attack of the Cape. This proposal was acceded to, and in the course of a few days I received my instructions to proceed in the *Diadem*, as commanding officer of all His Majesty’s ships and vessels destined for that service. Mr. Sturges Bourne, then one of the secretaries of the treasury, was

present at the conversation to which I here allude, and will corroborate my account of what passed on the occasion.

“ On the 29th of July, 1805, I took final leave of Mr. Pitt, with whom I had a long conversation on the original project of an expedition to South America. Mr. Pitt informed me that from the negotiation then pending with Russia, it appeared that the Emperor Alexander was extremely anxious to attach Spain to the coalition, and that until that matter should be determined, he (Mr. Pitt) felt a delicacy with regard to the commencement of hostile operations in South America; but that as soon as possible after such an overture should have been rejected by the Spanish court, it was his fixed intention to enter on the original project, and attack Spain in that distant but most vulnerable quarter. I lament extremely that any proceeding should have made it necessary for me to state these particulars relative to the calculations upon a Spanish alliance, but the fault is not mine. Any thing that serves to show the value attached by those from whom I derived my appointment to that object, for the execution of which I am now brought before you as a delinquent, is manifestly proper and requisite for my justification. From what I have stated, it will, I am confident, appear evident to every member of this honourable court, that if the attack on the Cape of Good Hope preceded that on the Spanish settlements, the priority was the result of my own immediate suggestion to the late prime minister. It will likewise, I am persuaded, appear not less obvious to every unprejudiced mind, that on my interview with that illustrious statesman, he fully and unequivocally strengthened the conviction which I entertained of his intention to follow up the capture of the Cape by an attack on the Spanish settlements; for at this final interview, Mr. Pitt desired me to furnish Mr. Huskisson with a memorandum of the names of the gentlemen from whom he was likely to obtain any further information he might

want on the subject. Mr. Pitt was then leaving the secretary's room at the treasury, to go into the board-room; and Mr. Huskisson coming in at the other door just at the moment, I instantly communicated to him the substance of what had passed. The veracity of this allegation will be confirmed to this honourable court by the testimony of Mr. Huskisson.

“ When this chain of facts shall have been completely established by the concurrent depositions of Lord Melville, Mr. Sturges Bourne, and Mr. Huskisson, it will not be necessary for me again to urge to this honorable court, that on my leaving England, I sailed under the strongest conviction that after having succeeded in taking the Cape, nothing would contribute so effectually to accomplish the views of those ministers, by whom I had been entrusted with the command, as to strike a blow in South America, before the Spaniards should be prepared against it. In fact as there was a necessity for the squadron under my command to touch at St. Salvadore for water, on its passage from England to the Cape, it was naturally to be apprehended from the constant communication between St. Salvadore and the Rio de la Plata, that every information respecting the naval and military force of the armament would be transmitted to the governors of Monte Video and Buenos Ayres. Therefore under every view of the subject, it was most advisable not to defer the attack on the Spanish possessions. Urgent, however, as these considerations may appear, they were not sufficiently powerful to fix my attention altogether on the immediate execution of the project referred to. Various circumstances remained to be weighed and examined, but none more particularly than the original cause of delay stated by Mr. Pitt, namely, the anxiety of the Emperor of Russia to attach Spain to the coalition forming on the continent of Europe at the time I sailed from England.

“ Early in February, 1805, I received accounts of the termination of the war in India.

“ In the course of the same month I also received the news of Lord Nelson’s glorious victory off Trafalgar, and the account of a general coalition against France, from an alliance with which power it was evident the Emperor Alexander had not been able to detach Spain.

“ Towards the end of February, a Danish vessel which arrived at the Cape, brought English newspapers, giving an account of the fate of the Austrian army.

“ By the capture of the *Volontaire* French frigate, on the 4th of March, I learnt the defeat of the Russian army at Austerlitz; that Bonaparte was in possession of Vienna; and that when Villaumez’s squadron sailed from Brest, he left in that port no more than six ships of war, of which three only were fit for service. From a German officer, who was taken prisoner in the *Volontaire*, I also collected such presumptive evidence respecting the ulterior destination of Villaumez’s squadron, as induced me to adopt the idea that, after cruising a certain time on the banks of Languilles, he would put into the Brazils for water and refreshments, and thence proceed to the West Indies, more especially after he should have been informed that the Cape was actually taken by the British forces. Indeed so strongly did this presumption operate on my mind, that I dispatched a small copper-bottomed transport-brig to Admiral Cochrane, at Barbadoes, to apprise him of what I conceived was the most likely course to be pursued by Villaumez, as will appear by my letter to Mr. Marsden, dated——.

“ I also dispatched the *Protector* gun-brig to Sir Edward Pellew, in India, and the *Rolla* brig, to endeavour to fall in with whatever British squadron might be employed in the blockade of the Mauritius.

“ These measures of precaution evince to the honour-

able court my extreme anxiety to communicate to the commander-in-chief of His Majesty's naval forces in every quarter of the globe, and on every station liable to attack from the enemy's flying squadrons, such intelligence as might enable them to intercept those squadrons, or to act on the defensive, and to afford every protection in their power to the commerce of His Majesty's subjects.

“ I am charged too with having left the Cape exposed to attack and insult. On the contrary, I maintain, that through the well-known zeal, ability, and judgment of lieutenant-general Sir David Baird, the Cape of Good Hope was placed in a state of the most perfect security.

“ Besides, at the time when I left the Cape, the winter season was about to commence, during which no ships can lie in Table Bay with safety.

“ Independently of these circumstances, I would ask how often has the Cape been without a single ship of war to assist in its defence during the time it was in possession of the British forces in the late war, and the flag of the naval commanding officer on the station left flying on board of a small vessel, scarcely capable of making any resistance? Indeed, in the immediate expectation of the arrival at the Cape of some men of war from England, I left an order, dated the 13th of April, 1806, addressed to any naval officer who might arrive there, and be junior to myself, by which order he or they were at perfect liberty either to remain at the Cape, or to follow me to the Rio de la Plata, as should appear most for the benefit of His Majesty's service, after a consultation with Sir David Baird on the subject. If I am asked why I was so anxious to leave the Cape in such apparent haste, and not to wait for the arrival of the men of war from England, my answer is simply this: I was fearful that the delay in my departure from the Cape, added to the probable length of the passage from that promontory to the east coast of South America, might defeat the object of the expedition, by retard-

ing my arrival at the Rio de la Plata until that season, which, from the information I was possessed of respecting the navigation of this river, might render it impossible to sail up high enough to attack either of the settlements of Monte Video or Buenos Ayres.

“ Another point to which I am desirous to call the attention of this honourable court is this, that from the manner in which the secretary of the Admiralty replies to my letter of the 9th of April, wherein I apprised that board of my intended departure for the Rio de la Plata, for the purpose of attacking the Spanish possessions, I had a just right to suppose that the admiralty board did not disapprove of my having sailed with the squadron on that service; for certainly it is rational to infer, that some expression of their displeasure would have been inserted in Mr. Marsden’s letter, acknowledging the receipt of mine of the date before mentioned. Am I not therefore justified, Sir, in construing the silence observed on this head, as at least a tacit acknowledgment on the part of that board, which has now brought me to trial for having undertaken the expedition against Buenos Ayres without orders, that it did not then excite their dissatisfaction ?

“ But, in truth, the importance which the Admiralty now profess to attach to the Cape, seems extremely singular, when contrasted with the opinions, which, from Mr. Marsden’s letter to me, acknowledging the receipt of my account of its capture, they appeared to entertain of it; indeed, the term, the cold terms of that letter would naturally induce an idea, either that the Admiralty thought the Cape of little value in itself, or that it was of no consequence comparatively with the ultimate object of the expedition. Really estimating the Cape as it deserves, it would have been reasonable to infer from the letter, that the Admiralty were aware of, and highly prized, that ultimate object; but it is difficult to account for their conduct. When the acquisition was made, not one solitary

expression of thanks was pronounced upon those to whom it was owing, and yet I am to be condemned for having exposed that acquisition even to imaginary hazard. The importance of the capture was passed over in silence when I might have been gratified; but it is loudly enhanced when the object is to depress me. Whence this difference, I leave it to your reflections, gentlemen; I leave it to the reflections of my country.

“ My letter of the 9th of April was received by the Admiralty board in June last; and it was not till the end of August that Admiral Sterling sailed to supersede me, with an order of recal. If my conduct in having engaged in this enterprise had been really disapproved by his Majesty’s ministers, why, on their perusal of my dispatches, was not the Admiralty board directed to send out a fast-sailing vessel to signify to me their disapprobation of my conduct in having sailed to attack the enemy without specific orders to that effect, by which means also, the visionary exposure of the Cape would have been of near three months’ duration? No reason whatever can be assigned for their having kept me so long in such a state of anxious suspense, except indeed, the uncertainty which the British cabinet seems to have been in at the time respecting the conduct to be pursued in the event of my enterprise being crowned with success, on account of the negociation then pending at Paris. In truth, Sir, it is manifest, from every view of the conduct of the Admiralty board, that at that time they had no intention whatever to arraign me for this successful exercise of the discretionary power with which I maintain every commanding officer, on a distant station, is vested, and which he has a right to exert for the good of his country. The supersession, I conceive, was meant as the extreme measure of punishment.

“ Indeed, Sir, were not our naval and military commanders, employed in foreign service, and in distant quar-

ters, allowed a latitude for the exercise of their discretion, what ill consequences would often arise to His Majesty's service!

“ Numerous precedents exist which fully illustrate the truth of this position, some of which may probably occur to the recollection of the members of the court. Amongst others which present themselves to my memory at this moment, I shall beg leave to mention the *coup-de-main*, which put the British crown in possession of Gibraltar. Sir George Rooke had no orders for undertaking that bold enterprise, nor was he arraigned by his superiors at home, for having exercised his discretion on that occasion: on the contrary, His Majesty did every honour to his enterprising mind.

“ In the American war, Sir Peter Parker, I believe, and General Dalling, the then naval and military commanders at Jamaica, concerted an expedition against the Spanish settlement at Omoah, which was to a certain degree successful. No blame, I understand, was attached to either of those officers, for having directed this attack without orders.

“ At the beginning of the late war, 1793, Lord Hood entered Toulon, and afterwards attacked Corsica, without orders, and, I believe, against the opinion of the general, who would not co-operate with him. Yet that admiral was not brought before a court-martial for having so acted; or was it ever known that his conduct was censured.

“ In 1796, Lord St. Vincent (then Sir John Jervis) sent the Heroic Nelson to attack Teneriffe, in consequence of information which he received, that two ships had loaded their treasure there. Every person is acquainted with the issue of that expedition, which lost to the country so many brave men, on account of which, notwithstanding the disastrous result of this intended *coup-de-main*, which was incontestibly undertaken without orders from any superior authority, it is certain that no public inquiry was ever

instituted against Lord St. Vincent, although if an opinion were to be framed from the event only, without considering the motives of the enterprise, there would perhaps appear sufficient ground on which an accusation might have been expected and supported against the commander. But let the court particularly look at the letter recently published from that illustrious officer Lord Nelson to Sir Simon Taylor, of Jamaica, relative to his discretion in going from the Mediterranean to the West Indies.

“ These precedents, Sir, will clearly prove the existence and toleration of that discretionary power on which I have acted.

“ I have said, Sir, that when the Admiralty learnt by my letter of the 9th of April, that I had sailed with the squadron under my orders for the Rio de la Plata, that board did not at first apparently disapprove of my conduct; and I think I am borne out in this conclusion by the tenor of Mr. Marsden’s letter, acknowledging mine of the date last mentioned. The letter in question is dated August 6, and is in the following terms:—

SIR,

“ I have received and communicated to my Lords Commissioners of the Admiralty your letter of the 8th of April last, informing them of your intended proceedings with the squadron under your orders.

“ I am, &c.

“ WM. MARSDEN.”

“ Now, Sir, on comparing the preceding letter, with a letter from Mr. Marsden, dated the 1st of March, 1806, in answer to one from me conveying a piece of intelligence, which I cannot but suppose must have been gratifying, the two letters will prove to be written exactly in the same style. The letter of the 1st of March is as follows:—

“ SIR,

“ I have received and laid before my Lords Commissioners of the Admiralty your letter of the 13th of Janu-

ary last, with the several papers therein referred to, relative to the capitulation of the town and Cape of Good Hope.

“ I am, Sir, yours, &c.

“ W. M. MARSDEN.”

“ The conclusion which I think every unprejudiced man would draw from the perusal of these two letters is, that if the Admiralty board did not judge proper to express to me any approbation, not merely of my conduct, as commander of the naval force employed in the reduction of the Cape, but that of the officers and seamen who contributed to this conquest, still the board could not well be displeased with it ; and that by their secretary having left me also in the dark, or rather to my own conjectures, in his reply to my letter acquainting him of my having sailed with the squadron to the Rio de la Plata, it was equally presumable that the board did not then disapprove of my having proceeded on that expedition.—that is, by the tone and character of the two letters, they looked upon the capture of the Cape, and the arrangement of the squadron’s sailing to Rio de la Plata, precisely in the same point of view, or that one was as likely to meet their approbation, or to prove advantageous to the country, as the other.”

As soon as Sir Home Popham had concluded his defence, his witnesses were called to substantiate what he had advanced in it : the principal were Lord Melville respecting the communications Sir Home Popham had held with his lordship and Mr. Pitt, on the subject of an expedition to South America ; and Mr. Huskisson on the same points. The court then deliberated for four hours ; at the expiration of this time, the defendant was called in, the charge was read, and the opinion of the court was stated by the Judge Advocate to be, that the charge was fully proved : the court therefore resolved that the conduct of

Sir Home Popham was highly censurable; but in consideration of circumstances, adjudged him only to be severely reprimanded.

Upon Sir Home Popham getting out of the ship into the boat he was received by acclamations from a vast number of boats which had been waiting the issue of the trial, and also from an immense multitude assembled on the beach. The first time afterwards that he appeared at Lloyd's coffee-house, he was received with strong testimonies of approbation and applause.

An enterprise of considerable consequence was accomplished early in this year, by a squadron of British frigates, commanded by Captain Brisbane, under the orders of Admiral Dacres. The object of this expedition was the island of Curaçoa. The harbour was defended by regular fortifications of two tiers of guns. Fort Amsterdam alone contained sixty-six pieces of cannon: the entrance was only fifty yards wide, and across it were moored two frigates, and two large schooners; a chain of forts was on a commanding height, and another fort deemed nearly impregnable, was within the distance of grape shot, and enfiladed the whole harbour.

Soon after daybreak, the British frigates made all possible sail in close order of battle: the vessels which the enemy intended should intercept their entrance were taken by boarding; and the lower forts, the citadel, and the town of Amsterdam by storm. The port was entered early next morning; and before ten o'clock a capitulation was signed, the British flag was hoisted on fort Republique, and the whole was in complete possession of the assailants, with the loss of only three men killed and fourteen wounded.

From our account of the transactions of this year, it will be seen that they were by no means unimportant in a naval point of view. The expedition against Constantinople alone would render the annals of 1807 interesting.

But there was another expedition which attracted still greater attention ; as however it was principally military, we shall not enter much into its details, but confine ourselves almost entirely to its naval points.

We allude to the expedition against Copenhagen : it is foreign to our purpose to enter into the much agitated question, whether it was just, honourable, or politic in the British government to attack a neutral power : suffice it to say, that the justification of this enterprise was rested on the following facts. Buonaparte had subdued Prussia,—he had made peace with Russia ; his great object was to rival the maritime power of Britain : and as Denmark possessed many ships, and excellent seamen, the British ministry said that they were informed it was his intention to seize on Denmark, and make her subsequent to his designs against Britain. Denmark, they further asserted could not possibly withstand France ; they therefore considered themselves justified in procuring from Denmark amicably, and willingly if they could, those ships which otherwise Buonaparte would seize. For this purpose they attempted to negotiate with Denmark, but she being decidedly averse to giving up her fleet, an expedition consisting of about twenty thousand men, under Lord Cathcart, and forty sail of ships under Admiral Gambier, twenty-two of which were of the line, arrived off Elsinour, in the middle of August. The troops were soon landed, and about the same time, the contest between the Danish gun-boats and praams, supported by the Crown battery, a block house, and some other works, and the advanced squadron of British gun-boats, stationed near the entrance of the harbour, was carried on with vigour ; the latter were obliged at length to retire, some of them having been in imminent danger from the red-hot shot of the enemy.

As the Danes still held out, the bombardment of Copenhagen commenced on the 2d of September ; it did

great damage; and on the evening of the fifth, a negotiation was entered on, and in the night between the sixth and seventh, the articles were settled; and on the following morning ratified. The British troops were to be put into immediate possession of the citadel and dock yard:—all the ships of war, and naval stores of his Danish majesty were to be delivered up:—prisoners were to be mutually restored:—private property was to be respected; and within six weeks the citadel was to be restored to his Danish majesty in the state in which it was occupied, and the British troops were to evacuate the island of Zealand.

The navy delivered up, in consequence of this agreement, consisted of sixteen ships of the line, fifteen frigates, six brigs, and twenty-five gun-boats, besides vessels on the stocks: in the arsenals were found stores sufficient to fit this fleet for sea:—all the ships of the line and frigates were laden with masts, spars and timber: a considerable part of the stores of this description was put on board the *Leyden* and *Inflexible*; and some of the more valuable articles on board other of His Majesty's ships; notwithstanding which, there yet remained sufficient to load ninety-two transports, whose cargoes amounted at least to twenty thousand tons.

The single actions which took place this year were neither numerous nor important; some of them however deserve notice.

Captain Selby of His Majesty's ship *Cerberus*, was directed by Admiral Cochrane to reconnoitre the ports of Guadaloupe and the Saints: in pursuance of the orders he did so, but perceiving no force there, he was proceeding to resume his station, when he observed a privateer schooner, with a schooner and a sloop in company, standing for St. Pierre's, with French colours flying. Captain Selby immediately gave chase, and succeeded in preventing them from reaching that port: upon this they all three

anchored under the protection of a battery, and very close to the shore: Captain Selby being of opinion that they might be cut out, an attack was volunteered by two of his lieutenants; about eight o'clock, two of the vessels were very gallantly boarded, notwithstanding a most tremendous fire of cannon and musketry from the shore; and they were brought out, though their sails had been unbent. In this enterprise, the loss of the British was considerable. The privateer escaped by means of her sweeps, under cover of the darkness of the night.

In the month of July, His Majesty's ships, Greyhound, Captain Elphinstone, and Harrier, Captain Trowbridge, descried four sail of ships passing through the straits of Salayer, in the East Indian seas. One of them was ascertained to be a frigate, and another a corvette; but the third appeared to be a line of battle ship; the next day, however, this vessel was ascertained to be a large two decked ship, resembling an English East Indiaman. They proved to be a Dutch squadron, which immediately drew up in order of battle; but a small opening in their line being descried, Captain Elphinstone resolved to close with the enemy, and take advantage of that circumstance. The Harrier, on seeing the Greyhound engaged, bore round up, and passed between the frigate and her second a-stern, and raked them both with such effect, that they bore up in succession to return her fire, thus leaving the frigate separated from them. Captain Elphinstone now wore close round the frigate's bows, raking her severely while passing; and when on the starboard bow, by throwing his sails aback, the Greyhound fell into the desired position. The fire of the frigate upon this slackened; and at last after an action of forty minutes totally ceased. She was immediately taken possession of, and her fire being directed on the ships astern, they all followed her example except the

corvette, who made off, towards the shore. The Harrier immediately wore in pursuit of her, but could not come up with her.

The prizes proved to be the Dutch Republican frigate Pallas, of thirty-six guns; the Victoria, a two decked ship, of about eight hundred tons, and the Batavian ship of about five hundred tons; the two last in the company's service, armed and richly laden with the produce of the Moluccas.

The vessels employed as packets from their superior sailing, and from their being ordered, if possible, to avoid an enemy, seldom engage; when they do, however, they generally fight well. This year the Windsor Castle packet, with the mails for Barbadoes and the Leeward islands, was attacked by a French privateer; the packet of course at first endeavoured to escape, but finding that impracticable, the mail was made ready to sink, and preparations were also made for resistance. As soon as the privateer came close, she hailed the packet, desiring her in very opprobrious terms to strike her colours: on refusing to do so, she ran alongside, grappled, and attempted to board; in this she was disappointed, and trying to get clear, her main yard was locked in the rigging of the packet. Great exertions were continued on both sides, till about three o'clock, when the packet got one of her six pounders caronades to bear upon the privateer, loaded with double grape, cannister, and one hundred musket balls: this was fired at the moment the enemy was making a second desperate attempt to board, and killed and wounded a very great number of her men. Soon after this Captain Rogers of the packet, resolved in his turn to board the privateer, which he did with five men, and succeeded in driving the enemy from his quarters, and about four o'clock she surrendered. She mounted six six-pounders, and one long eighteen pounder; and had on board ninety-two men, of which twenty-one were found

dead, and thirty-three wounded; on board of the packet three were killed, and ten severely wounded; her crew consisted only of twenty-eight men and boys.

At the commencement of the year 1808, the power of Buonaparte over by far the greatest part of the continent of Europe seemed so firmly established that the friends of its independence, tranquillity, and happiness, looked with despondency for the most faint and remote prospect, that it would be again restored to those blessings. If we commence our review of the continent, with the northern states, the Emperor of Russia, though he was by the remote situation, immense extent, and great though scattered resources of his empire, as well as by the sterility of its soil, and the extreme coldness of its climate, in many parts, most effectually protected from the grasping and insatiable ambition of Buonaparte; yet even he, after the peace of Tilsit, seemed to have given himself up entirely to the sway and direction of the Emperor of the French. No greater proof of his devotion to his new ally could be shewn than his agreeing to co-operate with his absurd and self-destructive measures for the annihilation of the commerce of Britain; these measures were sure to prove more destructive to the several nations on the continent who adopted them, than to Britain, against whose resources and power they were directed; and Russia, in a most especial manner, whose very nobles, from the rude state of society in which the empire exists, are obliged to be merchants and manufacturers of the raw produce of their estates, was sure to suffer by the anti-commercial decrees of Buonaparte. Notwithstanding this, however, the Emperor Alexander at the beginning of the year 1808, seemed entirely and permanently devoted to the foolish and mad schemes of Buonaparte. Russia, therefore, may fairly be looked upon at this time, as the tool of France.

If from Russia we turn our eyes to the other northern powers, Denmark, at all times little disposed, either from

inclination, policy, or weakness, to go against the schemes of Buonaparte, had been thrown entirely into his arms, by our expedition against Copenhagen. In relating the particulars of that event, we did not enter into any examination of its justice or lawfulness; but we may remark, that it had the undoubted effect of stirring up among all classes of Danish subjects, as well as in the breast of the Danish sovereign and prince, a strong animosity against the English and the English government. Nor can we wonder at this; should not we have felt the same, under the same circumstances? Undoubtedly we should, and if possible, in a much stronger degree. Sweden still retained her animosity against France, or rather the King of Sweden retained it; but he was totally unable to cope with Buonaparte, and as the Emperor of Russia was now become the ally of the latter, he was exposed to his formidable hostility.

If from the northern states of Europe we direct our attention to the middle states, we shall behold amongst them the power of France still more strongly established. Prussia was completely broken down in resources, and dispirited by the defeat of Jena. Her sovereign was compelled to submit to all the insults and indignities, which Buonaparte choose to put upon him:—he had no redress. The Emperor Alexander, formerly his ally, was now the ally of France, and had no scruple to receive from France, but, part of the territories of Prussia. Saxony and Bavaria were devoted to France; among the smaller states, Buonaparte ruled with unlimited sway; while Austria stripped of the Netherlands and of her Italian dominions, as well as of a considerable part of her power in Germany itself, and embarrassed in her domestic resources and finances, was glad of repose, and seemed determined to remain quiet, if Buonaparte would permit her to remain so. Holland could no longer be looked upon as a separate and independent state, for though she still retained the name,

she had long lost the powers and privileges of one; she was in fact a part of France.

Let us now turn our eyes to France; for a very long time much longer indeed than circumstances warranted, many people flattered and persuaded themselves that the Bourbons might be restored, and would be restored, principally by the efforts of their party in France. These hopes and prospects, however, were now almost entirely given up, even by those who formerly had been the most sanguine; the French people indeed had been tired out by the instability of the governments which ruled over them, till the reign of Buonaparte, but he had put down all their revolutionary governments. He seemed to have given the French internal tranquillity and repose; this circumstance of itself was sufficient to render him popular with the great mass of the nation. But he had other claims to popularity. The almost innate love of the French for military glory which had been strengthened during the Revolution, had been most proudly and fully gratified by the character and exploits of Buonaparte. He had already brought them nearer to the summit of their wishes and hopes, of becoming emphatically the GREAT NATION, than any of their preceding monarchs; hence he was popular with this vain-glorious nation;—but he had other holds on their liking. According to the system of the revolution, which Buonaparte carefully followed, every man who entered the army, had a good chance, if he conducted himself well, of rising to the highest rank, honour and emolument in it; there was no exclusion on account of birth or religion; rising in the army did not depend on intrigue or favour, but in almost every instance on individual merit; and Buonaparte was the first to perceive and reward this merit. Hence, it is no wonder he was so extremely popular: and that the horrors of the conscription and of almost perpetual war should be forgotten, or little felt, in the remembrance, that he had freed them from

civil and internal commotion, that he had given stability to their government; made them the conquerors of nearly the whole of Europe, and that under the system which he adopted, the sons, torn from them by the conscription might become instruments in still farther exalting the glory of the great nation, and if they did, were sure of rising to the highest rank in the army.

There were several other circumstances that conduced to the popularity of Buonaparte, but these were the chief. At the commencement of the year 1808, they existed and operated with the greatest force; for at that period France was perfectly tranquil at home, and she was completely victorious abroad.

Of the continent of Europe, we have now to survey the southern states; and who would have expected that the first symptoms of effectual resistance to Buonaparte, would have proceeded from any of them; that any of them contained the germ of the renovated independence and tranquillity of Europe. Italy was completely at the disposal of Buonaparte; his brother was king of Naples; he himself was king of the northern parts of that fair portion of Europe. The Pope was under his nod; the Prince Regent of Portugal had left his European dominions, and fled to the Brazils, leaving Portugal entirely at the mercy of the French. In Spain his power seemed more firmly established than in any other part of Europe; by the weakness of the king, the treachery of his minister, the dreadful state of poverty and dilapidation in which the resources of the kingdom were, and the apathy of the people, it seemed as if Buonaparte had actually, already made Spain an integral part of France. Who would have believed that Spain under these circumstances, would have dared to resist Buonaparte; who would have believed, that if she did venture to resist him, her resistance would have been successful; who would have believed that Spain would have indirectly roused Europe to effectual resist-

ance, and thus been the means of destroying the power of Buonaparte, and restoring the Bourbons to France.

Yet so it was;—it does not enter within the scope of this work to detail the circumstances which led to the revolution in Spain; suffice it to say, that when Buonaparte, not content with having gained in fact the real power in Spain, attempted to place his brother Joseph on the throne, and imprisoned the legitimate sovereign in France, the people of Spain rose, and without the countenance or assistance of their chief nobles; and with little co-operation at first from the military, resisted the armies of France.

When this intelligence was first known, it was generally believed that the Spaniards were roused to resistance by their love of liberty and independence; but this belief was abandoned by all, when it was seen how tamely they submitted to the despotism of their restored monarch. But it appears to us, that there was great misapprehension upon the subject; there are three distinct causes, which may rouse a nation to resistance, the love, almost instinctive (for it exists in nations however degraded in other respects) of national independence;—personal and individual oppression, of a kind they have not been accustomed to, or the infringement of their habits and prejudices in a violent and sudden manner. And lastly, the real love of political, civil, and religious liberty. With respect to the first cause, there seems no doubt that a nation governed by the most absolute despotism may be roused, by their love of national independence, to resist the government of a foreign power, even though they were convinced that under this government they would be ruled in a more free and gentle manner. In fact, the love of national independence exists in nations, who have no idea of political or civil privileges or rights; and who therefore naturally prefer, what they understand and feel an attachment to, to that which they do not comprehend. With respect to the second cause of national resistance, it may

at first sight surprize us to see a nation, which had long submitted to the most frightful tyranny in many instances, rouse itself, if other modes of tyranny are attempted to be introduced; but such are the opposite forces of novelty and habit, not only among individuals, but natives. In Spain it appears to us, that the people were roused to resist the French, almost entirely by the operation of these causes, and that the third cause—a real love of political liberty had not the smallest share in rousing them. They were roused, because they disliked the government of a foreigner, and especially of a Frenchman; for besides the operation of the strong antipathy to Frenchmen, which had long existed in the breasts of the Spaniards, their priests had increased this antipathy, by representing the French as totally destitute of all religion. Such was one cause of the rising of the Spanish nation against the French;—had Buonaparte been politic enough to have ruled Spain, by means of Spanish kings, he would probably have found her tame and submissive; but his foolish ambition led him astray from his proper line of conduct. But besides the love of national independence and the hatred of the French character which roused the Spaniards—the latter were operated upon, by the tyranny of the French in Spain, which being of a nature very different from the tyranny to which they had been accustomed, produced all the effects upon them, that any infringement of liberty would have produced upon the most high spirited and free nation in Europe.

Such appear to us to have been the causes which led to the Spanish revolution, which was by far the most important event in the year 1808. We shall now resume our account of naval affairs for this year,—they are, however, very few and very uninteresting.

The supplies for the navy this year amounted to the sum of seventeen million, four hundred and ninety-six thousand forty-seven pounds. Of the mode in which the

sums annually voted for the navy are distributed the following account, respecting the grant for the year 1807, may give some idea. The sum voted for that year was sixteen millions, seven hundred and seventy-five thousand, seven hundred and sixty-one pounds, nine shillings and three-pence : of this there was distributed for salaries to the offices connected with the administration of the navy, the sum of one hundred and thirty thousand pounds ;—for wages, bounty half-pay, flag-pay, and pensioners the sum of two millions, eight hundred and nine thousand, seven hundred and twelve pounds nineteen shillings; for dock-yards, building of ships, stores, pilotage, &c. six-million, three hundred and sixty-one thousand, seven hundred and fifty-five pounds and eight-pence ; for the marine service on shore four hundred and twelve thousand, one hundred pounds ; for the victualling department, the sum of four million, nine hundred and thirty-two thousand, seven hundred and seventy-seven pounds, nineteen shillings and nine-pence : for transports, prisoners of war, sick and wounded seamen, &c. the sum of one million, eight hundred and twenty-nine thousand, four hundred and thirty-five pounds, nine shillings and ten-pence ; and for miscellaneous services, the sum of three hundred thousand pounds.

The state of the British navy, according to the returns up to the 1st of January, 1808, was as follows : there were in commission seven hundred and ninety-five ships of war, of which one hundred and forty-four were of the line : twenty from fifty to forty-four guns : one hundred and seventy-eight frigates : two hundred and twenty-six sloops of war ; two hundred and twenty-seven armed brigs, &c. Besides which there were building and in ordinary, ships, which made the total amount of the British navy, exclusive of cutters and other small vessels, one thousand ships of war, including two hundred and fifty-three of the line ; twenty-nine from fifty to forty-four guns ; two hundred and sixty-one frigates ; two hundred

and ninety-nine sloops; and two hundred and fifty-eight armed brigs. The amount of the British navy up to the 1st of October this year was as follows: at sea, ninety-two ships of the line, twelve from fifty to forty-four guns; one hundred and thirty frigates, one hundred and sixty-eight sloops, &c., one hundred and sixty-six gun brigs, and other vessels;—total, five hundred and sixty-eight.—In port and fitting thirty-three ships of the line, four from fifty to forty-four guns; thirty-four frigates, sixty-nine sloops, &c. sixty-four gun brigs and other vessels: total two hundred and four. Guardships, &c. thirty-nine of the line, one of fifty guns; three frigates, two sloops, two gun brigs;—total fourteen. In ordinary and repairing, forty-six of the line, thirteen from fifty to forty-four guns; fifty-six frigates, forty-nine sloops, &c. fifteen gun brigs and other vessels;—total one hundred and seventy-nine. Building sixty sail of the line, fifteen frigates, twenty-two sloops, &c. six gun brigs and other vessels;—total one hundred and three.—Grand total one thousand one hundred and twenty-one. The number of seamen, including fourteen thousand royal marines, voted for the sea service of 1808, was one hundred and thirty thousand.

We have already adverted to the anti-commercial decrees of Buonaparte. Besides the decree issued from Berlin, he issued another from Milan, and a third from the court of the Thuilleries: the object and tenor of all these decrees were the same. The British Islands were decreed to be in a state of blockade; all vessels laden with British goods were to be seized; and all British manufactures or colonial produce found in France, or in the countries subject to her, were to be burnt. These decrees were opposed by the British Orders in Council, which prohibited all trade by neutrals with France, unless the ships carrying on such trade first submitted to enter a British port, and there pay a regulated duty on her cargo. It is evident that neutrals were thus injured and irritated

by both parties; but as Britain had, from her command of the sea, the greater power of injuring, she became the most obnoxious to neutrals. The principal neutral state engaged in trade with France was America; and the British Orders in Council certainly tended to widen the breach between the United States and Britain. They were also the subject of warm and repeated discussions in both Houses of Parliament. The opposition foretelling that they would injure Britain more than France, and that they would create a war with America: whereas the ministry as strenuously maintained that they would bring Buonaparte to his senses, by the misery they would inflict upon France; and that with respect to the United States, if they were wise and took a fair view of the question, they would never go to war with Britain on account of measures into which she was driven for her own self protection, by the ambition and injustice of Buonaparte.

During the revolution in Spain, the British navy had it not in their power, by any very grand or decisive operation, to benefit and advance the cause of the Spanish patriots, but they did them much service by operations which do not make a great figure in history. Even at the very commencement of the revolution, the British navy was of essential service. The British ministry having been applied to by the Spanish patriots, resolved to assist them by every means in their power. Accordingly instructions were sent out to this effect to the commander of the British fleet off the coast of Spain. Lord Collingwood offered his services for the reduction of the French fleet which lay in the harbour of Cadiz; but Morla, the governor of that city, very properly resolved that this should be exclusively the achievement of the Spaniards themselves; and they compelled the French to surrender their fleet, consisting of five ships of the line, of seventy-four guns each, one frigate, and four thousand seamen and marines. About the same time three ships were sent

by Admiral Purvis to the mouth of the river Guadiana, for the purpose of co-operating with the Spaniards.

The Portuguese also animated by the presence of the English, and the example as well as the addresses of the Spaniards, every where rose against the French. Deputations were sent to Admiral Sir Charles Cotton, commanding the naval forces of Britain in that quarter, soliciting succours. The admiral replied, " Agreeably to your desires I send you ships, troops, arms, and ammunition, and have given orders for hoisting the flag of His Royal Highness the Prince Regent of Portugal, around which the whole Portuguese nation ought instantly to rally, and take up arms in a cause at once so just and so glorious. To secure success, unanimity is necessary. Unite yourselves with your brave friends and neighbours the Spaniards. Suffer not yourselves to be either intimidated by threats, or seduced by promises. From the experience of some months you must have learnt how to estimate the friendship of the French. It is to the fidelity and succours of the English, seconded by your own energies, that you are to owe the restoration of your prince, and the independence of your country." On board the *Hibernia* off the Tagus, July 4, 1808.

But the British government offered more effectual assistance to the cause of the Peninsula: a large army was sent there; the battle of Vimeira was fought, and the disgraceful convention of Cintra was concluded. To the seventh article of the preliminary treaty, which stipulated that the Russian fleet, which had long been in the Tagus, should be allowed either to remain in that river unmolested, or to return home, Admiral Cotton most positively and firmly objected. The admiral afterwards entered into a separate convention with the Russian commander, by which the fleet was surrendered to him, to be held by His Britannic Majesty as a deposit until six months after the conclusion of peace between Russia and England; the

admiral, officers, sailors, and marines were to be conveyed to Russia, in men-of-war or proper vessels, at the expense of His Britannic Majesty, without any condition or stipulation respecting their future services.

This year was scarcely distinguished by one single action of any great interest or moment, if we except that which took place in the Adriatic. We were still at war with Turkey, but it was scarcely expected that any of her ships would venture on a battle with any of ours: such, however, was the case.

The Seahorse, Captain Stewart, a frigate, mounting thirty-eight guns, was cruising in the Adriatic, when the Turkish government sent out a squadron for the purpose of capturing her. This squadron consisted of one fifty gun ship and two frigates, of forty-four guns each. The Seahorse engaged them for three hours: the result was that one of the forty-fours sunk after two broadsides; the other frigate sheered off, and the fifty gun ship, after five hundred of her crew (which consisted of seven hundred) were killed or wounded, was taken and carried into Gibraltar. The Seahorse was much cut up in her masts and rigging, but had only six men killed and seven wounded.

In the year 1809, the Royal Naval Asylum having attained to a regular and fixed establishment, requires a particular notice in this work; and as we are always desirous of laying before our readers the most authentic and official statements on all points, we shall, in this instance extract from the papers laid before parliament, the report of the Commissioners of this Asylum.

“ Your Majesty having been pleased, by your warrant under your royal sign manual, bearing date the 25th day of July, 1805, to direct that we should prepare and submit to Your Majesty, for your royal consideration, a draft of such rules and regulations as to us shall appear most proper for the good government of the Royal Naval Asylum, and for the attainment of the humane objects for which it

is to be established; and further to propose and present to Your Majesty, for your royal approbation, such establishments of officers as may be deemed necessary to be appointed in the said Asylum; together with the salaries and allowances fitting to be annexed to their respective employments;—

“ We have, in obedience to Your Majesty’s commands, taken the matter into our consideration, and do most humbly report to Your Majesty our opinion, that, in order to carry Your Majesty’s most gracious intentions into execution it will be proper that the following offices should be established, with the respective salaries and allowances thereto annexed, and that the rules and regulations hereinafter mentioned, should be observed for the good government of the said Asylum.

“ As a reward to those who shall have faithfully and meritoriously discharged their duty in Your Majesty’s naval or marine service, we humbly propose that (as far as circumstances will admit with respect to menial servants, and with the exception of a solicitor and clerk of the works, or such other persons as cannot be found in the naval service) no male person shall be appointed to any office or situation in the Asylum on any vacancy, who shall not have served in Your Majesty’s navy or marines in such a situation as to qualify him, or render him a proper person, to fill the employment for which he shall be a candidate. And that no female shall be appointed to any situation in the said Asylum, who shall not be the widow or relative of some person who shall have served in Your Majesty’s royal navy or royal marines, unless no such person properly qualified shall be found, then some other person duly qualified to perform the duties of the situation may be appointed. And if when any vacancy shall happen, no such person, qualified as above described, shall apply for the same, some other person duly

qualified to perform the duties of the situation may be appointed.

“ That four quarterly or general boards shall be holden in each year, namely, on the third Tuesday in the months of January, April, July, and October, or as soon after each of those days respectively as may be convenient; of which the secretary shall give due notice to each commissioner, one week at least preceding each board, which notice shall in every instance be accompanied by a note of the heads of any special matters, out of the ordinary course, intended to be brought under the consideration of the board; and that the president shall have power to summon special boards on particular occasions, of which a fortnight's notice shall be given to the commissioners, except in cases of great emergency.

“ At such quarterly or special boards, the commissioners, or any five or more of them, of whom the president, the first commissioner of the admiralty, the admiral of the fleet, the governor of Greenwich Hospital, the comptroller of the navy, or the treasurer of Greenwich Hospital, shall always be one, the general business of the institution shall be transacted, such as the appointment or removal of officers, not holding their employments by commission from Your Majesty; the authorising and confirming of contracts, which contracts shall have been previously approved by a committee; the examining and settling of all accounts; and the consideration of the necessary applications from time to time to parliament for the sums required for the support of the institution.

“ The commissioners of Your Majesty's Royal Naval Asylum, assembled as aforesaid, shall have full power and authority to nominate, constitute, and appoint, from time to time, all the inferior officers, assistants, and servants, and to displace them or any of them, as to your said commissioners shall seem meet; to alter the proportions

and kinds of victuals they shall judge most expedient for the diet of the children, and such other persons as are to be fed in your Royal Naval Asylum, to make, or direct to be made, contracts and agreements for furnishing the same, as also for clothing the said children and other persons belonging to the said Asylum; to cause the buildings, furniture, grounds, roads, walks, and lights to be maintained and kept in repair and proper order; and also to make such further rules and regulations touching the affairs of Your Majesty's said Asylum as shall not in any case be repugnant to the rules and regulations hereinbefore mentioned, and to do, perform, and direct all such matters and things, as they in their discretion shall judge expedient for the good government thereof; provided always, that no order or regulation so to be made shall be binding, until the same shall have been confirmed by the succeeding general or special board.

“ All articles which shall be wanted for the supply of the Asylum shall be furnished by contract to be made by public bidding, on due notice being given to afford full opportunity for securing competition, excepting in cases when it shall appear to a general board that the articles to be procured shall be of such small value, and of such a kind to render it difficult to obtain the same by contract; and in the event of purchases being so made, the same shall be particularly specified, and an entry thereof be made in the minutes of the board.

“ That in case any officer of the said Asylum holding his employment under Your Majesty's royal sign manual, shall be guilty of any misconduct which may render him unfit to be continued in the exercise of his employment, such board shall have power and authority to suspend such officer, due care being taken that the duties of such officer be properly attended to, and executed until Your Majesty's pleasure be known, reporting the circumstances of the case to Your Majesty through one of Your Ma-

esty's principal secretaries of state. And in case of the death or resignation of any officer so appointed by Your Majesty, to report the same in like manner, with the name of the person nominated to succeed to the said employment, for Your Majesty's further pleasure thereupon.

“ That in all cases whatever, where any order or warrant is to be granted for the payment of any sum or sums of money for the uses of the Royal Naval Asylum, every such order or warrant shall be signed by three or more of the commissioners; of whom the president, the first commissioner of the Admiralty, the admiral of the fleet, the governor of Greenwich Hospital, the comptroller of the navy, or the treasurer of Greenwich Hospital, shall always be one.

“ That all officers and persons borne on the establishment of your Royal Naval Asylum be subject to the authority, command, and control of the board of Your Majesty's said commissioners; and that no individual commissioner, unauthorized by the board, shall give any directions relative to the affairs of the Asylum except the president of Your Majesty's said board, which said board shall be authorized and empowered to make such provision for the future disposal of the children, when of a proper age to be removed from the Asylum, as according to their qualifications, ability, and dispositions, may be the most likely to be conducive to their ultimate advantage.

“ A committee (open to all commissioners, but at which two of those specially named by the general board, shall always be present) shall meet as often as occasion shall require to receive reports, to determine on the admission of children recommended for admittance in the Asylum, under such restrictions and regulations as shall have been previously prescribed by the commissioners at any general board, and to give directions in all matters respecting the

interior economy of the institution; and whenever such committee may find it expedient to summon a special general board of commissioners, at any intermediate time between the quarterly boards, it shall in such case apply to the president for his direction for the assembling of such board.

“ In the selection of the children for admission, preference in general shall be given.

“ 1st. To orphans whose fathers have fallen in Your Majesty's service, and are destitute of mothers.

“ 2dly. To orphans whose fathers have fallen in Your Majesty's service, and have mothers.

“ 3rdly. To children whose fathers have been wounded or maimed on board of Your Majesty's fleet, are incapable of further service, and whose families are numerous and in need.

“ 4thly. To children whose fathers are actually employed on board of Your Majesty's fleet on distant service, and whose mothers have died during the father's absence.

“ 5thly. To children whose fathers are actually employed in Your Majesty's service, and whose families are numerous and in need.

“ The children must be free from mental infirmity, they must not be under the age of five years; the females must not exceed ten; the males must not exceed twelve; with the exception of children recommended by the Patriotic Fund Committee, who, in conformity with an engagement made with that committee, are to be received until they shall attain the age of fourteen years.

“ The petitioners for the admission of children must annex to the petition the following certificates:—

“ A certificate of marriage, signed by the officiating minister of the parish, in original; where it cannot be had, the reason is to be assigned; and in that case some other satisfactory testimonial of the date and place of marriage must accompany the application.

“ A certificate of birth and baptism, as in the preceding instance.

“ *A certificate of the death of the father in Your Majesty’s service, with the names of the ships wherein he shall have served.

“ *A certificate of the father’s disability from further service, in consequence of having been maimed or wounded whilst serving in Your Majesty’s fleet.

“ *A certificate of the father being actually employed on board Your Majesty’s fleet, with a certificate of the death of the mother during his service.

“ *A certificate of the actual employment of the father in Your Majesty’s service, together with a certificate of his family being numerous, and in need, which latter must be signed by the officiating clergyman, and one of the churchwardens of the parish wherein the family resides.

“ The merit of the father as to character, in cases where he shall be living, shall be always considered as a principal recommendation.

“ None shall be admitted, except the children born in wedlock, of warrant and petty officers, and seamen of the royal navy, and non-commissioned officers and men of the royal marines.

“ The parents or friends applying for the admission of children, shall be required to sign their consent to such children remaining in the Asylum as long as Your Majesty’s commissioners may think fit, and to their being disposed of when of a proper age, at the discretion of the said commissioners, as apprentices or servants; and if boys, to their being placed, with their own free consent, in Your Majesty’s royal navy or royal marines.

* Whichever of these certificates may be requisite to substantiate the claims of the child to admission, must be obtained from the Navy Office; except as to the death of the mother, of which other proof must be admitted.

“ The number of children to be admitted shall not exceed one thousand : viz. seven hundred boys, and three hundred girls.”

The officers of this institution consist of a governor, who must be at least a post captain; a lieutenant and secretary, who must be a commander or lieutenant; a clerk, an auditor, a chaplain, a steward, a surgeon, a quarter-master of instruction, serjeant assistants, a drummer, a matron, an assistant matron, and school-mistress; one reading mistress, and one knitting mistress and sempstress; nurses, in the proportion of one to each ward; nurses for the infirmary, a cook, a laundress, and a serjeant porter. Of these officers the most efficient, though not those of the highest responsibility, are the quarter-master of instruction and the matron, the duties of whom respectively are thus officially detailed.

Duty of the Quarter-Master of Instruction.

“ The quarter-master of instruction shall cause the boys to rise by beat of drum at six in the morning from the 25th of March to the 29th of September; and at seven o'clock in the morning from the 29th of September to the 25th of March.

“ He is to allow the boys one hour to clean their shoes, wash their hands and faces, and to have their heads combed.

“ He is then to read, or cause one of the senior boys to read, such prayers as may be directed by the chaplain, after which he shall cause them to proceed to the school business of reading, writing, and the four first rules in arithmetic, or to such other employments as may be assigned to qualify them either for the duties of a seaman, or for other stations in life. He is also to read, or cause to be read, such prayers as may be directed by the chaplain every evening.

“ He is previously to examine each boy to see that he be washed clean, and dressed in a proper manner; and if this should have been neglected to be done, he is to deliver the boy so improperly dressed to the serjeant or nurse of the ward to which such boy belongs, to be put in order, and he shall report any repetition of neglect in the same person to the governor.

“ He and his assistants are to attend the boys at meals, and to cause one of them to say grace before and after each meal.

“ He and his assistants are also to attend the boys at their hours of recreation, to prevent them from behaving improperly in every respect.

“ He and his assistants are to see that the boys are all in bed at the hours appointed, and that no fire or candle be left in their dormitories.

“ He and his assistants are to see that the boys are decently and properly dressed on Sundays, previously to their attending divine service, where they are all required to be present with the children.

“ He will promote, to the utmost of his power, good will, friendship, and cordiality among the children, endeavouring to impress them with those sentiments of virtue and religion which may best enable them to regulate their future conduct.

“ He is to be particularly careful that no profane or indecent expressions be made use of to them on any occasion, or in their hearing, by his assistants or servants; and whenever he may discover any species of vice or immorality, or tendency thereto, in the boys; or any improper conduct towards them on the part of the assistants and servants, he is immediately to report the same to the governor. He is not to inflict any corporeal punishment upon the boys, excepting under the direction of the governor, or in his absence, of the lieutenant.

‘ He is to make a weekly return of what stationery may be wanted, in order that it may be delivered to him by the chaplain, who will take his receipts for the same.

“ He shall every three months deliver to the chaplain, for the purpose of its being laid by the governor before the board, an exact list of the boys, divided into proper classes of reading, writing, and other employments, specifying each boy’s age; the time he has been in the Asylum; the trade to which he is applying, and the progress he has made since his admission.

“ He is to take especial care that the assistants do their duty diligently in the instruction of the boys, and, at convenient times, he is to hear and examine the respective classes.

“ He is to keep hung up in some convenient place, the table of the employment of the boys for the several hours of the day, and see that the same be strictly attended to.

Duty of the Matron.

“ The matron shall be resident in the Asylum; she is to have the direction of the female servants, subject to the controul of the governor, and the entire management of the girls, with whom she shall be present during their meals.

“ The rules which are above detailed for the boys, in regard to the times of rising and going to bed, the hours of instruction, the reading of prayers in the morning, and the saying of grace before and after each meal, are to be equally and uniformly maintained among the girls, under the immediate direction of the matron, who shall be responsible for the due observance of the same.

“ She is also to superintend the education of the girls, in reading, writing, sewing, knitting, marking, washing and getting up linen, in kitchen and house-work, and in such other female employments as may qualify them for useful servants.

“ She is to take care that, during their continuance under the protection of this institution, they be properly employed in the school, and in the domestic requisites of the establishment, as far as their ages and abilities will permit.

“ She is to take care that one of the female teachers, or attendants, be always present with the girls at their hours of recreation, to prevent them from behaving improperly, in any respect.

“ She is to take under her charge, from the steward (giving him a receipt for the same) the house linen, children’s linen, and bedding.

“ She is to see that the linen of the children, and the linen belonging to the Asylum, be as much as possible made up and repaired by the girls; that the linen of the children be changed twice a week, and their sheets once a month.

“ She must take care that the nurses be constantly attentive to the keeping the heads of the children clean, well combed, and free from vermin, and to the washing of their feet three times a week at the least, in summer, and twice a week in winter.

“ She is to deliver the foul linen (after being examined and mended, if necessary, by the nurses) to the laundress to be washed, keeping an account thereof, and taking a receipt for the same on the delivery, and giving the like upon the return thereof.

“ She is to apply to the steward for such old linen, thread, needles, &c. as may be necessary for mending the linen, who is directed to supply the same.

“ If any linen be lost by nurses she is to inform the steward thereof, that the matter may be laid before the general board, in order to the receiving its directions for deducting the value thereof out of their wages. But if any linen should be lost by her, or her assistant, the person to whom the neglect is to be attributed, is to be answerable for the value of the same.

“ She is personally to inspect the dormitories of the girls, both in the day-time and after they go to bed : and she will not fail to apply to the governor whenever she may consider his interference necessary to enforce a due obedience to her orders.”

It was in this year also that Captain Manby's plan for saving mariners from ships in danger of shipwreck was first brought before parliament. It was afterwards improved ; and its future improvements will be noticed under the years in which they were made : at present we shall confine ourselves to extracting such parts of the papers laid before parliament on this subject, as will illustrate the nature and advantages of Captain Manby's invention, in this stage of its existence.

A committee of field officers of artillery was appointed to take into consideration Captain Manby's invention and experiments : they made their report to the Board of Ordnance. In this report, after stating that “ this invention was brought forward by the late Lieutenant Bell of the artillery, near fourteen years since ; and that his idea was to project the rope from the ship to the shore, instead of projecting it from the shore to the ship, as Captain Manby proposed,” they speak highly of the captain's invention.

“ The committee then attended the following experiments conducted by Captain Manby : the ship to which assistance was supposed to be afforded being moored at a distance of nearly one hundred yards from the five inch and a half brass mortar to be used for the projecting the line to it. 1st round—charge twelve ounces, elevation twenty-two degrees and a half, recoil thirteen yards, the shot was projected over the ship, and the line having lodged on the fore-stay, a two and a half inch rope was fastened to it and hauled on board, and on it a cot was sent from the shore, in which a man passed from the vessel to the land in the space of eighteen minutes from the

firing of the mortar. 2d round—a shot with four barbs was fired with the same charge and elevation, the intent being to hook to the rigging, and to haul a boat off by it in case the crew should be so benumbed with cold as to be unable to make any exertion themselves. The shot was projected far over the ship, and the rope broke soon after the explosion. 3d round—a common shot was fired which broke the rope as before. 4th round—a common shot was fired with the reduced charge of seven ounces of powder, and at about forty degrees elevation, which carried the line over, and lodged it upon the rigging, according to the intention, as on the first round.

“ In consequence of the rope having been broke on the second and third rounds, Captain Manby informed the committee he had not a doubt but that the accident proceeded from its being nearly worn out, as it had been used nearly two years; and having obtained a new rope, he several times projected the shot attached to it with charges of from ten to fourteen ounces of powder, the latter ranging two hundred yards, without the slightest failure.”

Of the different papers forming the appendix to these reports, and laid with them before parliament, the following is the most important.

“ When the apparatus is brought on the beach or cliff opposite the stranded vessel, the rope is to be laid with such care on the ground, that no two parts of it overlay or even touch each other, nor must the rope be laid in longer fakes than three or four yards. These precautions are absolutely necessary to the success of the attempt.

“ If the wind be sidewise to the shore, the mortar must be pointed sufficiently to windward to allow for the distance that so great a length of rope must needs be borne to leeward by the effect of a strong wind, and the mortar be placed behind that compartment of rope which is most to leeward

“ The line for some length from where it is fastened to

the shot is protected from the flame of the powder at the discharge by a covering of hide. The loading the mortar should be the last service performed, and be fired instantly, that the powder may not be moistened by the spray of the sea, or fall of snow or rain at the time, when under these circumstances it is with difficulty that a match is kept lighted, the mortar is to be fired by a pistol cut transversely at the muzzle to dilate the inflammation, so as to require but little exactness in the direction of the aim.

“ While communication is gaining, the stakes (by which the larger rope is to be drawn tight by means of the guntackle purchase) should be driven into the ground in a triangular position, and so as to meet close at the heads.

“ As soon as a communication has been effected by the crew of the vessel having secured the line attached to the shot, you will make fast to it, and they will haul on board the large rope and a tailed block, through which a smaller rope is rove, both ends of which (the smaller rope) you will remember to keep on shore; when they have secured these on board, and you have rove the larger rope through the rollers of the cot-pole, you are to lash a guntackle purchase, and then take the purchase and lash it to the stakes; by means of the purchase the larger rope may be kept at a proper degree of tension; for if care be taken to slacken the purchase as the ship rolls out towards the sea, the danger of the rope being broken will be guarded against, and on the other hand, if the purchase be gathered in as the ship rolls towards the shore, the slackness of the rope which would prevent the cot traversing as it ought to do (and plunge it in the water more than must otherwise be) will be equally avoided. It will likewise be remembered that the ends of the smaller rope which is rove through the tailed block, and is for the purpose of sending the cot to the ship from

the shore, are to be made fast at each end of the cot-pole, that the cot may be drawn back also from the shore.

“ The following were the different quantities of powder used, and the distances to which the shot, projected from a royal mortar, carried the rope against a strong wind, at the angle of twenty-two degrees and a half:

Ounces of powder.	Yards of one inch and a half rope.	Yards of deep sea-line.
4	134	140
6	159	182
8	184	215
10	207	259
12	235	290
14	250	310

“ That no means may be neglected to promote the application of an apparatus for communicating with vessels wrecked on a lee shore; these directions are drawn up that they may be delivered to the masters of vessels, together with their ships papers when they apply for them at the Custom House.

“ It will be prudent, if possible, when it is found that the vessel must drive on shore, to strike the top-masts, that the lower masts (which are so much required in this process of assistance) may be relieved, and in less danger from top weight when the ship is rolling and striking violently, of being carried away. When the rope (attached to the shot which is fired over the vessel) lodges, it is to be secured by the crew, who will haul on board by it a larger rope and a tailed block through which a smaller rope is roved; the larger rope is best made fast at the mast head between the cap and the top of one of the lower masts, but if they should be carried away to the loftiest part of the wreck when they have done this, they will be supplied from the shore with a canvas cot, ham-

mock, or netting) which runs on a larger rope, and is worked on shore by the smaller rope, in which the men may be laced in such a manner as to preclude all possibility of falling out, and then be brought one by one in perfect safety to the shore. The certainty of assistance by this means will enable the crews of the vessels to preserve their presence of mind, and prevent the confusion that arises from agony and desperation. Mr. John Prouting, master of the Elizabeth brig of Plymouth, who was rescued by this apparatus, says, that the moment the rope was unexpectedly thrown on board, he was struck with the conviction that he should now be saved with all his crew. He felt, to use his own strong expression, as if a new life had been given him, and he with his people instantly became collected, and were enabled to take every precaution for their security. They were all brought to shore in perfect safety, and communication was effected when all other means were impossible, to which Mr. Prouting has made attestation."

The sum voted for the supply of the navy, for the service of the year 1809, amounted to eighteen millions nine hundred and eighty-six thousands eight hundred and sixty-seven pounds; the number of seamen voted for this year was the same as had been voted for the year 1808, viz: one hundred and thirty thousand, including thirty-one thousand four hundred royal marines. The estimates also for the number of seamen were exactly the same in both years, though it was thought proper to make some alteration in the comparative amount of some of the branches. The allowance for wear and tear of ships was taken in the year 1808 at three pounds per man, whilst the provision was estimated at one pound nineteen shillings per man per month. The latter estimate was found to fall greatly short of the actual expenditure, while the estimate for the wear and tear was considerably above the actual expenditure: a guinea therefore was taken from

the allowance for wear, and added to the allowance for victuals.

On the 14th of March, Mr. Ward having moved for leave to bring in the marine mutiny bill, Sir Charles Pole said, he was glad of an opportunity to say a few words respecting that valuable corps; though they now amounted to thirty-two thousand men,—more than a fourth of the infantry of the line, yet their situation was hardly known to that house. He first asked whether it was intended to continue the stoppage of one day's pay for Chelsea Hospital? The royal marine artillery he asserted to be in a very neglected state. It had been thought necessary to establish this corps in the year 1804, and certainly had it been properly attended to, it might have been rendered very efficient and useful. In his opinion it ought to be augmented; and every squadron of His Majesty's ships on foreign stations should be furnished with a company of these artillery men and officers. He was sorry to learn that they were not properly and sufficiently instructed in the use of field artillery; and recommended that a number of young men should be admitted to Woolwich Academy. He next adverted to the slow progress of promotion in the marine corps: there were officers now serving as captains who had entered the service in the American war. An increase of field officers seemed necessary as an encouragement to that corps.

In reply, Mr. R. Ward stated it as his opinion, that the marine artillery could not be increased without converting them into a land army; that marines on board of ships were not commanded by field officers, and therefore they could not be necessary; and that as to the age of some of the captains, it was a service in which the officers rose by seniority. The bill was then read a first time; and the house having, on the 16th of March, resolved itself into a committee on it, Mr. Ward adverted to the proposal of Sir C. Pole, to increase the emolument of

pay to captains of marines, observing that men selected for such situations were generally unfit for active service. With respect to the deductions from the pay of marine officers, Mr. Ward shewed that they were in every respect on the same footing as those of the army; and Mr. Wellesley Pole said, it was the intention of the present board of Admiralty to afford to the marine corps every practicable and reasonable indulgence.

The year 1809 will long be distinguished in the annals of Great Britain, by the fatal expedition to Walcheren. As this was principally military, it does not fall within our design to examine into its details, but merely to give its grand outline. Towards the end of July upwards of forty thousand troops were collected, with thirty-nine sail of the line, besides thirty-six frigates, and a great number of gun boats, bombs, and small craft. The number of the whole persons employed could not be fewer than one hundred thousand. The object of the expedition was the occupation of Flushing, and the destruction of the French ships of war, arsenals, and dock-yards in the Scheldt. The naval part was under the command of Sir Richard Strachan; the military under the Earl of Chatham. The armament was assembled in the Downs, where it was detained for a considerable time in consequence of adverse winds, and from which it sailed in two divisions, on the 28th and 29th of July. Flushing was invested on the 13th of August, and on the 14th the line-of-battle ships cannonaded it for some hours; on the 15th it surrendered. But so much time had been lost that the French had collected a formidable force for the protection of Antwerp; so that all idea of pushing up the Scheldt being abandoned, Lord Chatham with the greater number of the troops under his command returned to England on the 14th of September. The Isle of Walcheren was retained; but on the 23d of December it was evacuated in consequence of its extreme unhealthiness. Such was the result

of an expedition of greater magnitude than Britain had ever sent forth—it did not even act as a diversion in favor of our allies.

We now come to the affairs and transactions of this year strictly naval: and the first transaction is of a nature which, for consummate bravery, cannot certainly be surpassed even in the naval annals of Britain; we allude to the destruction of a French fleet in the roads of Aix, by a squadron commanded by Lord Cochrane. Of such a transaction the details cannot be too minute or authentic; we shall therefore transcribe the gazette account of it as well as a private account.

LONDON GAZETTE EXTRAORDINARY.

“ Admiralty Office,
“ April 21.

“ Sir Harry Neale, Bart. first captain to Admiral Lord Gambier, commander-in-chief of His Majesty’s ships and vessels employed in the channel soundings, &c. arrived here this morning with a dispatch from his lordship to the Hon. William Wellesley Pole, of which the following is a copy :

“ Caledonia, at anchor in Basque Roads,
“ April 14, 1809.

“ Sir,

“ The Almighty’s favour to His Majesty and the nation has been strongly marked in the success he has been pleased to give to the operations of His Majesty’s fleet under my command; and I have the satisfaction to acquaint you, for the information of the lords commissioners of the admiralty, that the four ships of the enemy named in the margin* have been destroyed at their anchorage;

* Ville de Varsovie, of eighty guns; Tonnerre, of seventy-four guns; Aquilon, of seventy-four guns; and Calcutta, of fifty-six guns.

and several others, from getting on shore, if not rendered altogether unserviceable, are at least disabled for a considerable time.

“ The arrangement of the fire vessels, placed under the direction of the Right Hon. Lord Cochrane, were made as fully as the state of the weather would admit, according to his lordship’s plan on the evening of the 11th instant, and at eight o’clock on the same night, they proceeded to the attack, under a favourable strong wind from the northward, and flood-tide (preceded by some vessels filled with powder and shells, as proposed by his lordship, with a view to explosion) and led on in the most undaunted and determined manner by Captain Wooldridge, in the Mediator fire-ship, the others following in succession; but owing to the darkness of the night, several mistook their course and failed.

“ On their approach to the enemy’s ships, it was discovered that a boom was placed in front of their line for a defence. This, however, the weight of the Mediator soon broke, and the usual intrepidity and bravery of British seaman overcame all difficulties. Advancing under a heavy fire from the forts in the Isle of Aix, as well as from the enemy’s ships, most of which cut or split their cables, and from the confined anchorage, got on shore, and thus avoided taking fire.

“ At daylight the following morning Lord Cochrane communicated to me by telegraph, that seven of the enemy’s ships were on shore, and might be destroyed. I immediately made the signal for the fleet to unmoor and weigh, intending to proceed with it to effect their destruction. The wind, however, being fresh from the northward, and the flood-tide running, rendered it too hazardous to run into Aix Roads (from its shallow waters) I therefore anchored again at the distance of about three miles from the forts on the island.

“ As the tide suited, the enemy evinced great activity

in endeavouring to warp their ships (which had grounded) into deep water, and succeeded in getting all but five of the line towards the entrance of the Charente before it became practicable to attack them.

“ I gave orders to Captain Bligh, of the Valiant, to proceed with that ship, the Revenge, frigates, bombs, and small vessels, named in the margin,* to anchor near the Boyrat shoal, in readiness for the attack. At twenty minutes past two, P. M. Lord Cochrane advanced in the Imperieuse, with his accustomed gallantry and spirit, and opened a well-directed fire upon the Calcutta, which struck her colours to the Imperieuse; the ships and vessels above-mentioned soon after joined in the attack upon the Ville de Varsovie and Aquilon, and obliged them before five o'clock, after sustaining a heavy cannonade, to strike their colours, when they were taken possession of by the boats of the advanced squadron. As soon as the prisoners were removed they were set on fire, as was also the Tonnerre, a short time after by the enemy.

“ I afterwards detached Rear-Admiral the Hon. Robert Stopford, in the Cæsar, with the Theseus, three additional fire-ships (which were hastily prepared in the course of the day) and all the boats of the fleet, with Mr. Congreve's rockets, to conduct the further operations of the night against any of the ships which lay exposed to an attack. On the morning of the 13th, the rear-admiral reported to me that as the Cæsar and other line-of-battle ships had grounded, and were in a dangerous situation, he thought it advisable to order them all out, particularly as the remaining part of the service could be performed by frigates and small vessels only: and I was happy to find that they were extricated from their perilous situation.

* Indefatigable, Aigle, Emerald, Pallas, Beagle, Ætna bomb, Insolent gun brig, Conflict, Encounter, Fervent, and Growler.

“ Captain Bligh has since informed me that it was found impracticable to destroy the three-decked ship, and the others which were lying near the entrance of the Charante, as the former being the outer one was protected by three lines of boats placed in advance from her.

“ This ship and all the others, except four of the line and a frigate, have now moved up the river Charante. If any further attempt to destroy them is practicable, I shall not fail to use every means in my power to accomplish it.

“ I have great satisfaction in stating to their lordships how much I feel obliged to the zealous co-operations of Rear-Admiral Stopford, under whose arrangement the boats of the fleet were placed; and I must also express to their lordships the high sense I have of the assistance I received from the abilities and unremitting attention of Sir Harry Neale, Bart. the captain of the fleet, as well as of the animated exertions of the captains, officers, seamen, and marines under my command, and their forwardness to volunteer upon any service that might be allotted to them; particularly the zeal and activity shewn by captains of line-of-battle ships in preparing the fire vessels.

[Lord Gambier then speaks in terms of high commendation of the gallantry of Lord Cochrane, of Captain Godfrey of the *Ætna*, who bombarded the enemy's ships on the 12th and 13th, and of the services of Mr. Congreve in the management of his rockets, which were placed in the fire-ships with effect. He also notices the handsome and earnest manner in which Rear-Admiral Stopford and Sir Harry Neale volunteered their services to lead the fire-ships previously to the arrival of Lord Cochrane.]

“ I sent herewith a return of the killed, wounded, and missing of the fleet, which I am happy to observe is comparatively small. I have not yet received the returns of the number of prisoners taken, but I conceive they amount to between four and five hundred.

“ I have charged Sir Harry Neale with this dispatch

(by the Imperieuse) and I beg leave to refer their lordships to him, as also to Lord Cochrane, for any further particulars of which they may wish to be informed.

“ I have the honour to be, &c.

(Signed) “ GAMBIER.”

“ 15th of April.”

“ P. S. This morning three of the enemy's line-of-battle ships are observed to be still on shore under Fouras, and one of them is in a dangerous situation. One of their frigates (L'Indienne) also on shore, has fallen over, and they are now dismantling her. As the tides will take off in a day or two, there is every probability that she will be destroyed.

“ Since writing the foregoing, I have learned that the honourable Lieutenant-Colonel Cochrane (Lord Cochrane's brother) and Lieutenant Bissett, of the navy, were volunteers in the Imperieuse, and rendered themselves extremely useful; the former by commanding some of her guns on the main-deck, and the latter in conducting one of the explosion vessels.

Names of the ships in the Aix Roads, previous to the attack on the 11th of April, 1809..

“ L'Ocean, one hundred and twenty guns, Vice-Admiral Allemand, Captain Roland.—Repaired in 1806; on shore under Fouras.

“ Foudroyant, eighty guns, Rear-Admiral Gourdon, Captain Henri.—Five years old; on shore under Fouras.

“ Cassard, seventy-four guns, Captain Faure, commodore.—Three years old; on shore under Fouras.

“ Tourville, seventy-four guns, Captain La Caille.—Old; on shore in the river.

“ Regulus, seventy-four guns, Captain Lucas.—Five years old; on shore under Madame.

“ Patriote, seventy-four guns, Captain Mahee.—Repaired in 1803.

“ Jemappe, seventy-four guns, Captain Fouvan.—On shore under Madame.

“ Tourerre, seventy-four guns, Captain Clement de la Roucierre.—Nine months old; never at sea.

“ Aquillon, seventy-four guns, Captain Maingon.—Old.

“ Ville de Varsovie, eighty guns, Captain ——.

“ Calcutta, fifty-six guns, Captain La Tonie.—Laden with flour and military stores.

Frigates.

“ Indienne, Captain Proteau.—On shore near Isle d’Enet, on her beam ends.

“ Elbe, Captain Perengier.

“ Pallas, Captain Le Bigot.

“ Horteuse, Captain Allgand.

“ N. B. One of the three last frigates on shore under Isle Madame.

Return of Officers, Seamen, and Marines, killed, wounded and missing.

“ Two officers, eight men killed; nine officers, twenty-six men wounded; a man missing.—Total forty-six.

“ GAMBIER.”

A letter from a Lieutenant of Marines in Basque Roads.

“ Our fire-ships arrived the 10th instant, and were sent in the next night, each ship conducted by a lieutenant and five men; the ships were sixteen in number, and some very heavy ships: when they got in, the French ships cut and slipped, and nine sail of the line got on shore on the Isle of Aix, and the next morning we discovered them; the fire-ships having done little good, the small craft and

frigates were ordered in to attempt to destroy them. The place where they lay was like their being in Portsmouth harbour, under the fire of two batteries, each of which had three tier of guns of twenty-nine each, all heavy metal: the navigation to get at them was very difficult, in some places there being only four fathoms water. Just as we were sitting down to dinner on board the *Revenge*, our signal was made to go in and assist the gun and mortar vessels: our ship was clear for action in fifteen minutes, and in half an hour we were alongside of three sail of the line, when we opened a dreadful cannonade on them, which continued for an hour and a quarter, when the *Warsaw*, a fine eighty gun ship, and the *Aquilon*, struck to us; we were now in a very critical state ourselves, being in only five fathoms water, which was ebbing very fast; the batteries on shore having got our length, struck us almost every shot for the last quarter of an hour; luckily a breeze springing up we got off into deeper water and out of reach of their guns, when we anchored again, and sent our boats and took out the prisoners, and set them on fire about seven, P.M. At nine they were all in flames, and at two in the morning they blew up with a tremendous explosion; the French set fire to the *Tonniere*, and the *Imperieuse* to the *Calcutta*; three other ships of the line are on shore very much mauled by the frigates and bomb-ships, some of them are on their beam-ends, and but little chance of their getting off again. The Captain of the *Warsaw* is on board our ship. He says, they were bound out to relieve Martinique with troops and provisions. I went on board his ship after she struck, and the decks were strewed with dead and wounded—a most dreadful slaughter. We also lost several killed and wounded, and our ship is much cut up in sails and rigging, which makes it probable that we shall be sent in to refit.”

“ The singular coincidence of favourable occurrences which led to the destruction of the ships in the Basque Roads is unknown to the British public, and deserves notice. The trite adage, that ‘ fortune favours the brave,’ was never more fully verified than in the present instance ; and the reason for the maxim though obvious, is in fact founded in nature : for the brave, the energetic, the active (such as are British seamen) are always in a state of readiness and preparation to take advantage of any desirable turn of fortune that may offer, and may so far be said to be ‘ favoured by fortune.’ We have been given to understand then, and from as good information as can be had in such a case, that it was at first the intention of the enemy’s fleet to attack the little squadron which was stationed off Rochefort harbour, when a signal was made from the French shore, without specifying the number, of another enemy’s fleet.

“ This induced Admiral Villauméz rather to seek for safety than attempt conquest, and to desist from the pursuit of that little squadron, which when, after his entrance into the harbour, he had discovered to be joined by only three ships, he would have undoubtedly attacked with his eleven, had he not been prevented by the dread of being intercepted by Lord Gambier’s fleet. After this we became the assailants, and were again favoured by great good luck ; for if the Mediator, contrary to the plan prescribed at home, had not been fitted up as a fire-ship, the boom could not have been broken by fire-ships of the usual weight, and two other booms would have been shortly placcd. Nor is this all : it appears that owing to some derangement of the other vessels, the brave Lord Cochrane hailed Captain Woolridge, of the Mediator, to slacken sail, but was luckily unheard ; for if the *impetus* of that vessel had been checked, the boom could not have broken.

“ All these fortunate occurrences were necessary to

produce the happy result. Admiral Villaumez is, we understand, ordered to Paris to be tried for his conduct."

The next event which we shall notice is the destruction of a French squadron with transports on their way to Barcelona: towards the end of October, a French squadron consisting of three sail of the line and four frigates, with twenty large transports sailed from Toulon. As soon as Lord Collingwood, who commanded in the *Zealous*, was informed of this he prepared to intercept them. On the morning of the 23d of October, the signal was made for a fleet to the Eastward: at time of flood, another signal was made, that the enemy had hauled to the wind, and that the convoy were separating from the ships of war. Lord Collingwood immediately ordered Rear Admiral Martin to chase, with eight of the best sailing ships. On the 24th he fell in with the enemy off the entrance of the Rhone, where he chased on shore the *Robust* of eighty-four guns, carrying the flag of the rear admiral; and the *Leon* of seventy-four guns: another seventy-four and a frigate ran on shore at the port of Cette. As soon as the ships of war were disposed of, Lord Collingwood turned his attention to the capture or destruction of the convoy; for this service he appointed eight ships under the orders of Captain Hallowel: the transports of the enemy were lying in the bay of Rosas, under the protection of an armed store-ship, two bombards, and a zebec. Captain Hallowel's squadron bore up for the bay and anchored about five miles from the castle of Rosas: the boats for the attack arranged in separate divisions, under the command of Lieutenant Tailour proceeded against the enemy: they were found completely prepared. The ship which was a smaller sort of frigate, was enclosed in boarding netting, and a gun-boat advanced a-head of her, for the look out: on being hailed, and the alarm gun fired, the British boats stretched out, "the crews (to use Lord Collingwood's words) at the highest pitch of animation filling

the air with three cheers; each division took the part previously allotted to it;—the armed ship was boarded at all points, and carried in a few minutes, notwithstanding a spirited and sturdy resistance which the enemy made; all their armed vessels were well defended, but the British seamen and marines determined to subdue them, and were not to be repulsed, even by a force found to be double that which was expected; for, besides the opposition made by the vessels, the guns from the castle, the forts in the bay, and the gun-boats, and musketry from the beach kept a constant fire on them. On the opening of day, every ship and vessel was either burnt or brought off; so that the whole of the cannon that came from Toulon, for the supply of the French army in Spain, with the exception of a frigate which escaped to Marseilles, and one store ship, was destroyed.

Nearly about the same time, a small squadron, detached from Lord Collingwood's fleet, with one thousand six hundred troops from Sicily, took the Ionian islands.—In the Indian ocean the island of Bourbon surrendered to a British force, on the 21st of September; and in the West Indies we subdued the island of Martinico, and the city of Domingo.

The United States having suffered very much from the anti-commercial decrees of Buonaparte, and the British orders in council, passed an act, prohibiting all intercourse either with France or Great Britain; but in case either France or Britain should so revoke or modify her edicts, that they would no longer violate the neutral commerce of America, the trade suspended might be renewed with the nation so doing. A treaty for restoring amity and commerce with Great Britain was signed by Mr. Erskine the British envoy in America; but his proceedings were disavowed, and the treaty was not ratified by the British government.

We shall now close our narrative of this year by relating

two exploits, which do not properly belong to the class of those which we have already mentioned: the first is the destruction of a Russian flotilla in the Baltic; this was effected by Lieutenant Hawkey, who acted and fell in this action, in a manner most glorious, and which is strongly painted in the following official dispatch, from Captain Martin of the Implacable, to Vice Admiral Sir James Saumarez, commander-in-chief of His Majesty's ships in the Baltic.

“ His Majesty's Ship Implacable, off Percola Point,
July 8, 1809.

“ SIR,

“ The position taken by the Russian flotilla under Percola Point, seemed so much like a defiance, that I considered something was necessary to be done, in order to impress these strangers with that sense of respect and fear, which His Majesty's other enemies are accustomed to shew to the British flag; I therefore determined to gratify the anxious wish of Lieutenant Hawkey to lead the boats of the ships named in the margin,* which were assembled by nine o'clock last night, and proceeded with an irresistible zeal and intrepidity towards the enemy, who had the advantage of local knowledge, to take a position of extraordinary strength within two rocks, serving as a cover to their wings, and from whence they could pour a destructive fire of grape upon our boats, which, notwithstanding, advanced with perfect coolness, and never fired a gun till actually touching the enemy, when they boarded sword in hand, and carried all before them.

“ I believe a more brilliant achievement does not grace the records of our naval history; each officer was impatient to be the leader in the attack, and each man zealous to emulate their noble example, and the most complete success has been the consequence of such deter-

* Implacable, Bellerophon, Melpomene, and Prometheus.

mined bravery; of eight gun-boats, each mounting a thirty-two, and twenty-four pounder, and forty-six men; six have been brought out, and one sunk; and the whole of the ships and vessels (twelve in number), under their protection, laden with powder and provisions for the Russian army, brought out, and a large armed ship taken and burnt; I have deeply to lament the loss of many men killed and wounded, and especially that most valuable officer, Lieutenant Hawkey, who, after taking one gun-boat, was killed by a grape-shot, in the act of boarding the second. No praise from my pen can do adequate justice to this lamented young man; as an officer he was active, correct, and zealous, to the highest degree; the leader in every kind of enterprize, and regardless of danger; he delighted in whatever could tend to promote the glory of his country; his last words were "Huzza! push on! England for ever!"

Mr. Hawkey had been away in the boats on different services, since last Monday, accompanied by Lieutenant Vernon, whose conduct in this affair has been highly exemplary, and shewn him worthy to be the companion of so heroic a man; but while I am induced to mention the name of Mr. Vernon, from his constant services with Mr. Hawkey, I feel that every officer, seaman, and marine, has a claim to my warmest praises; and will, I trust, obtain your favourable recommendation to the Lords Commissioners of the Admiralty. Lieutenant Charles Allen, of the *Bellerophon*, was the senior officer after Mr. Hawkey's death.

"I have just been informed, that Lieutenant Stirling of the *Prometheus*, who was severely wounded, is since dead: his conduct in this affair was very conspicuous, and Captain Forest speaks highly in praise of the zeal and activity of his services on every occasion. I am sure you will readily believe that Captain Forest did not witness the preparations for this attack, without feeling an ardent

desire to command it, but I was obliged to resist his pressing importunity, as a matter of justice to Mr. Hawkey.

“ The Russians have suffered severely in this conflict, the most moderate statement makes it appear that two thirds of them have been killed and wounded, or jumped overboard. Inclosed is a list of killed and wounded, the names of the officers employed on account of vessels captured, and number of prisoners.

“ I have the honour to be, &c.

“ T. B. MARTIN.”

The other action to which we alluded, took place near the Weser. Lord George Stewart commanded a squadron off the mouth of this river; he landed a detachment, in the hope of finding a body of French soldiers at a village a small distance from the shore; but having ascertained that they occupied another town, two miles distant, to the number of about two hundred and fifty, he resolved instantly to attack it. For this purpose Captain Goate advanced with a detachment, while Captain Pettet with a well constructed battery of four twelve pounders, took a circuitous route, which commanded the river Weser in flank. Lord G. Stewart himself advanced to attack the place in front. As they proceeded they were exposed to a galling fire of round and grape shot from the battery, which they could return only by discharges of musketry. On the approach of Captain Goate, the place was evacuated; and the enemy in the battery seeing the British resolved, notwithstanding their fire, to carry their point, abandoned it also. The guns and the embrochures were destroyed. The distance from Gessendorf the place attacked to Cuxhaven where the British landed is twenty-eight miles; and in twenty-four hours from their departure the whole detachment were safe again on board their respective ships, without the loss of an individual. This enterprize is particularly

worthy of notice, as it shews what British seamen can accomplish, even when taken off their peculiar element.

The expedition to the Scheldt had terminated in a manner so unsatisfactory, that both the public and parliament loudly and strongly called for an immediate and strict investigation into the causes of its failure. Accordingly a long investigation took place before the House of Commons: it is foreign to our purpose, to detail the circumstance of this investigation. The Earl of Chatham however having presented to the King a statement of his proceedings, which was answered by a counter statement of Sir Richard Strahan, in which he most satisfactorily repelled the charge of misconduct from the naval part of the expedition, we shall lay before our readers an abstract of these two statements, as by this means we shall condense all that was brought forward on this subject.

Abstract of the Earl of Chatham's Statement of his Proceedings, dated October 15, 1809. Presented to the King, February 14, 1810.

In submitting to your Majesty a statement of my proceedings in the execution of the service your Majesty was graciously pleased to confide to me, and of the events which occurred in the course of it, it is not my intention to trouble your Majesty with any further details of the earlier parts of our operations, but to bring under your Majesty's view, the consideration of the two following points, as most immediately applying to the conduct, and final result of the expedition to the Scheldt. 1st. The ground upon which, after the army was at length assembled near Batz, a landing in prosecution of the ulterior objects of the expedition was not deemed advisable: 2dly. Why that army was not sooner there assembled, in readiness to commence further operations. With respect to the former position, I am inclined to think that it is so

clear and evident, that no further operations could at that time, and in the then sickly state of the army, have been undertaken with any prospect of success; that it would be unnecessarily trespassing on your Majesty to enter into much more detail on this point than has been already brought before your Majesty, in my dispatch of the 29th of August; and the chief object of this paper will be directed to shew to your Majesty, that the second point, namely, why the army was not brought up sooner to the destination from whence its ulterior objects were to commence, is purely a naval consideration, and that the delay did in no shape rest with me, or depend upon any arrangements in which the army was concerned; every facility, on the contrary, having been afforded by their movements to the speedy progress of the armament. In the first place, it is to be remarked, that the occupation of Walcheren, which by some persons it had been thought possible to leave behind us, and the reduction of Flushing, which it had once been proposed only to mask, were deemed indispensable to the security of the fleet, in case of disaster; and accordingly, a considerable separate force was allotted to this service; and, in this view, it was besides distinctly agreed upon, that a vigorous attack by the navy upon the sea front should be made at the same time that the troops, after effecting their landing, advanced to invest Flushing; it being hoped that by a powerful co-operation from the sea, at the moment the troops presented themselves before the place, the labour and delay of a regular siege might have been avoided, and a considerable proportion of the force allotted to this service set at liberty to follow the army up the Scheldt. How far this expectation was fulfilled, or whether the assurance given that the whole of the armament (the part to be landed at Walcheren excepted) should be at once transported up the Scheldt, in prosecution of the ultimate objects of the expedition, was carried into effect, or was wholly disap-

pointed, the information already before your Majesty will have in a great measure shewn, and which it will be my duty to bring more particularly to your Majesty's view, when I detail the subsequent course of our proceedings. From what cause this failure ensued, whether it arose from insufficient arrangements on the part of the Admiral, or was the unavoidable result of the difficulties inherent in the nature of the expedition itself, it is not for me, considering it entirely as a naval question, to presume to offer any opinion upon to your Majesty. Before, however, I pursue further the details of the proceedings of the army, governed as they necessarily were (until a footing should be gained on the continent) by the movements of the navy, I must for a moment refer to two separate operations; the one under Lieutenant General Lord Huntley, and Commodore Owen, and the other under Lieutenant General Sir John Hope, and Rear-admiral Sir Richard Keats; but both directed to assist and ensure a rapid progress up the Scheldt, had the Admiral found it practicable in other respects. With respect to the former, which was destined to destroy the Cadsands batteries, and particularly that of Breskens, had it been carried at once into effect, and that the Admiral could have availed himself of it, to take the ships up the West Scheldt by the Weeling Passage, it would have been of the utmost advantage; but it was certainly rather fortunate it did not take place at a later period, as after all the transports, storeships, &c. were ordered into the Veere Gat, and the plan of running at once up the West Scheldt by the Weeling channel seemed abandoned, the object of destroying the Cadsand batteries ceased, and a landing there would only have been an unnecessary risk, and a very inconvenient separation of our force; and, of course, occasion great delay in collecting it for ulterior operations. It must not, however, be forgotten, that the difficulties have turned out to be much greater than had been at all foreseen before we

sailed.—When it was found that Lord Huntley's division could neither land nor proceed by the Weeling passage up the Scheldt, as I had intended they should, it was determined to withdraw them; but from the boisterous state of the weather, it was some days before this could be effected. As soon as it was accomplished, they were passed over to South Beveland. With respect to Sir John Hope's operation, it was more prosperous. It was conceived that, by landing on the north side of South Beveland, the island might be possessed, and all the batteries taken in reverse, and thereby the position of the French fleet, if they ventured to remain near Flushing, would be, as it were, turned, and their retreat rendered more difficult, while the attack on them by our ships would have been facilitated; and for this object, the division of Sir John Hope rather preceded, in sailing from the Downs, the rest of the fleet. This division was landed near Ter-Goes, from whence they swept all the batteries in the island that could impede the progress of our ships up the West Scheldt, and possessed themselves on the 2d of August, of the important post of Batz, to which it had been promised the army should at once have been brought up.—Sir John Hope remained in possession of this post, though not without being twice attacked by the enemy's flotilla, for nine days before any of the gun-boats under Captain Sir Home Popham were moved up the Scheldt to his support. Your Majesty will be pleased to recollect, that the troops which sailed from Portsmouth, under Lieut. General Sir Eyre Coote, were destined for the service of Walcheren, and had been considered as sufficient for that object, according to the intelligence received, and the supposed strength of the enemy; though at the same time, certainly relying, for the first efforts against Flushing, on the promised co-operation of the navy, and on their establishing, as was held out, in the first instance, a naval blockade, except on the side of Veer and Rammekins.

Unfortunately, however, this did not take place, and for several nights after the army was before Flushing, the enemy succeeded in throwing from the opposite coast, probably from the canal of Ghent, considerable reinforcements into the place, which enabled him constantly to annoy our out-posts and working parties, and finally to attempt a sally in force, though happily, from the valour of your Majesty's troops, without success. I have already stated that Rammekins surrendered on the evening of the 3d of August. Immediately upon this event, feeling, as I did, great uneasiness at the delay which had already taken place, and the departure from the original plan, I wrote a letter to the Admiral then at Ter Veer, expressing my hope, that the ships would now be able to enter the West Scheldt by the Sloe passage, and that no time should be lost in pressing forward as speedily as possible our further operations; and I requested, at the same time, that he would communicate to me the extent of naval co-operation he could afford, as well for the future blockade of Flushing, as with a view to protecting the coasts or South Beveland, and watching the passages from the Meuse to the East Scheldt; as this consideration would govern very much the extent of force I must leave in South Beveland, when, the army advanced. To this letter he did not reply fully till the 8th of August; but I had a note from him on the 5th, assuring me the transports should be brought forward without delay; and I had also a very long conversation with him on the morning of the 6th, on the arrangements to be taken for our farther operations, when I urged, in the strongest manner the necessity of not losing a moment in bringing up the cavalry and ordnance ships, transports, store-ships, victuallers, &c. in order that the armament might proceed without delay to its destination; and I added my hopes, that they would receive the protection of the ships of war, none of which had yet entered the West Scheldt. The

frigates however did not pass Flushing till the evening of the 11th, and the line of battle ships only passed to the anchorage above Flushing on the 14th, the second day of the bombardment. These ships began to proceed up the river on the 18th, and arrived on the 19th; one division as high as the bay below Waerden, the other off the Hanswent, where they remained; the *Courageux* passed above Aatz; the cavalry ships only got through the Sloe Passage in the West Scheldt from the 20th to the 23d, and arrived off Batz on the 22d and 24th: the ordnance ships, and store ships passed through from the 22d to the 23d, and arrived at their destination off Batz on the 24th and 25th; the transports for Lieutenant-General Grosvenor's divisions only came up to receive them on the 19th, on which day they embarked; and those for Major-General Graham's division, on the 20th and 21st; and they arrived off Batz on the 24th. The corps of Brigadier-General Rottenburgh, and the light battalions of the German legion, proceeded to join the Earl of Rosslyn's division in South Beveland. From this statement your Majesty will see, that notwithstanding every effort on my part with the admiral, the armament was not assembled at the point of its destination till the 25th, and of course that the means of commencing operations sooner against Antwerp were never in my power. It now became at this advanced period my duty to consider very seriously the expediency of landing the army on the continent. On comparing all the intelligence obtained as to the strength of the enemy, it appeared to be such as to leave (as stated in my dispatch of the 29th of August) no reasonable prospect of success to the force under my command, after accomplishing the preliminary operations of reducing Fort Lillo as well as Liefkenshoek, on the opposite side of Antwerp, without the possession of which the destruction of the ships and arsenals of the enemy could not be effected; and in addition to this the sickness which had begun to attack the

army about the 29th, and which was hourly increasing to an alarming extent, created the most serious apprehensions in the minds of the medical men, as to its further progress, at that unhealthy season, and which experience has since shewn to have been too well founded. Your Majesty will not be surprised if under these circumstances I paused in requiring the admiral to put the army on shore. That a landing might have been made, and that any force that had been opposed to us in the field would have yielded to the superior valour of British troops, I have no doubt; but then, any such success could have been of no avail towards the attainment of the ultimate object, and there was still less chance that the enemy would have given us the opportunity. Secure in his fortress, he had a surer game to play; for if ever the army, divided as it must necessarily have been in order to occupy both banks of the river, exposed to the effects of inundation on every side, and with all its communications liable to be cut off, while the force of the enemy was daily and hourly increasing, had once sat down before Antwerp, it is unnecessary for me to point out to your Majesty how critical must in a short time have been their situation. But when, added to this, sickness to an alarming extent had begun to spread itself among the troops, and the certain and fatal progress of which, at that season, was but too well ascertained, it appeared to me that all further advance could only tend to commit irretrievably the safety of the army which your Majesty had confided to me, and which every principle of military duty, as well as the direct tenour of my instructions, alike forbade.

The narrative of Sir R. Strachan, in answer, contains many political observations, general charges of inaccuracy, and a refutation of the insinuations both against the gallant admiral and the navy, contained in his lordship's statement. After the first point to which His Majesty's attention was called, namely, 'that after the army

was assembled near Batz, a landing in prosecution of the ulterior objects of the expedition was not deemed advisable,' Sir Richard declines making any remark, because the reasons which are said to have rendered it 'so clear and evident' were not such as he was competent to appreciate. Upon the second point, why the army was not sooner assembled at Batz, to recommence further operations, the gallant admiral enters into a long, and, we think, satisfactory explanation. He says that the original determination of landing at Zoutland Bay, was laid aside while at Deal, and another plan for landing at Domburgh Beach adopted; but in consequence of a strong westerly wind, the landing there was impossible, and it became necessary to take shelter in the Roompot and Veergat, where the constant succession of gales for many days made it impossible, independent of other obstacles, to recur to the original intention of entering the western mouth of the Scheldt. The disembarkation was ultimately effected. Sir Richard then proceeds: 'When therefore Lord Chatham contends in his statement, that the second point, namely, 'why the army was not *brought up sooner* to the destination from whence all its operations were to commence, is purely a naval consideration,' his position is certainly true in words, but as certainly incorrect in its implied meaning: It is obvious that the army might have marched to Batz in the course of a few days, but it is also obvious that it could not be conveyed on board a fleet of four hundred transports, besides frigates, sloops, and flotilla, through a very intricate channel, without some delay. The difficulty of conducting such a fleet at all through the mazes of such a navigation, can only be appreciated by professional men; it was very greatly increased by an adverse wind, blowing for some time with such violence, as to render the expedient of warping (the only means of proceeding) totally impracticable; such obstacles to our progress were only to be overcome by great

exertions and perseverance, by a considerable, but not, as I trust, an unnecessary expenditure of labour and time.' The gallant admiral totally denies the assertion that an agreement was entered into for a simultaneous attack by sea and land upon Flushing, for the purpose of avoiding the delay of a regular siege: it was impossible, he says, for such an agreement to have been made; as, under the well-ascertained circumstances of the garrison, it was too desperate an enterprise to be entertained. He thinks, however, that if the plan he had suggested had been adopted, namely, to land the cavalry on South Beveland, and select a limited number of transports, that a delay of only a few days would have resulted from the adverse accident which gave a different course to the direction of our operations. The first part of the flotilla which got through the Slough were applied to the cutting off the communication between Cadsand and Flushing. It was not until the 7th of August that the sea blockade of Flushing could be established, owing to the adverse winds; and all the other parts of the naval service were expedited as soon as the various difficulties could be overcome. Sir Richard then concludes, 'From this period I considered myself bound implicitly to accede to the wishes of the commander-in-chief. With him alone was there an option between a march of thirty-six hours and a voyage of indefinite length. I trust that it was owing to no defect of zeal on my part, and I am sure it was owing to no want of exertion on the part of the many excellent naval officers whom I have the honour to command, that the progress of a fleet which it was necessary to warp, or, in less technical language, to haul by human labour, through the windings of a most intricate channel, and often directly in the teeth of the wind, appeared so tardy, that Lord Chatham 'saw no movement making to push forward a single vessel for the West Scheldt.' The exertions of the naval officers and men were not rendered less irk-

some by the persuasion that the labour which, though incessant, often proved unavailing, might have been spared to them at the expense of a short march across the island of South Beveland. To impute to me or the navy, under the name of delay, the loss of time which was passed by me in constant solicitude, and by the men in unremitting toil, is not what I should have expected from Lord Chatham. It would have been more agreeable to myself to have offered to their lordships a simple journal of the daily transactions of the fleet, as that course would have afforded me that of paying a just tribute of gratitude to the numerous able and zealous officers, by whom I was aided in the different branches of the service under my directions, and who may possibly consider themselves as unjustly subject, together with myself, to some imputation from the marked, and perhaps invidious, accuracy with which the particular days of arrival of different divisions are specified in Lord Chatham's statement. But I am convinced that it was not the intention of his lordship, in collecting such a multitude of dates, to attribute any blame to those officers. He has closed his report by pointing me out as the only object of his animadversions. He leaves me to account for the difficulties which prevented the investment of Flushing, as well as to shew the obstacles which presented themselves to the early progress of the armament up the West Scheldt. He was not aware it seems that the first point was rendered impossible by the state of the winds; he was not even aware that the circumstances of his being blown into the East Scheldt, had impeded his early progress up the West Scheldt. Concerning Lord Chatham's opinions, I have now ceased to be solicitous; but I am, and ever shall be, sincerely anxious that your lordships should not see cause to regret the confidence with which you have been pleased to honour me upon this occasion.

In consequence of some reflections having been cast

on Lord Gambier, respecting his conduct in the case of the attack in the Basque Roads, a court-martial was held on his lordship; the result of which was favourable to him: but Lord Cochrane objected, in the House of Commons, to the vote of thanks to his lordship on this occasion; and moved for the minutes of the court-martial. Lord Cochrane observed in the course of his speech, that the charge against Lord Gambier was neglect, and a delay of four hours was admitted to have taken place, before the position was taken for sending in ships, and watching the enemy. His lordship then entered into a technical description of the different ships at different periods, the state of the tides, and the anchorage. He contended that nothing could be more partial than the conduct of the court-martial; and this he pledged himself to shew, if the minutes of the court-martial were granted to him. He insisted that if the British ships had been sent forward in sufficient time, five more of the enemy's vessels might have been destroyed. The chart on which the court-martial proceeded Lord Cochrane contended had been fabricated for the purposes of the evidence.

Captain Beresford rose after his lordship: he observed, that the conduct of Lord Gambier had been sanctioned by the approval of naval officers of the highest experience. If he had acted as Lord Cochrane proposed, he was convinced that our ships would have been lost, and our sailors prisoners in France. He defended the court-martial; and advertng to the alterations which had been proved in Lord Cochrane's log-book, said they appeared to have been made for the purpose of supporting the charge.

Mr. Ponsonby was against Lord Cochrane's motion, because it was in direct violation of the sacred and fundamental rules of English jurisprudence:—that a man once tried before a competent tribunal for an offence, and acquitted, can ever be again tried for the same crime; and also because it would tend to subvert the order of our

naval and military system to undervalue the sentences of court-martials. On a division of the house there were for Lord Cochrane's motion nineteen, against it one hundred and seventy-one. On the division respecting the vote of thanks, there were for it one hundred and sixty-one, against it thirty-nine.

The navy estimates for the year 1810 amounted to the sum of nineteen millions two hundred and fifty-eight thousand pounds. Mr. Ward, who moved them, observed that there would be a reduction of upwards of one million this year, compared with the year 1809, arising from the following circumstances: in the first place, there was a new regulation for keeping the public accounts; and secondly, there was an actual diminution of *épense*. The first would consist in the transfer to the army estimates of that part of the charge for victualling garrisons upon foreign stations, which had heretofore been included in the account for victualling the navy; and the second, in the total reduction of the sea fencibles. From this corps an expense had arisen to the country of about two hundred thousand pounds per annum; but as the officers would be placed on half-pay, the saving would be little more than half that sum. Mr. Ward then moved for the pay of one hundred and thirty thousand men, at one pound fifteen shillings and sixpence per man per month, two millions nine hundred and ninety-nine thousand seven hundred and fifty; for victualling, at two pounds, seventeen shillings and three-pence per man per month, three millions nine hundred and ninety-two thousand six hundred and twenty-five pounds; for wear and tear three million two hundred and ninety-five thousand five hundred pounds; and for sea ordnance five hundred and ninety-one thousand five hundred pounds.

This year presents no naval enterprise upon a great scale, or attended with very remarkable consequences. The revolution in Spain still proceeded; and though the

Spanish government and army by no means answered the expectation that had been formed of them, yet Buonaparte partly by their efforts, but principally by the obstinate resistance of the Spanish people, aided mainly by the British army under Lord Wellington, and in no small degree by the activity of the British squadrons and cruisers off the coast of Spain had been foiled in his attempts to subdue the Peninsula. The enterprises of our squadrons and cruisers in favour of the Spanish patriots belong to the subject of this work, but our limits will prevent us from detailing all they did; we must content ourselves with noticing some of their enterprises. In the mean time we shall generally describe the modes in which they proved beneficial to the patriots.

In the first place, they frequently had it in their power by landing seamen and marines to co-operate with the Spaniards, in preventing the march or junction of large bodies of the enemy. The state of Spain was such that the French could not traverse the interior of the country without great danger; and if they endeavoured to effect their purpose by marching along or near the coast, the British cruisers were generally on the alert to intercept and prevent them.

In the second place, our ships conveyed the Spanish troops from one part of Spain to another at times when they could not proceed by land, and thus unexpectedly gave the Spaniards the advantage over their enemies.

In the third place, they landed seamen and marines and attacked small parties and even strong forts; and as their ships were always near at hand, they were enabled, when they had effected their purpose, or if they were unfortunate and did not succeed, speedily and easily to get back to their vessels.

Lastly, by this mode of warfare they not only harassed and weakened the French, but perplexed them in a wonderful degree; they knew not how to act, or whither to

march. In fact, with respect to the Peninsula, that plan was followed on a small scale, and with complete success, which Lord Cochrane and others advised should be followed with respect to France—that is, a constant hovering near the coasts, distracting the attention of the enemy, and thus breaking down, at the same time and by the same means, his spirit and strength.

Having thus explained the different modes in which the British navy were serviceable to the cause of the patriots of Spain, we shall now proceed to take notice of some of the most remarkable enterprises in their behalf.

Captain Mends of His Majesty's ship *Arethusa*, having received on board his ship the Spanish Brigadier-General Porlier and five hundred of his soldiers, resolved to beat the enemy's quarters along the coasts of Cantabria and Biscay, in order to make a diversion of his troops towards the sea ports in his possession, and thus afford an opportunity for the combined movement of the Spanish armies in the Asturias. By this enterprise Captain Mends was certain of either compelling the French to detach more of his forces to oppose the British and Spaniards, and thereby weaken the interior of the Asturias and St. Audero, or to suffer his sea-defences to be destroyed, and his supplies coastways cut off.

Accordingly a brigade of seamen and royal marines were placed by Captain Mends under the command of Captain Aylmer, of the *Narcissus*, with directions to cooperate with General Porlier. As soon as the troops were ready they marched against Santona. On the morning of the 7th of July, they placed the boats' carronades on a hill which commanded the Isthmus leading to the town, and posted the seamen and Spaniards in front of the position. The French soon came out, and made the attack: at first the British and Spaniards retired; their principal object seemed to be the right, where the Spaniards were, but they were soon checked; and a few shot

being fired from the battery, they faced about and retired. The whole of the guns, &c. in Santona were then destroyed. On the 8th the British re-embarked. This enterprise was of service not only to the Spaniards but also to our ships: for the strong fortress of Santona, and the numerous batteries near it being destroyed, the British ships had good anchorage in the western gales.

In the month of August, Rear-Admiral Keats resolved to send an expedition from Cadiz, to co-operate with the Spanish armament, under the orders of General Lacey. Accordingly Captain G. Cockburn, of the *Implacable*, was entrusted with the command of the vessels and boats intended for this enterprise. As the Spanish general intended to land as nearly as possible to the position of the French, Captain Cockburn took his measures to accomplish that object. The troops were disembarked, and after a long and rather fatiguing march, came up to Mojuez, where the French were. The enemy being unprepared were soon driven from the town: they, however, rallied and made several desperate attempts on the Spaniards, but without success. This enterprise was deemed of such importance that the Council of Regency, at Cadiz, expressed their thanks to Admiral Keats, for the able and distinguished co-operation of Captain Cockburn.

We shall now close our narrative of this year, with an account of some of the single actions that took place in it.

Captain Maxwell of the *Alceste*, having chased several of the enemy's vessels into the Bay of Agaye, resolved to attempt their destruction. The enterprise was not without danger and difficulty, as the bay was protected by two batteries, one on each side the entrance. Captain Maxwell resolved, if possible, to carry them by storm, as their height gave them too great an advantage over the ships. Accordingly on the night of the 22d of May, two strong parties were landed: one of the parties was obliged to return in consequence of the guide deserting them;

but the other party was so fortunate as to get close on the rear of the battery undiscovered. This they immediately attacked and carried in the most spirited manner; spiked the guns, broke the carriages, destroyed the magazines, and threw the shot into the sea. In consequence, however, of the failure of the other party, they were obliged to come off without the ships. Captain Maxwell still persevered in his attempt, and finding that the vessels would not stir while his ship was near, he stood off some distance, at the same time sending his barge and yawl to lie in a little cove he had discovered near the mouth of the harbour. As soon as the enemy were unable to perceive the ship, they concluded all danger was at an end, and came out quite boldly: the boats which lay in ambush immediately attacked them; captured four feluccas, drove two upon the rocks, and the rest back into the harbour. The retreat of the British after this enterprise was completely covered, and all the prizes safely brought out.

On the 1st of May, Captain Brenton of the *Spartan*, and Captain Ayscough of the *Success*, chased a French squadron, consisting of one frigate, of forty-two guns, and three hundred and fifty men, one corvette, of twenty-eight guns, and two hundred and sixty men, one brig, of eight guns, and ninety-eight men, and one cutter of ten guns, and eighty men into the mole of Naples. As the British found that this squadron would not venture out as long as both their ships were in sight, the *Success* returned to her rendezvous from five to ten leagues southwest of the island of Capri, while the *Spartan* remained in the bay of Naples.

This manœuvre succeeded; for at daylight on the 3d of May, the enemy's squadron came out, having been reinforced by eight gun-boats. The action began at fifty-six minutes past seven, by the enemy's frigate exchanging broadsides, when within gun shot. At this period Captain Brenton succeeded in cutting off the cutter and gun-boats

from the body of the squadron. The enemy next wore, in order to renew his junction, but was prevented by the Spartan taking her station on their weather-beam. The contest now became close and obstinate; light and variable winds brought the contending vessels near the batteries of Baia, and the enemy endeavoured to take advantage of their protection. As the Spartan by this time was much crippled she was not able to follow, but bearing up, raked the frigate and corvette, and cut off the brig: the corvette escaped; she had galled the Spartan excessively by lying on her quarters. Captain Brenton was wounded: on board the Spartan there were besides ten killed and nineteen wounded.

We must now turn our attention to a different quarter of the world. Captain Willoughby, of the *Nereide*, about the end of April, perceived at the anchorage of Jacotel, in the island of Mauritius, a ship of about four hundred tons. This he resolved to attempt to take by means of his boats. Before, however, he reached the ship a French schooner lying at anchor gave the alarm, so that by the time the boats grounded, both batteries and two field-pieces were playing upon the only spot where the boats could land. The men, however, were landed, and as every officer knew what was to be done, the whole party was instantly upon the run, and in ten minutes in possession of one of the batteries. They next moved to the guard-house, protected by two field pieces, forty regular troops, twenty-six artillery-men, and a strong party of militia. This party had already succeeded in driving back the boats with the men left to keep them. As soon as they opened a fire upon Captain Willoughby, he gave the signal for the charge; but to his astonishment the enemy immediately fled; their officer, who was a brave man, was taken prisoner, as also the two field pieces. It was now daylight, so that the enemy discovered that their opponents consisted only of fifty seamen and as

many marines. The strongest battery was still untaken, and before it could be reduced it was necessary to pass the Jacotel, which was very strong by nature, and strongly guarded; it was also much swelled by the rains and the current strong and deep. The British, however, crossed it, and giving three cheers, attacked with the bayonet, and carried every thing before them. Captain Willoughby having destroyed or taken every thing he could was on the point of returning to the ship, when the first party of the enemy which had been defeated, having rallied, the captain instantly took his measures, endeavouring to get into their rear: when they perceived this they again took to flight. Captain Willoughby in this enterprise remained on shore, in a clear morning, for the space of four hours, and the signal was flying the whole of the time.

Admiral Cotton, commander-in-chief of the Mediterranean, having been obliged to leave Toulon in consequence of strong gales, Captain Blackwood was left off that harbour, with the Warspite, Ajax, Conqueror, Euryalus, and Sheerwater. On the 20th of July, the enemy came out, amounting to six sail of the line, one of them of three decks, and four frigates. Their object seemed to be to capture the Euryalus and Sheerwater, and Captain Blackwood, in order to save them, thought it necessary to risque an engagement, though so near the enemy's harbour, and with a force so superior.

At first the enemy seemed equally resolved to fight; but after firing their broadsides they tacked. The British followed their example, but they could not succeed in forcing them to a decided and close engagement. Captain Blackwood, however, had the satisfaction in saving the Euryalus and Sheerwater by his brave and judicious conduct.

So numerous and active were the ships of British this year, that the enemy's coasting trade was greatly annoyed by them. In order to protect this they were obliged to

erect batteries at short distances, and also to have flying batteries, which with light troops might be sent wherever there was danger from the British ships. But even these were often of no avail; as the following narrative will prove.

Captain Neale of the *Caledonia*, finding that some small craft, laden with timber and provisions on account of the French government, had sought protection under a battery between Rochelle and the Isle of Aix, resolved to land, and by destroying the batteries to capture them. One hundred and thirty marines were accordingly embarked in boats, and landed in a gallant style. They immediately pushed forward with the bayonet, and succeeded in carrying the battery and spiking all the guns. Soon afterwards a considerable body of men advanced from the village, but they were checked in their approach by a warm fire from the marines and the boat. The enemy now brought up a field piece to flank the line, which was immediately charged with the bayonet and taken. The object of the service being now executed by the capture of two of the brigs and the destruction of the other by fire, the marines were re-embarked in perfect order and safety.

In the beginning of November Captain Hautayne of the *Quebec*, being off the Texel, discovered a French privateer schooner in the Vlie Strom. This he was resolved to carry by his boats: accordingly they set out on the enterprise; they had to pull against a very strong tide, and found the enemy fully prepared for them: the privateer was nearly surrounded by sands, on which the boats grounded, and in this situation they received three broadsides from cannon and musketry. However they extricated themselves, and boarded the enemy. An obstinate contest took place on deck; but the vessel was carried: she proved to be *La Jeune Louise*, of fourteen guns, and thirty-five men.

In the same month, Captain Grant of the *Diana*, Captain Malcolm of the *Donegal*, and Captain Loring of the *Niobe*, attacked two French frigates in shore near La Hogue. One was run aground; and the other seemed in a position where she might be carried; but notwithstanding all their efforts they could not succeed, though the enemy sustained very great injury.

The next enterprise deserves to be narrated in the official dispatch, with Admiral Cotton's introductory letter.

Admiralty Office, Nov. 24.

Copy of a Letter from Admiral Sir Charles Cotton, Bart. Commander-in-Chief of His Majesty's ships and vessels in the Mediterranean, to J. W. Croker, Esq. dated on board the San Joseph, off Toulon, Sept. 18.

“ Sir,

“ I cannot desist from forwarding to the lords commissioners of the Admiralty, the inclosed detailed account of a gallant enterprise performed by the boats of the *Amphion*, *Active*, and *Cerberus*, which resulted in the surrender of the garrison of Grao, and the capture and destruction of a convoy of the enemy from Trieste.

“ C. COTTON.”

“ *Amphion*, Gulf of Trieste, June 29.

“ Sir,

“ A convoy of several vessels from Trieste were chased into the harbour of Grao by the boats of the *Amphion* yesterday morning: and the officer (Lieutenant Slaughter) on his return, reported they were laden with naval stores for the arsenal at Venice. As the Italian government are making great exertions at the present moment to fit out their marine at that port, the capture of this convoy became an object of importance; and I was the more induced to attempt it, as its protection (it was said) con-

sisted only in twenty-five soldiers stationed at Grao, an open town in the Friule. The sequel will shew that we were both deceived as to the number of the garrison, and the strength of the place; and if I should enter too much into detail in relating to you the circumstances attending its capture, I trust, Sir, you will consider it on my part as only an anxious desire to do justice to the gallant exertions of those who were employed on the occasion. The shoals of Groa prevent the near approach of shipping of burden, the capture of the convoy therefore was necessarily confined to boat service; and I telegraphed to His Majesty's ships Cerberus and Active, on the evening of the 28th, that their boats and marines should assemble alongside the Amphion by twelve o'clock that night. It fell calm in the early part of the evening; and conceiving from our distance from Grao, that the boats of the Active (which was considerably in the offing) would not arrive in time, I wrote to Captain Gordon to request they might be sent immediately. I mention this as it will account why that ship's boats and marines were not in the station assigned them in the attack, and that no possible blame can be imputed to the officers and men employed in them for their not being present, as distance alone prevented them. Captain Whitby, of the Cerberus, very handsomely volunteered his services on this occasion; but I considered it as a fair opportunity for my second lieutenant, Slaughter (the first lieutenant being absent, having been detached on other service, in the barge, the day before) to distinguish himself; and he has fully in every way justified the confidence I had in him. The convoy were moored in a river above the town of Grao; and it was absolutely necessary to be first in possession of it; the defences of the town were two old castles, almost in ruins, with loop-holes for musketry, and a deep ditch in their front, extending from one castle to the other. The boats from the Amphion and Cerberus put off from the ship

about forty minutes past eleven ; and the marines of both ships, under Lieutenants Moore and Brattle, of the marines, and Lieutenant Dickenson, of the *Cerberus*, the whole under the command of Lieutenant Slaughter, landed without musket-shot to the right of the town, before daylight, and instantly advanced to the attack ; the launches with carronades, under Lieutenant O'Brien, third of the *Amphion*, accompanying them along shore. It had been intended that the *Amphion's* and *Active's* should have landed to the right of the town, and the *Cerberus* to the left ; but the former boats not arriving, Lieutenant Slaughter very properly took the *Cerberus's* with him, and left the gig to direct the *Active's* to the left : of course they had much further to row, and, much to the regret of all, did not get on shore till after the place was taken. A very heavy firing commenced about dawn of day ; the enemy considerably stronger than was imagined, and assisted by a numerous peasantry, kept up a very destructive fire upon our men whilst advancing, who purposely retired a little to the left, taking shelter under some hillocks, and what the unevenness of the ground afforded. They were followed by the French troops, who conceiving this to be a retreat on the boats, quitted their advantageous position, and charged with the bayonet. It no longer became a contest to be decided by musketry—they were received with the steadiness and bravery inherent in Englishmen : both officers and men were personally engaged hand to hand ; and out of the number killed of the enemy in this encounter eight were bayonet wounds : which will convince you, Sir, of the nature of the attack. A struggle of this kind could not last long, and the French troops endeavoured, in great confusion, to regain their former position. They were closely pursued, and charged in their turn, which decided the business ; and the whole detachment of the enemy, consisting of a lieutenant, serjeant, and thirty-eight pri-

vates of the 81st regiment (all Frenchmen) were made prisoners, leaving our brave men in possession of the town, and twenty-five vessels laden with stores and merchandize. The Active's boats landed at this moment to the left; and her marines, under Lieutenant Foley, were of great use in completely securing the advantages gained. Every exertion was now made to get the convoy out of the river; but it being almost low water, it was late in the evening before they could be got afloat, and much labour and fatigue was occasioned, being obliged to shift the cargoes into smaller vessels to get them over the bar. About eleven o'clock in the forenoon an attack was made on the town by a party of French troops coming from Maran, a village in the interior; the force nearest them, under Lieutenants Slaughter, Moore, and Mears, of the Active, instantly attacked, assisted by the launches in the river; and the enemy, finding all resistance ineffectual, after losing two killed, threw down their arms, and surrendered. In this latter business a lieutenant, and twenty-two men of the 5th regiment of light infantry (all French troops) were made prisoners. The same intrepidity which had insured success before, was equally conspicuous on this occasion. About seven in the evening I had the satisfaction of seeing the whole detachment coming off to the squadron, which I had anchored about four miles from the town directly the wind allowed; and every thing was secured by eight o'clock.

“ [Captain Hoste then modestly declines all merit in planning the enterprise in favour of those who so gallantly executed it. He recommends, in warm terms, to the consideration of their lordships Lieutenant Slaughter, with Lieutenants Dickenson of the Cerberus, and Moore and Brattle of the marines; the latter of whom was severely wounded in the thigh. The captured vessels were laden with steel. The prisoners are two lieutenants, two serjeants, and fifty-six privates of the 5th and 81st regi-

ments, which composed part of General Marmont's army, and distinguished themselves at the battle of Wagram.]

“ W. Hoste.”

“ Our loss consists in four killed, and eight wounded; the enemy's, ten killed, and eight wounded. Twenty-six vessels were burnt, and five brought out and sent to Lissa with cargoes.”

Hitherto in our narrative of this year's transactions we have had to record no action attended by an unfortunate issue; but we must close this year with one of this description;—though unfortunate, however it was far from dishonourable.

This disastrous action took place in the Isle of France. Port Bourbon, the ancient Gros Port, at the revolution named Port South East, and since Port Imperial, is one of the principal ports in this island: its entrance is defended by Isle de la Passe, a coral rock, one league off shore, on which is a circular battery and barracks. This inlet had fallen by assault by a party sent from the frigates *Sirius*, Captain Pym; *Magicienne*, Captain Curtis; the *Iphigenia*, Captain Lambert, and the *Nereade*. Soon after this the French frigates *Bellona*, *Minerva*; and *Victor*, with their prizes the East India Company's ships, the *Ceylon* and *Windham*, arrived, and run into Port South East. The *Windham* was recaptured by the *Sirius*, and immediately afterwards Captain Pym resolved to attack the frigates; but not being aware of the difficulties of the navigation, just as the British frigates got near the enemy, the *Sirius* grounded on a small bank; the *Magicienne* also run ashore. The *Nereade*, Captain Willoughby, was now exposed to the whole fire of the enemy; and in a short time the captain, and every officer and man on board, were either killed or wounded. Captain Lambert, in the *Iphigenia*, would have run down to her assistance, but a shoal intervened. In the mean time every possible

endeavour was exerted to get off the *Sirius* and *Magicienne*, but this being ineffectual, Captain Pym resolved to burn these frigates, and to warp the *Iphigenia* close to the *Isle de la Passe*, on which the crews of the *Sirius* and *Magicienne* were landed. Here however they were soon obliged to surrender.

The *Isle of France* itself, however, fell into our hands this year, and thus the *Nereide*, as well as several French frigates, were taken. Before this event took place, these seas witnessed another disaster attending the British navy. The *Boadicea*, Captain Rowley, in company with the *Otter* sloop, and *Staunch* brig, sailed to attack the *Astrea* and *Iphigenia* frigates. Being joined during the chase by the *Africaine*, Captain Corbett, the latter, by her superior sailing, closed with the enemy; and becoming unmanageable under the fire of both ships, was after a gallant contest compelled to strike; the *Boadicea* being prevented by light and variable winds from affording her the least assistance. The *Africaine* had her captain and thirty-six men killed, and seventy-one wounded. But in a few hours Captain Rowley not only retook the *Africaine* and *Ceylon*, but also captured the *Venus*, a fine French frigate, of forty-four guns and three hundred and eighty men.

Besides the *Isle of France*, the *Isle of Bourbon*, and the *Isles of Amboyna* and *Banda* were captured by the British this year.

This year was peculiarly unfortunate in the loss of our ships of war: two frigates, the *Nymphe*, Hon. Captain Clay, and the *Pallas*, Captain Macke, were coming up the *Forth of Firth*, at the rate of ten knots an hour, when by the pilot mistaking a lime kiln for the *May Light-House*, ran ashore and soon broke to pieces. Only twelve men of the *Pallas* were lost. The *Minotaur*, of seventy-four guns, Captain Barret, was wrecked off the Dutch coast; only one hundred and ten men out of six hundred

saved. The Satellite, of sixteen guns, Hon. Captain Bertie, foundered at sea, and all perished.

From the nature of this work our readers cannot expect that we should enter upon the political history of Great Britain except only generally, and in those cases which are of the greatest importance, or closely connected with the Naval History of the country. We shall therefore only briefly mention that towards the end of the year 1810 the King relapsed into that malady which afflicted him in the year 1788, and that the Prince of Wales was appointed Regent, at first with limited and afterwards with full powers. Contrary to expectation he retained his father's ministers, and pursued his father's measures.

On the 20th of February, 1811, the house of commons having resolved itself into a committee of supply, Mr. Yorke said, that, notwithstanding the numerous and brilliant successes of the navy, the situation of affairs in the north of Europe rendered any reduction impracticable in the navy estimates in the course of the year: he then moved that the number of men for the service of the navy, during the current year, should be one hundred and forty-five thousand. The following sums were afterwards voted for the various branches of the naval service; wages, three millions, three hundred and forty-five thousand, eight hundred and seventy-five pounds. Victuals, four millions four hundred and fifty-three thousand, three hundred and twelve pounds. Wear and tear, three millions, six hundred and seventy-five, seven hundred and fifty pounds; and ordnance, six hundred and fifty-nine thousand, seven hundred and fifty pounds. On the 15th of March the house having resolved itself into a committee of supply, Mr. Yorke submitted the details of the ordinary and extraordinary estimates of the navy, and concluded by moving several resolutions for the aggregate sum of four millions, sixty-three thousand pounds; and stated that the

excess of one hundred and twenty-six thousand pounds beyond the estimates of last year, was occasioned by the two great items of nine hundred and twenty-four thousand, three hundred and thirty-six pounds for prisoners of war, and thirty-two thousand, three hundred and eighty-eight pounds, for the salaries and contingencies of affairs. Mr. Hutchinson repeated his complaint that more advantages were not held out to the marine corps, and that their field officers were not encreased. Mr. Huskisson was glad to learn that a considerable diminution would in future take place in the annual charge for transports, and that it was the intention of government to employ ships of war to convey troops abroad, as they were found much better calculated to resist the dangers of the sea, and repel the attacks of the enemy, as well as more expeditious in reaching their destination. In the present situation of the enemy's navy, he observed, he thought it unnecessary for us to build more new ships, as it only diminished the quantity of our timber, and enhanced its price. Sir C. Pole and Admiral Harvey, expressed their approbation of the manner in which the estimates had been brought forward, and the former acknowledged that a number of useful regulations had been established since the appointment of Mr. Yorke, as first lord of the admiralty. Mr. Croker stated that three thousand pounds was annually saved to the country in consequence of the first lord of the admiralty declining to accept that part of his salary since he received another situation from the crown. Mr. Bankes expressed his surprise, that instead of a reduction in the expenses of the navy this year, they had encreased: in reply to this Mr. Yorke stated that the enemy had still sixty-six ships of the line, and forty-six frigates at his disposal; and that he was making exertions to encrease the number.

The British navy during this year continued to afford considerable assistance to the cause of the Spanish patriots, particularly before Cadiz which was besieged by the common

enemy; but as their co-operation does not present us with any striking details, nor was attended this year with any decisive results, we shall content ourselves with this brief notice of it.

The first event this year, that we shall particularly mention, was the repulse of the Danes in their attack on the island of Anholt: this island lies in the Baltic, eight miles from Jutland and seven from Smaland: it is surrounded by dangerous rocks. Soon after the rupture between the Danes and the English, it had been taken and garrisoned by the latter, and the Danes were exceedingly anxious to recapture it. The circumstances attending the repulse of the Danes are so honorable to Captain Maurice, the commandant of the island, that we transcribe his official account of the transaction.

Forte Yorke, Island of Anholt, March 27.

“SIR,

“I reported to you in my letter of the 10th ultimo my having received information of an intended attack on this island by the Danes. On the 8th instant I received corroboration of this intelligence; but as every exertion had been made to complete the work as well as our materials would allow, and as piquets were nightly stationed from one extreme of the island to the other in order to prevent surprise, I waited with confidence the meditated attack. Yesterday His Majesty’s ship Tartar anchored on the north side of the island. The enemy’s flotilla and army, consisting in all of nearly four thousand men, have this day, after a close combat of four hours and a half, received a most complete and decisive defeat, and are fled back to their ports with the loss of three pieces of cannon, and upwards of five hundred prisoners; and a number greater by one hundred and fifty men than the garrison I command. I am now to detail the proceeding of the day. In the morning, just before dawn, the out-piquets on the

south side of the island made the signal for the enemy's being in sight. The garrison was immediately put under arms, and I lost not a moment in proceeding with the brigade of howitzers, and two hundred infantry, accompanied by Captain Torrens (who had hitherto acted as major commandant to the battalion), in order to oppose their landing. On ascending an elevation, for the purpose of reconnoitring, I discovered the landing had already been effected, under the cover of darkness and a fog, and that the enemy were advancing rapidly and in great numbers. On both wings the enemy now far outflanked us, and I saw that if we continued to advance, they would get between us and our works; I instantly ordered a retreat, which was effected in good order, and without loss, although the enemy were within pistol-shot of our rear, and seemed determined to enter our batteries by storm; but Fort Yorke and Massareene batteries opened such a well-directed fire of grape and musketry, that the assailants were obliged to fall back and shelter themselves under the sand hills. As the day lightened, we perceived that the enemy's flotilla, consisting of eighteen gun-boats, had taken up a position on the south side of the island at point-blank shot. I ordered the signal to be made to the Tartar and Sheldrake that the enemy had landed, upon which these vessels immediately weighed, and under a heavy press of sail used every endeavour to beat up the south side; but the extent of shoals threw them out so many miles, that it was some hours before their intention could be accomplished. The gun boats now opened a very heavy fire on our works, while a column of about six hundred men crossed the island to the westward, and took up a position on the northern shore, covered by hillocks of sand, by breaks and inequality of ground. Another column made many attempts to carry the Massareene battery by storm, but were as often repulsed, and compelled to cover themselves under hillocks of sand, which on this

island are thrown up by every gale. The column on the south-side had now succeeded in bringing up a field piece against us, and Captain Holloway, who had commanded at the advanced post, joined us by water. I had been under great apprehension that this officer had fallen into the hands of the enemy; but finding, after several gallant attempts, that he was cut off from reaching headquarters by land, he, with the coolest judgment, launched a boat, and landed his party under Fort Yorke amidst the acclamations of the garrison. Immediately afterwards, Lieutenant H. L. Baker, who, with Lieutenant Turnbull, of the royal marines, and some brave volunteers, had in the Anholt schooner gone on the daring enterprize of destroying the enemy's flotilla in his ports, bore down along the north side of the island. Things were in this position, when, the column on the northern shore, which, divided by the sand hills, had approached within fifty paces of our lines, made another desperate effort to carry the Massareene battery by storm; the column to the south-east also pushed on, and the reserve appeared on the hills ready to support them; but while the commanding officer was leading on his men with great gallantry, a musket ball put a period to his life. Panic-struck by the loss of their chief, the enemy again fell back, and sheltered themselves behind the sand hills. At this critical moment Lieutenant Baker, with great skill and gallantry, anchored his vessel on their flank, and opened a well-directed fire. The sand hills being no longer a protection, and finding it impossible either to advance or retreat, the assailants hung out a flag of truce, and offered to surrender upon terms; but I would listen to nothing but an unconditional surrender, which, after some deliberation, was complied with. In the mean time the gun-boats on the south side, which had been much galled by the fire of Fort Yorke, and Massareene battery, got under weigh, and stood to the westward, and the column of the enemy which had advanced

on the south side, finding their retreat no longer covered by the flotilla, also hung out a flag of truce, and I sent out an officer to meet it. I was asked to surrender; the reply that I returned, it is unnecessary to mention. The enemy finding my determination, sought permission to embark without molestation; but I would listen to nothing but an unconditional submission; and I have the pleasure to inform you, that this corps also laid down their arms, and surrendered themselves prisoners of war. The prisoners, which were now more numerous than my small garrison, were no sooner secured, than operations were commenced against the reserve, which had been seen retreating to the westward of the island. I took the field with Major Torrens (who, though wounded, insisted on accompanying me) and Lieutenant and Adjutant Steele; but, as our prisoners were so numerous, and as we had no place of security in which to place them, I could only employ on this occasion the brigade of howitzers under Lieutenants R. C. Steele and Bezant, of the royal marine artillery, and part of the light company commanded by Lieutenant Turnbull. When we arrived at the west end of the island, we found that the enemy had formed on the beach, and were protected by fourteen gun-boats towed close to the shore. To attack such a force, with four howitzers and forty men, seemed an useless sacrifice of brave men's lives; I therefore with the advice of Major Torrens halted on the hills, while I reluctantly saw the reserve embarked under cover of the gun-boats, and the flotilla take a final leave of the island. I am happy to say, our loss has not been so considerable as might have been expected from so desperate an attack, we having only two killed and thirty wounded. The enemy have suffered severely; we have buried between thirty and forty of their dead, and have received in the hospital twenty-three of their wounded; most of them have undergone amputations, three since dead of their wounds, besides a great

number which they carried off the field to their boats. Major Melsteat, the commandant, fell in the field; Captain Borgan, the next in command, wounded in the arm; Captain Prutz, Adjutant-general to the commander of the forces in Jutland, lost both his legs; since dead. The most pleasing part of my duty is to bear testimony to the zeal, energy, and intrepidity of the officers and men I had the honor to command: to particularize would be impossible; the same ardor inspired the whole. To Lieutenant Baker, next in command, who will have the honor of delivering this dispatch, and will give you every information you may require, I am much indebted; his merit and zeal as an officer, which I have some years been acquainted with, and his volunteering with me on this service, claim my warmest esteem. Captain Torrens, the senior officer of the royal marines, and who acted as commandant of the garrison, bore a conspicuous part of this day; and although wounded, I did not lose his valuable service and able support. The discipline and state of perfection to which he had brought the battalion is highly creditable to him as an officer. Lieutenant R. C. Steele, senior officer of royal marine artillery, also claims my warmest acknowledgments for the arrangements he made, which enabled us to keep so heavy and destructive a fire: Captain Steele, Lieutenant and Quarter-Master Fischer, senior subaltern, Lieutenant and Adjutant Steele, Lieutenants Stewart, Gray, Ford, Jellico, Atkinson, and Curtayne, all merit my warmest acknowledgments for the assistance they afforded me. Lieutenant Bezant, of the royal military artillery, deserves every commendation I can give him for his cool and able judgment in the direction of the guns on the Massareene battery. Lieutenant Turnbull, who acted as captain of the light company, when we pursued the reserve, manifested such zeal and energy, that I have no doubt, had we brought the enemy again to action, he would have borne a very conspicuous

part. I cannot sufficiently express my thanks to Captains Baker and Stewart of the Tartar and Sheldrake, for their great exertions to get round to the flotilla; and had the wind the least favored them, they would have destroyed the whole. I am happy to add, that the property belonging to the merchants has been fully protected without meeting with the least loss. The expedition sailed from the Randers, commanded by Major Melsteat (an officer of great distinction), and consisted of the following corps.—second battalion of Jutland Sharp Shooters,—fourth battalion second regiment of Jutland Yagers,—first regiment of Jutland Infantry, with some others, the names of which cannot be ascertained. I have the honor to enclose the article of surrender, a return of killed and wounded, and a list of Danish officers killed and taken. Also a return of ordnance stores taken.

J. W. MAURICE, Commandant.

[Of the garrison of Anholt, only two were killed and thirty wounded; among the latter is Captain Torrens, slightly. Of the Danes, one major, two captains, and one lieutenant were killed; and five captains, two adjutants, nine lieutenants, and five hundred and four rank and file taken, exclusive of wounded. The ordnance stores taken consisted of one brass four-pounder, twenty-four inch mortars, four hundred and eighty-four muskets and bayonets complete, four hundred and seventy swords, sixteen thousand musket ball cartridges, and fourteen four-inch shells fixed.

“A letter from Captain Baker, of the Tartar, and another from Captain Stewart, of the Sheldrake, follow. The enemy’s flotilla, on the Tartar having in sight, made off; but their sixteen gun-boats declined an action with the Sheldrake, and lost two of their number in flight.”]

Captain Maurice soon after he had repulsed the Danes,

proved himself to be an honourable and generous, as well as a brave enemy; for he sent a letter to the commander in chief in Jutland, in which he informed him, that in consideration of the bravery of the Danish troops, he had opened a cartel, and sent twenty prisoners on their parole; at the same time assuring the commander that the greatest care should be taken of the wounded; and that the commander-in-chief of the expedition, who had died in the field of honour, where he manifested so much bravery, should be interred with all the honours due to a man who perished with so much glory.

It was mentioned in the narrative of last year, that the government of the United States of America had passed an act by which all commerce and friendly intercourse with Great Britain was to be interdicted after the 2d of February ensuing, provided no repeal of its orders in council should previously have taken place. Such repeal not being made, Mr. Pinckney, the American resident, had his audience of leave of the Prince Regent on the 1st of March, and from that time, the Americans acted, as if the French edicts against American commerce were revoked, and the English orders were still in force; whence their ports were open to the ships of the former power, and closed to those of the latter. In this state of things, an incident occurred which was likely to have brought on immediate hostilities: we allude to the action between the *Little Belt* and the *President*.

On the 16th of May, about fifteen leagues from the coast of America, the English sloop of war, Captain Bingham, came in sight of the United States frigate, *President*, Commodore Rogers, to which he gave chase. The other bore down, and the chase was renewed:—At length, in the evening, the two ships came within hail of each other:—as what followed is differently related by the two parties we shall give the statement of each.

Admiralty Office, July 16.

“ A letter from Rear-admiral Sawyer, commander-in-chief on the North American station, incloses the following official account from Captain Bingham, of the attack upon the Little Belt sloop of war by the President frigate of forty-four guns, Commodore Rogers. *

Little Belt, May 21, 1811.

Lat. 36 deg. 53 min. N. ;

Long. 71 deg. 49 min. W.

Cape Charles bearing West 48 miles.

“ SIR,

“ I beg leave to acquaint you, that, in pursuance of your orders to join His Majesty’s ship *Guerreiere*, and

* By the New York papers, we are put in possession of Commodore Rogers’s account ; by which it appears that the two commanders are at complete issue on their statements as to which ship fired the first shot. Commodore Rogers professes to regret the necessity of an action, and more especially the loss of lives on board the *Little Belt*; but maintains, that, under the circumstances in which he was placed, it was a duty incumbent on him to avenge the insult committed upon the American flag. He states, that he discovered at a considerable distance, that the *Little Belt* was a ship of war, and in consequence gave chase to her nearly the whole of the day, and came up with her at the close of the evening, when it was too dark to discover her force, or to what nation she belonged. The *Little Belt* having brought to, and, according to the American official account, being about seventy yards distance from the *President*, Commodore Rogers asked “ What ship is that ? ” To this inquiry no answer was given : but Captain Bingham, in return, asked, “ What ship is that ? ” Commodore Rogers, having asked the first question, says, “ Common politeness entiled me to the first answer : after a pause of fifteen or twenty seconds, I reiterated my first enquiry of ‘ What ship is that ? ’ and before I had time to take the trumpet from my mouth, was answered by a shot that cut off one of our maintop-mast breast back-stays, and went into our mainmast : at this instant Capt. Caldwell observing, “ Sir, she has fired at us,” caused me to pause for a moment ; for, just as I was in

being on my return from the northward, not having fallen in with her, that at about 11 A. M. May 16th, saw a strange sail, to which I immediately gave chase: at one P. M. discovered her to be a man of war, apparently a frigate, standing to the eastward, who, when he made us out, edged away for us, and set his royals; made the signal two hundred and seventy-five, and finding it not answered, concluded she was an American frigate, as he had a commodore's blue pendant flying at the main; hoisted the colours, and made all sail south, the course I intended steering round Cape Hatteras; the stranger edging away, but not making any more sail. At half-past three he made sail in chace, when I made the private signal, which was not answered. At half-past six, finding he gained so considerably on us as not to be able to elude him during the night, being within gun shot, and clearly discerning the stars in his broad pendant, I imagined the more prudent method was to bring to, and hoist the colours, that no mistake might arise, and that he might see what we were; the ship was therefore brought to, colours hoisted, guns double-shotted, and every preparation made in case of a surprise. By his manner of steering down, he evidently wished to lay his ship in a position for raking, which I frustrated by wearing three times. About a quarter past eight he came within hail. I hailed, and asked what ship it was? He repeated my question.

the act of giving an order to fire a shot in return, and before I had time to resume the repetition of the intended order, a shot was actually fired from the second division of this ship, and was scarcely out of the gun before it was answered from our assumed enemy by three others in quick succession, and soon after the rest of his broadside and musketry." Such is Commodore Rogers's statement as to the firing of the first shot. The rest of the account consists of the particulars of the action, and his conduct towards the *Little Belt* the next morning, when he learned her force, to what nation she belonged, &c.

I again hailed, and asked what ship it was? He again repeated my words, and fired a broadside, which I immediately returned. The action then became general, and continued so for about three quarters of an hour, when he ceased firing, and appeared to be on fire about the main hatchway. He then filled. I was obliged to desist from firing, as the ship falling off, no gun would bear, and I had no aftersail to keep her to. All the rigging and sails cut to pieces, not a brace or bowline left, he hailed, and asked what ship this was; I told him; he then asked me if I had struck my colours? My answer was, no; and asked what ship it was? As plainly as I could understand (he having shot some distance at this time), he answered, the United States frigate. He fired no more guns, but stood from us, giving no reason for his most extraordinary conduct. At day-light in the morning, saw a ship to windward, which, having made out well what we were, bore up, and passed within hail, fully prepared for action. About eight o'clock he hailed, and said, if I pleased he would send a boat on board; I replied in the affirmative, and a boat accordingly came with an officer, and a message from Commodore Rogers, of the President United States frigate, to say that he lamented much the unfortunate affair (as he termed it) that had happened, and that had he known our force was so inferior, he should not have fired at me. I asked his motive for having fired at all; his reply was, that we fired the first gun at him; which was positively not the case. I cautioned both the officers and men to be particularly careful, and not suffer any more than one man to be at the gun. Nor is it probable that a sloop of war within pistol-shot of a large forty-four gun frigate should commence hostilities. He offered me every assistance I stood in need of, and submitted to me that I had better put into one of the ports of the United States; which I immediately declined. By the manner in which he apologised, it appeared to me evident, that he had fallen in

with a British frigate, he would certainly have brought her to action; and what further confirms me in that opinion is, that his guns were not only loaded with round and grape shot, but with every scrap of iron that could possibly be collected. I have to lament the loss of thirty-two men killed and wounded, among whom is the master. His Majesty's sloop is much damaged in her masts, sails, rigging, and hull; and as there are many shot through between wind and water, and many shots still remaining in her side, and upper works all shot away, starboard pump also, I have judged it proper to proceed to Halifax, which will, I hope, meet with your approbation. I cannot speak in too high terms of the officers and men I have the honour to command, for their steady and active conduct throughout the whole of this business, who had much to do, as a gale of wind came on the second night after the action. My first Lieutenant Mr. John Moberly, who is in every respect a most excellent officer, afforded me very great assistance in stopping the leaks himself in the gale, securing the masts, and doing every thing in his power. It would be the greatest injustice, was I not also to speak most highly of Lieutenant Lovell, second Lieutenant; of Mr. M'Queen, master, who, as I have before stated, was wounded in the right arm in nearly the middle of the action: and Mr. Wilson, master's-mate. Indeed the conduct of every officer and man was so good, it is impossible for me to discriminate. I beg leave to inclose a list of the thirty-two men killed and wounded, most of them mortally, I fear. I hope, Sir, in this affair I shall appear to have done my duty, and conducted myself as I ought to have done against so superior a force, and that the honour of the British colours was well supported.

“ A. B. BINGHAM, Captain.”

“ By a list subjoined, it appears that Mr. Woodward, midshipman, and eight seamen, were killed, and twenty-

three seamen wounded, of whom two died within twenty-four hours after the action. It appears by a copy of Admiral Sawyer's orders, under which Captain Bingham was cruising, that he was directed to proceed off Charlestown, to deliver a packet to Captain Pechell of the *Guerriere*; in failure of meeting the *Guerriere* off Charlestown, he was to stand to the Northward, and endeavour to join him off the Capes of Virginia or off New York, and in the event of not meeting, to cruize as long as his provisions and water would last. He was also directed to be particularly careful not to give any just cause of offence to the government or subjects of the United States, and to give very particular orders to this effect to the officers he might have occasion to send on board the ships under the American flag."

As the governments of the two countries disavowed any hostile orders given to their respective commanders, no other consequence followed than a temporary exasperation.

Buonaparte this year was principally intent on his projects of entirely excluding the British commerce from the continent, and of raising a navy, which in time might contend with that of England for the dominion of the sea. On the 1st of January he annexed Hamburgh to the French empire, principally with a view to carry this plan into more complete execution. The plan of a marine conscription was presented to Buonaparte's senate, and of course received its ratification; at the same time seamen were collected from all parts of the empire and sent to Antwerp, where his fleet lay.

With a view probably to conciliate the affections of the people of Holland, which had been lately annexed to France, also to accelerate his military preparations, he set out from Paris in the month of September, on a tour to the sea-coast: at Boulogne he ordered his flotilla to make an attack on the *Naiad*, Captain Carteret, which was ly-

ing off that port; this attack terminated only in his mortification, as will appear by the following official details given by Captain Carteret, in a letter to Rear-admiral Foley.

“ *Naiad, off Boulogne, September 21.*

“ SIR,

“ Yesterday morning, while this ship was at anchor off this place, much bustle was observed among the enemy’s flotilla, moored along shore, close under the batteries of their bay, which seemed to indicate that some affair of moment was in agitation. At about noon, Buonaparte, in a barge accompanied by several officers, was distinctly seen to proceed along their line to the centre ship; which immediately hoisted the imperial standard at the main, and lowered it at his departure, substituting for it a Rear-admiral’s flag:—he afterwards visited others, and then continued in his boat for the rest of the evening.

“ Since it is so much within the well-known custom of that personage to adopt measures that confer supposed eclat on his presence, I concluded that something of that kind was about to take place. Accordingly, seven praams, each having twelve twenty-four pounders long guns, with one hundred and twenty men, and commanded by Rear-admiral Baste, stood towards this ship; being expressly ordered by the French ruler, as I have since learned, to attack us. As the wind was south-west, with a very strong flood-tide setting to the north-east while the enemy bore nearly south from us, it was clear that by weighing we could only increase our distance from him: so that our only chance of closing with him at all was by remaining at an anchor.

“ The *Naiad*, therefore, quietly awaited his attack in that position, with springs on her cable.

“ It was exclusively in the enemy’s own power to chuse the distance; each ship of his squadron stood within gun shot, gave us successively her broadsides,

tacked from us, and in that mode continuously repeated the attack. After this had so continued for three quarters of an hour, ten brigs (said to have four long twenty-four pounders) and one sloop (said to have two such guns), also weighed and joined the ships in occasionally cannonading us, which was thus kept up for upwards of two hours without intermission, and returned, I humbly hope, with sufficient effect by this ship.

“ At slack water the *Naiad* weighed her anchor and stood off, partly to repair some trivial damages, but chiefly by getting to windward, to be better enabled to close with the enemy, and get within shore of some, at least, of his flotilla. After standing off a short time, the *Naiad* tacked, and made all sail towards them; but at about sunset it became calm, when the enemy took up his anchorage under the batteries eastward of Boulogne, while the *Naiad* resumed hers in her former position.

“ In this affair not a British subject was hurt; and the damages sustained by this ship are too trifling for me to mention. I have indeed to apologise for dwelling so long on this affair; but my motive is the manner in which I understand it has been magnified by the enemy, and the extraordinary commendations which have been lavished on the Frenchmen engaged in it by their ruler. It is fitting, therefore, that His Majesty's government should know the real state of the case; and the Lords of the Admiralty may rest assured, that every officer and man on board the *Naiad* did zealously and steadily fulfil his duty.

“ I have, &c.

“ PHILIP CARTERET, Capt.”

“ *Naiad* off Boulogne, September 21.

“ SIR,

“ This morning, at seven, that part of the enemy's flotilla which was anchored to the eastward of Boulogne, consisting of seven praams, and fifteen smaller vessels,

chiefly brigs, weighed and stood out on the larboard tack, the wind being S. W. ; apparently to renew the same kind of distant cannonade which took place yesterday: different however, from yesterday, for there was now a weather tide. The Naiad, therefore, weighed, and getting well to windward, joined the brigs Rinaldo, Redpole, and Castilian, with the Viper cutter, who had all zealously turned to windward in the course of the night, to support the Naiad in the expected conflict. We all lay to on the larboard tack, gradually drawing off shore, in the hope of imperceptibly inducing the enemy also to withdraw farther from the protection of his formidable batteries.

“ To make known the senior officer’s intentions, no other signals were deemed necessary, but ‘ to prepare to attack the enemy’s van,’ then standing out, led by Rear-admiral Baste, and ‘ not to fire until quite close to the enemy.’

“ Accordingly the moment the French Admiral tacked in shore, having reached his utmost distance, and was giving us his broadsides, the king’s small squadron bore up together with the utmost rapidity, and stood towards the enemy under all the sail each could conveniently carry, receiving a shower of shot and shells from the flotilla and batteries, without returning any until within pistol-shot, when the firing on both sides His Majesty’s cruizers threw the enemy into inextricable confusion. The French Admiral’s praam was the principal object of attack by this ship; but as that officer in leading had of course tacked first, and thereby acquired fresh way, and was now under much sail, pushing with great celerity for the batteries, it became impossible to reach him without too greatly hazarding His Majesty’s ship. Having however, succeeded in separating a praam from him, which had handsomely attempted to succour his chief, and which I had intended to consign to the particular care of Captains Anderson and M’Donald, of the Rinaldo, and Redpole,

while the Castilian attacked others, it now appeared best preferably to employ this ship in effectually securing her.

“ The Naiad accordingly ran her on board ; Mr. Grant, the master, lashed her along-side ; the small-arms men soon cleared her decks, and the boarders, sword in hand, completed her subjugation. Nevertheless, in justice to our brave enemy, it must be observed, that his resistance was most obstinate and gallant ; nor did it cease until fairly overpowered by the overwhelming force we so promptly applied. She is named La Ville de Lyons, was commanded by a Mons. Barbaud, who was severely wounded, and has on board a Mons. La Coupe, who, as commodore of a division, was entitled to a broad pendant. Like the other praams she has twelve long guns, twenty-four pounders (French) : but she had only one hundred and twelve men, sixty of whom were soldiers of the seventy-second regiment of the line. Between thirty and forty have been killed and wounded.

“ Meanwhile the three brigs completed the defeat of the enemy’s flotilla ; but I lament to say that the immediate proximity of the formidable batteries whereunto we had now so nearly approached, prevented the capture or destruction of more of their ships or vessels. But no blame can attach to any one on this account ; for all the commanders, officers, and crews, did bravely and skilfully perform their duty. If I may be permitted to mention those who served more immediately under my own eye, I must eagerly and fully testify to the merits of, and zealous support I received from Mr. Greenlaw, the first lieutenant of this ship, as well as from all the officers of every description, brave seamen, and royal marines, whom I have the pride and pleasure of commanding.

“ I have the honour herewith to inclose reports of our loss, which I rejoice to find so comparatively trivial, and

that Lieutenant Charles Cobb, of the *Castilian*, is the only officer that has fallen.

“ I have, &c.

“ P. CARTERET, Captain.”

A list of Officers and Men killed and wounded, September 21.

“ *Naiad*, Captain Carteret.—J. Ross and J. Draper, seamen, killed.—Lieutenant W. Morgan, marines, and Mr. J. Dover, midshipman, slightly wounded. R. Lovet, sail maker, W. Black, seaman, J. Wise, quarter-master, J. Leece, seaman, and J. Tully, and D. Francis, landmen, severely wounded. W. Jones, W. Hodges, J. Holston, J. Wall (2) D. Harley, E. Humphries, seamen, slightly wounded.

“ *Redpole*.—None killed or wounded.

“ *Castilian*.—Lieutenant Cobb, first lieutenant, killed; J. Collett, landman, severely wounded.

“ *Rinaldo*.—Mr. Swinard, Pilot, wounded.”

Although the British navy could no longer expect to meet with an adequate adversary on the ocean, yet various occasions were found this year of signalling its characteristic spirit of enterprise.

An English squadron of four frigates, of which Captain Hoste was the commodore, discovered on the 13th of March a French force of five frigates and six smaller vessels, with five hundred troops on board off the north point of the island of Lissa, on the coast of Dalmatia, which they had been sent to fortify and garrison. The French commodore, conceiving that his superiority would enable him to defeat the British squadron, bore down in two divisions to attack them; but he was rather disappointed when he found that Captain Hoste formed in a close line to receive him. The engagement began by an attempt of the French commander to manœuvre in such a

manner as would enable him to break the English line, but he failed completely in this; and while he was endeavouring to round the English van, he was so roughly treated, that his ship became unmanageable, and ran on the rocks. The action, however, was still maintained with great fury till two of the French frigates struck, two more bore away, under a press of sail, for the port of Lessina, and the small vessels dispersed in all directions. The result of this brilliant action was the burning of the ship of the French commodore, who was killed in the battle, and the capture of two others; a fourth which had struck her colours took an opportunity of stealing away, and was in vain reclaimed as lawful prize by Captain Hoste. The loss of the English amounted to two hundred in killed and wounded.

Off Madagascar a severe conflict took place in the month of May, between an English and a French squadron. Three French frigates, with troops on board, having appeared off the Mauritius, and borne away when they discovered that the island was in the hands of the British, Captain Schomberg, of the *Astrea* frigate, conjecturing that their destination was Tamatava, which the French had lately taken possession of, followed them to that place, accompanied by two other frigates and a sloop. On the 20th of May, the French frigates were discovered near Foul Point, in the island of Madagascar; when a partial engagement took place, in which the *Galatea*, one of Captain Schomberg's squadron, suffered so much in her masts, that she could not be brought again into action. On the next day the English, notwithstanding this discouraging circumstance, renewed the engagement, when the French commodore's ship, of forty-four guns, and four hundred and seventy men, of whom two hundred were picked troops, struck, after being reduced to a wreck; and another frigate struck, but made its escape. The English squadron then proceeded to Tamatava, and

obliged the fort and the vessels in the harbour to surrender. Among these was a frigate of forty-four guns, which had been in the late battle.

The Adriatic was the scene of another splendid enterprise, besides that of Captain Hoste. Captain Whitby, of the *Cerberus*, resolved to reconnoitre the coast of Italy, with that ship and the *Active*, in the hope of intercepting vessels which were reported to have sailed from Alcona to Corfu, and taken shelter in various harbours along the coast, in consequence of the prevalence of southerly winds. On the morning of the 12th of February, several vessels were discovered lying under the protection of the town of Ortano; these Captain Whitby resolved to bring out by his boats, if practicable. On the near approach of the boats to the vessels, a fire of great guns and small arms was immediately opened, soldiers being posted on the beach and hills which commanded the bay. The English, however, formed in close order, gave three hearty cheers, and in a few minutes cleared all before them—the men from the vessels and the troops on shore running in all directions. Besides the convoy, consisting of ten sail, taken, two large and well filled magazines were completely destroyed by fire. In order to prevent any annoyance while the prizes were brought out, the marines and small-arm men were landed, and actually planted the British flag at the very gates of the town. The gallantry of this enterprise will be more fully appreciated by giving a description of Ortano: the harbour is formed by a large pier running out into the sea, and connected with a range of hills leading to the town, which stands on the top of the highest, completely commanding the vessels in the bay and the road to it, so that the marines to gain the strong post they had, and to prevent being exposed to the severe fire of musketry, were obliged to climb up the rocks by their hands, with a risque of falling down a precipice every step they took.

The close of this year was remarkable for violent storms, occasioning great losses at sea. On the 4th of December, the Saldanha frigate, the Hon. Captain Pakenham, was lost off Lough Swilley, on the northern coast of Ireland, and every soul perished. She had sailed from the Lough a few days before, and was returning in consequence of the badness of the weather. One man got to land, but he was so weak that he could not speak, and he died in a few minutes. Captain Pakenham's body, and the bodies of two hundred of his crew were washed on shore. A dreadful gale in the German Ocean, on the 24th of December, was much more extremely fatal. The Hero, of seventy-four guns, Captain Newman, coming with a convoy from Wingo Sound, ran on the Haak sand, off the Texel; and every attempt to save the crew being ineffectual, they were all lost, when the ship went to pieces. Several vessels of the convoy shared the same fate. On the same day, the St. George, of ninety-eight guns, Admiral Reynolds, and the Defence, of seventy-four guns, Captain Atkins, sailing homeward from the Baltic, where the former had already lost all her masts, were stranded on the western coast of North Jutland: the consequence was that both ships were entirely lost, and only six men were saved from one ship, and eleven from the other.

This year the invention of Lieutenant Jekyll, of the Royal Navy, by which a ship's common hand-pump might be turned into a powerful fire engine, was ordered to be fitted on board the Venerable and Tigre, and to be added to every ship of war, as they came into port for repair. The invention is simple, and does not interfere with the common use of the ship's pump: it is so powerful that a strong column of water may be thrown over a twenty-gun ship's top-gallant-yard.

In the month of November this year, the British navy consisted of seven hundred and forty-six ships of war in

commission; of which one hundred and fifty-nine were of the line, twenty from fifty to forty-four guns; one hundred and sixty-nine frigates; one hundred and forty sloops of war; six fire ships; one hundred and fifty-three armed brigs; thirty-six cutters; and seventy gun vessels and luggers; besides which there were in ordinary repair for service and building several ships, which made the total amount to be one thousand and twenty-four, of which two hundred and sixty-one were of the line.

The parliamentary session was opened on January the 7th, 1812, with the speech of the Prince Regent, delivered by commission. As the Prince was soon to come into the unrestricted exercise of the royal authority, bills were brought into Parliament for the regulation of the civil list. A motion was also made early in the session for the repeal of the Orders in Council; and evidence on this subject was heard at great length. In the midst of this Mr. Perceval was assassinated. On his death attempts were made to bring Lord Grenville's party into power; but these not succeeding, Lord Liverpool was made prime minister.

During this political agitation, the examinations respecting the effects of the Orders in Council on the commercial interests of the nation were carried on with little interruption, in both Houses of Parliament; and a vast mass of evidence having been collected, a motion was made for an address to the Prince Regent, beseeching him to recal or suspend those orders, and to adopt such measures as might tend to conciliate neutral powers, without sacrificing the rights and dignity of His Majesty's crown. In the debate which followed Lord Castlereagh deprecated the attempt of bringing a question so important to a hasty decision, and intimated an intention in government of making a conciliatory proposition to America. The motion was at length withdrawn, on an understanding that an official instrument on the subject should

appear in the next gazette. Accordingly there appeared a declaration from the Prince Regent, absolutely revoking the Orders in Council as far as they regarded American vessels, upon the proviso, that if after the notification of this revocation by the British minister in America, the American government did not revoke their interdictory acts against British commerce, the same should be null and void. The opposition, who had strongly contended for the revocation of the Orders in Council, declared their entire satisfaction with the frank and manly conduct of government in the mode it had adopted; and it was generally hoped that by this proceeding an amicable intercourse between the two countries would be restored; but before the intelligence reached the United States, they were actually at war with Great Britain.

We have deemed it necessary to state these particulars relative to the British Orders in Council, as they involved us in a war with America, was the result; the naval operations of which were far from what were anticipated by Great Britain.

It is extremely probable that these orders would not have been revoked had Mr. Perceval been alive: besides an obstinacy of disposition which led him to cling to every measure he had once adopted, with more pertinacity than became a wise man, or a sagacious politician, he seemed to be so thoroughly convinced not only of the justice, but also of the expediency and advantages of the Orders in Council, that it is not likely he would have been induced by all the evidence laid before Parliament, respecting their prejudicial effects on our commerce, to have revoked them. As for the Americans they perhaps would have been content, and remained at peace, if we had revoked them earlier; but perceiving that we revoked them principally if not solely, because they were hurtful to our own commerce, they lost none of their

hostile disposition towards this country when they were revoked.

Before proceeding to the strictly Naval History of this year, we may briefly remark that even much more splendid naval actions than actually took place, would have been little regarded at a period when Lord Wellington was defeating the French in every quarter of the Peninsula, and when the power of Buonaparte was receiving a still more fatal blow by his mad invasion of the Russian Empire.

The sum voted for the supply of the navy, during the year 1812, amounted, exclusive of ordnance sea service, to nineteen million seven hundred and two thousand three hundred and ninety-nine pounds.

On the 21st of January a motion was made in the House of Commons respecting the Droits of Admiralty, by Mr. Brougham. It may perhaps be proper to premise that these droits belong to the crown, and arise principally from the proceeds of vessels captured from an enemy before the actual declaration of hostilities; but Mr. Brougham's motion embraced not only these droits, but also the revenues arising to the crown from the Duchies of Cornwall and Lancaster, the four and a half per cent. duties raised in Barbadoes and the Leeward Islands, and the surplus of the Scotch revenue: his principal topic, however, was the Droits of Admiralty; and as this branch of the question alone is naval, we shall confine ourselves to that part of the debate which regarded it.

He contended that the King had, by the constitution, no right to the Droits of the Admiralty: they were indeed supposed to be vested in him, because as Lord High Admiral of England, for the last century he had enjoyed them. These droits arose from all ships detained previously to a declaration of hostilities; all coming into port from ignorance of hostilities between this and other

countries; all taken before the issuing the proclamation; and those taken by non-commissioned captors: these were all sold, and the profits arising from the sale composed the Droits of the Admiralty. By the last returns laid before the house, on May 30, 1810, it appeared that the sum of seven million three hundred and forty-four thousand six hundred and sixty-seven pounds had been paid in on this account since the year 1793, and it might now be fairly stated at eight millions. Thus the crown was receiving an annual revenue of one hundred and eighty thousand pounds from a capital of eight millions, said to be vested in it. The questions for the house to decide were, therefore, whether by law the crown was separately possessed of these funds; and if this were the case, whether it were safe for the constitution that such a law should remain in force any longer.

With respect to the first question, Mr. Brougham adduced several facts to prove that regal droits were considered as destined for the service of the country; formerly perhaps when the expenses of war were defrayed, not by the people, but by the crown, it was but fair and just that the crown should have these droits; but now as the people paid exclusively for the war, the people ought exclusively to derive all advantages arising from it. He then remarked on the mode in which these droits were received and applied: they never went into the exchequer, but were paid from the Bank of England, on the authority, not of the privy seal, but of a warrant under the sign manual only. This he contended, and was ready to prove, was unconstitutional. He next adverted to the abuses of this fund. In the first place, it gave the crown an interest in going to war, in a way the least honourable to the national character. The Dutch war, in the reign of Charles II. was begun for the sole purpose of intercepting a rich Smyrna fleet; and he did not hesitate to attribute to the same disgraceful origin—the capture of the

Spanish frigates, at a period when a negotiation was carrying on by the ministers of both courts. He then pointed out the means it afforded the minister of paying some worthless minion, whose claims he durst not bring before Parliament. He concluded a long speech by moving a string of resolutions; the first of which declared that the possession by the crown of funds raised otherwise than by the grant of supplies by Parliament, is contrary to the spirit of the constitution; the subsequent resolutions proceeded to assert the right of the house to dispose of these funds.

The Attorney General strongly opposed the motion; he contended that the crown had a right to these droits. In the first year of the present King, eight hundred thousand pounds was settled upon him for life; in exchange for this he gave up certain sources of hereditary revenue; but the droits were not mentioned: it therefore remained with the crown. The next question was whether it ought to be taken from the crown? If it had been proved that it had been misapplied, then this question might properly be agitated; but as no case of misapplication had been made out, he thought the motion unnecessary, and should oppose it. After some other members had spoken, the house divided; when there appeared for Mr. Brougham's motion thirty-eight, against it ninety-three.

There were several spirited and well-fought naval actions this year, though none upon a large scale.

On the 27th of March, Mr. Harvey, commander of the sloop *Rosario*, off Dieppe, observed a flotilla of the enemy, consisting of twelve brigs and one lugger, standing along shore, and immediately made sail in the hope of cutting off the leewardmost. The flotilla formed into a line, and engaged the *Rosario* as she passed; and when she luffed up to attack the sternmost, they all bore up to support her, and endeavoured to close with the sloop. The commander not chusing with his small force to run

the risque of being boarded, bore away to a brig in the offing, which proved to be the Griffin, Captain Trollope, and made the signal for an enemy, which was answered. He then immediately hauled his wind, and pursuing the enemy, who was making all sail for Dieppe, began to harass his rear, and at length dashed into the midst of them, receiving and returning their whole fire. He succeeded in disabling some, and running others on shore, when he was joined by the Griffin. The result was that three of the flotilla were taken, two driven on shore, and the rest much damaged. This flotilla was proceeding from Boulogne to Cherburgh: each brig carried three long brass twenty-four pounders, and an eight inch brass howitzer, with a complement of fifty men; and they were assisted by batteries on shore, which kept up a constant fire of shot and shells. The loss on board the Rosario was notwithstanding only five wounded.

The Northumberland, Captain Hotham, having proceeded, according to orders, off L'Orient, with the Growler gun brig in company, two French frigates and a brig were seen crowding all sail to get into the port of L'Orient: Captain Hotham's first intention was to cut them off, to the windward of the island of Groa; but not being able to effect this, he caused the Northumberland to be pushed round the south-east end of the island, and get to the windward of the harbour's mouth before the enemy could reach it. He continued to beat to windward between Groa and the main land, in order to close with them, though he was exposed to the fire of the batteries on each side. The enemy at length bore up in a close line, with every sail set, and made a bold attempt to run between the Northumberland and the shore, under cover of the numerous batteries with which it is lined. But Captain Hotham perceiving their design, placed his ship in such a position as to meet them, with his head towards the shore: they perceiving this resolved to run all risques

of running ashore, and actually went so near it, that Captain Hotham did not deem it prudent to follow them. His measures therefore were to be changed; and he bore up, and steered parallel to them, at the distance of two cable's length, giving them broadsides, which were returned by a very brisk fire from the ships and batteries. Captain Hotham's object now was to prevent them from passing on the outside of a dry rock; but there was great and evident hazard in bringing his ship so near the rock as to prevent their passing: this, however, was effected by the skill and care of the master; and the French ships attempting, as the only alternative, to sail between the rock and the shore, all grounded. The tide was now falling; and the Northumberland took that opportunity to repair the damage she had sustained. As soon as this was done, and the tide served, she was brought to anchor, with her broadside bearing on the enemy's ships, which had fallen on their sides next the shore as the tide left them. A continued fire was kept on them for more than an hour; when their crews having quitted them, their bottoms pierced with shot, and one of them in flames, Captain Hotham got under sail, leaving the Growler to prevent by its fire the men from returning to their vessels. In the evening the first frigate blew up with a dreadful explosion; and soon afterwards the second appeared to be on fire: she also blew up during the night; and a third explosion heard next day was supposed to be occasioned by the brig. These vessels were the *Ariane* and *Andromache*, of forty-four guns and four hundred and fifty men each; and the *Mameluke* brig, of eighteen guns and one hundred and fifty men. They had been cruising in various parts of the Atlantic, and had destroyed thirty vessels, the most valuable part of the cargoes of which they had on board.

On the 7th of July, Captain Stewart, of His Majesty's ship *Dictator*, with three armed brigs, being off Mardoe,

on the coast of Norway, observed the mast heads of a Danish squadron above the rocks. Captain Robilliard, of the brig *Podargus*, which was in company, having a man on board who was acquainted with the place, offered to lead in to attack them; but running on shore, and the *Flamer* brig being left to assist her, Captain Stewart was supported only by the *Calypso*. This vessel led the way through a passage of twelve miles among the rocks, in some places so narrow that there was scarcely room for setting out their studding-sail-booms, till at length they came within reach of the enemy, who had been retiring before them under a press of sail. These consisted of the *Nayaden* frigate, of thirty-eight guns, but mounting fifty; three stout brigs, and twenty-five gun-boats, lying anchored close together in the small creek of *Lyngoe*. The *Dictator* ran her bow on the land, with her broadside to the enemy, and being seconded by the *Calypso*, their fire was so powerful that in half an hour the frigate was battered to pieces, and flames were seen bursting from her hatchways; the brigs had struck, and most of the gun-boats were beaten and some sunk. The *Podargus* and *Flamer*, while aground, were attacked by numerous gun-boats and batteries; but they were at length got afloat. At three in the afternoon the *Dictator*, *Calypso*, and their prizes were returning through the passages, when they were attacked by a division of gun-boats, so placed behind the rocks that no gun could be brought to bear upon them. In this situation the prizes ran aground, and it was necessary to abandon them. In this singular and desperate contest the English lost fifty men killed and wounded, and the Danes three hundred.

The naval success in the Danish seas was in some measure balanced by the loss of His Majesty's brig *Attack*, on the 18th of August. Being surrounded off *Foreness* in *Jutland* by fourteen gun vessels, she was obliged, after a gallant resistance, to yield to such a vast superiority of

force. The brig had a smaller crew on board than that of any of her antagonists; and the commander, Lieutenant Symonds, was most honourably acquitted by a court-martial.

We must now turn our attention from the north to the south of Europe. Captain Talbot, of the Victorious, senior officer of the upper part of the Adriatic, on the 21st of February, being in company with the Weazle sloop, descried a large ship, with several small ones, proceeding from Venice to Pola, in Istria. A signal for chase was made; the enemy being in line of battle, with two gunboats and a brig a-head of the large ship, and two brigs astern. The Weazle was directed to bring the brigs astern of the commodore to action, in order to induce him to shorten sail, for the purpose of protecting them; this had the desired effect. At half-past four in the afternoon the Victorious commenced action with the line-of-battle ship, the Rivoli, of seventy-four guns, at the distance of half pistol shot, neither ship having hitherto fired a gun; the water being smooth every shot took effect, and the carnage on both sides was consequently dreadful. At five, one of the brigs engaged with the Weazle blew up, and that vessel went in chase of the rest, but was recalled by Captain Talbot, who thought as they were only in seven fathoms water, either his ship or his opponent's might get aground, and need assistance. As soon as the Weazle returned, she was placed by her commander on the bow of the Rivoli, and raked her with three broadsides. The enemy for nearly two hours had been completely unmanageable, and had been able to keep up only a very slow fire. At nine o'clock she struck, and was taken possession of. She carried the broad pendant of Commodore Barré, the French commander-in-chief in the Adriatic, who displayed great skill and courage during the whole of this long action. He lost four hundred men killed and wounded, including his captain and most of his officers,

his crew originally consisting of eight hundred and sixty-two. The loss on board the Victorious was also severe: her crew at the beginning of the action amounted only to five hundred and six, of which sixty were on the sick list. Only three men were saved out of the French brig which blew up. The Weazle did not lose a single man.

The America, Captain Jonas Rowley, in company with the Leviathan and Eclair, having, on the 9th of May, fallen in with a convoy of eighteen sail of the enemy, deeply laden, which took shelter under the town and batteries of Languillia, on the coast of Genoa, it appeared practicable to destroy them, by first taken possession of the batteries. For this purpose the marines of the America and Leviathan were landed at day-break, on the 10th, and whilst a party was detached to carry a battery to the eastward, which was effected, the main body rapidly advancing through a severe fire of grape, carried the battery adjoining the town of Lanjuillia, consisting of four twenty-four and eighteen pounders, though it was protected by a strong body of the enemy, posted in a wood, and in several contiguous buildings. The fire of the Eclair having, in the mean time, driven the enemy from the houses on the beach, the boats proceeded to bring out the vessels, which were secured by various contrivances: sixteen of them being towed off, the marines were re-embarked without molestation, though a strong party was advancing from the town of Allassio to reinforce the enemy. The loss in this attack was much less than might have been expected; but the yawl belonging to the America was unfortunately struck by a chance shot, and ten marines and a seaman were drowned.

Another attempt was made, on the 27th of June, to carry off a convoy from the towns of Languillia and Allassio, by the Leviathan, Captain Campbell, who had under his command the Curaçoa, Imperieuse, and Eclair. The marines who were landed for this enterprise were at-

tacked as soon as they had formed on the beach by treble their number; but rushing on with their bayonets, they drove the enemy from their batteries, killing many of them, spiked the guns, and destroyed their carriages, and then re-embarked with several prisoners. The vessels, however, which were the principal object of this enterprise, were so firmly secured, that they could not be brought away, and they were destroyed by the fire from the ships.

We have already mentioned that, notwithstanding the repeal of the British Orders in Council, war was declared by the United States of America against this country. In the beginning of April, at a secret sitting of Congress, an act was passed for laying an embargo on all the ships and vessels of the United States, for the term of ninety days. This act was followed by another, prohibiting the exportation of specie, and of any goods or merchandize, foreign or domestic, either by land or water during the continuance of the embargo. About the end of April, a bill was introduced into the House of Representatives "For the protection, recovery, and indemnification of American seamen;" the first clause of which declared, that every person who, under the pretence of a commission from a foreign power, should impress upon the high seas a native seaman of the United States, should be adjudged a pirate and a felon, and upon conviction suffer death. Another article gave to every such seaman impressed under the British flag, the right of attaching in the hands of any British subject, or in the hands of any debtor of any British subject, a sum equal to thirty dollars per month, for the whole time of his detention. This bill, however, did not pass into a law. Efforts were still made by the moderate party to prevent a war with Britain, but they were unsuccessful: and on the 18th of June, an act of Congress passed declaring the actual existence of war between the United States and Great

Britain. The southern states to Pennsylvania, inclusive, were decidedly for war; whereas the northern and eastern states, beginning with New York, were for peace.

The great object of the American government was the conquest of Canada; and this they hoped to effect, either by obtaining a decided superiority upon the lakes, or by invading Canada with a land force much superior to what the British could bring forward for its support and protection. Hence in the course of this war there were several actions on the borders of Canada: those which were fought by the land forces of course do not belong to this work, but those fought on the lakes, which were many and desperate, fall within our province: these and the actions by sea will afford materials of great interest and importance.

In order that our readers may form a clear idea of the scene of the naval operations on the lakes, we shall extract from Tuckey's Maritime Statistics and Geography, a short account of them.

“ Lake Ontario is two hundred and twenty miles long and seventy wide; in some places it is so deep that the bottom has not been sounded. In general it is little subject to storms, and its waters are tranquil; but irregular elevations, like those of the lake of Geneva and others, are observed in it. The principal harbours of the lake are Kingston, the bay of Great Sodus on the south, and Toronto or York on the north, but the entrances to both the latter are obstructed by sands. In peace, beside three or four king's armed vessels of two hundred tons, there are several merchant sloops and schooners of from fifty to two hundred tons employed on the lake.

“ Lake Ontario communicates with Lake Erie by the river Niagara, celebrated for its stupendous cataract, whose breadth is more than a mile, and the perpendicular fall one hundred and sixty feet; an island three hundred and fifty yards broad divides the cataract into two falls,

and rather adds to than diminishes its grandeur. The Portage, or land carriage of merchandize, to avoid the falls, is two miles, and above them the navigation is again free to Lake Erie. This lake is three hundred miles long and ninety wide; the depth is not above twenty fathoms, and in fair weather vessels may anchor all over it. The northern shores are rocky, as are the numerous islands near the west extremity of the lake; but the south shore is in general a fine sandy beach, and the land is so low, that in storms from the north, which are frequent, the waters of the lake inundate a considerable extent of country. Lake Erie has no good port on the north shore, and that of Presque Isle on the south is of difficult access, and only fit for vessels of eight feet.

“ Lake Erie communicates with Lake Huron by the river Détroit, or St. Claire, which nearly in the middle expands into a considerable lake; the current of this river is slow. Lake Huron is two hundred and fifty miles long and one thousand in circuit; it communicates with Lake Michigan by the short strait of Michilimacinar, navigable for ships of burden; Lake Michigan is two hundred and sixty miles long and seventy broad. The strait or river St. Mary unites Lake Huron with Lake Superior, four hundred miles long and from ten to one hundred broad; its shores are in general rocky, and its surface is also studded with rocks; besides it is subject to storms, and the waves rise like those of the ocean. The lake is subject to irregular elevations, of which the maximum is five or six feet.”

It seemed the general idea in Britain that in our war with the United States, we should carry all before us by sea, but find it extremely difficult to protect Canada. The reverse, however, was the case.

As in the first year of the war the operations on the side of Canada were purely military, we have only to attend to the naval engagements.

The first act of hostility between America and Great Britain took place almost immediately after the declaration of war. Commodore Rogers, of the President frigate, sailed from New York in the month of June; his object was to intercept and capture a British convoy, which he understood had sailed about a month before from Jamaica. Besides the President, his own ship, he had some other frigates under his command. On the 23d of June, he fell in with the Belvidere frigate, Captain Byron, to which he gave chase. The President sailing better than her companions, was the only one which came up with the Belvidere; a running fight between these ships ensued for the space of three hours; but the Belvidere sailing better than her opponent, was enabled to get away, and kept on her course for Halifax unmolested. The English frigate suffered some damage and had a few men killed and wounded. The President also lost some men, chiefly from the bursting of a gun. This was the first intimation of hostilities which Captain Byron received, and in consequence of learning that war was actually begun, he captured three vessels before he arrived in port; which, however, were released by Admiral Sawyer, who commanded on the Halifax station.

On the 6th of July, an act passed the American Congress to prohibit American vessels from proceeding to, or trading with the enemies of the United States; and also to prohibit the transport of articles of munition of war or provisions to the British settlements in North America. Authority was given to the President to grant passports for the transportation of ships, or property, belonging to British subjects from the boundaries of the United States.

On the frontiers of Canada the Americans were defeated with very great loss and disgrace; but their loss and disgrace by land were compensated by their success on the ocean.

The strength of the navy of the United States con-

sisted of a few vessels called frigates; but these vessels, in fact, were of a rate corresponding to line-of-battle ships. The English Admiralty either were ignorant of, or neglected to attend to this circumstance; for they sent out against these vessels only frigates. In engaging with other enemies the superiority of British skill and valour had indeed generally compensated for the difference of force, but the American navy was manned with sailors, many of whom were actually British, and many more of whom had been trained in the British service.

As these and other circumstances no doubt mainly contributed to the capture of our frigates by vessels called American frigates, which so much astonished and chagrined the British public at the commencement of the war with the United States, it may be proper to dwell upon them particularly and at some length.

In the first place, the American frigates were much larger than our frigates, they were considerably larger, broader, and higher; this alone, even if it were unattended with any other favourable circumstance, must have given them a superiority over the British; the height especially must be very favourable in an action.

In the second place, they were not only larger, broader, and higher, but they were also stronger built: it is scarcely necessary to point out or dwell upon the advantage which this circumstance must give; of course the balls of the enemy make a less impression, the vessel can continue the engagement for a much longer time, and must come out of it, other circumstances being equal, with much less damage.

In the third place, the number of guns which the American frigates carried was greater: they were called indeed forty-four, or forty, or thirty-six gun frigates, but besides the regular guns they had many on their quarter-deck, bows, fore-tops, &c. which were not counted: besides the guns were of a heavier weight of metal, which

of itself must have been a very advantageous circumstance.

In the fourth place, being in reality much larger vessels they were furnished with a greater number of men, and we ought to consider of what their crews were composed. Such as had been on board British vessels, and were of course deserters, would naturally be disposed to fight in the most desperate manner from the nature of their situation; and the other part of the crew, who were really American citizens, were anxious to distinguish themselves against a nation whom they had long regarded with hatred and detestation, and whom they still remembered as having fought against their independence.

Lastly, there were other circumstances that cannot be classed under one head, which contributed to the triumph of the Americans and the defeat of the British in the naval engagements between them. The British commanders at first despised their opponents, and neglected to keep their men in a proper and regular state of training. The American commanders, on the contrary, went along with their men in their hatred against Britain, and in their ardent zeal to deprive her of the sovereignty of the ocean. } *calumn*

Having premised these observations, we shall now proceed to the detail of the naval actions between the ships of the United States and Britain that took place during the year 1812, and in order that our readers may be enabled to judge, from the best authority, that our ill success by sea, when opposed to America, did not arise from any want of bravery on the part of the British naval officers and seamen, we shall give the official details of these actions from the London Gazette, premising or affixing such particulars or observations as may be deemed necessary.

The first action took place between the British frigate *Guerriere*, Captain Dacres, and the American frigate

Constitution, Captain Hull: the former was rated at thirty-eight guns, but mounted forty-nine, her gun-deck guns were eighteen pounders, and her carronades thirty-two; her complement of men were three hundred, but only two hundred and sixty-three were on board at quarters. The Constitution was rated at forty-four guns, but mounted sixty-five, her gun-deck twenty-four pounders, her carronades thirty-two pounders; her complement of men four hundred and fifty. The following are the letters given in the Gazette, from Admiral Sawyer and Captain Dacres, communicating the particulars of this engagement.

Admiralty Office, October 10.

“ Copy of a letter from Vice-admiral Sawyer to John Wilson Croker, Esq. dated on board His Majesty’s ship Africa, at Halifax, September 15, 1812.

“ SIR,

“ It is with extreme concern I have to request you will be pleased to lay before the lords commissioners of the Admiralty the enclosed copy of a letter from Captain Dacres, of His Majesty’s late ship *Guerriere*, giving an account of his having sustained a close action of near two hours on the 19th ult. with the American frigate, *Constitution*, of very superior force, both in guns and men, (of the latter almost double) when the *Guerriere* being totally dismasted, she rolled so deep as to render all further efforts at the guns unavailing, and it became a duty to spare the lives of the remaining part of her valuable crew; by hauling down her colours. The masts fell over the side from which she was about to be engaged, in a very favourable position for raking by the enemy. A few hours after she was in possession of the enemy, it was found impossible to keep her above water; she was therefore set fire to and abandoned, which I hope will satisfy their lordships she was defended to the last. Captain

Dacres has fully detailed the particulars of the action, as well as the very gallant conduct of, and the support he received from, the whole of his officers and ship's company, and I am happy to hear he is, with the rest of the wounded, doing well: they have been treated with the greatest humanity and kindness, and an exchange having been agreed on, I am in daily expectation of their arrival here. A list of the killed and wounded is herewith sent, which I regret to say, is very large.

“ I have the honour to be, &c.

(Signed)

“ H. SAWYER, Vice-admiral.”

Boston, September 7.

“ SIR,

“ I am sorry to inform you of the capture of His Majesty's late ship *Guerriere* by the American frigate *Constitution*, after a severe action on the 19th of August, in lat. 40 deg. 20 min. north, and long. 55 deg. west. At two P. M. being by the wind on the starboard tack, we saw a sail on our weather beam, bearing down on us. At three made her out to be a man of war, beat to quarters, and prepared for action. At four, she closing fast, wore to prevent her raking us. At ten minutes past four, hoisted our colours and fired several shot at her. At twenty minutes past four, she hoisted her colours, and returned our fire, wore several times to avoid being raked, exchanging broadsides. At five she closed on our starboard beam, both keeping up a heavy fire, and steering free, his intention being evidently to cross our bow. At twenty minutes past five our mizen mast went over the starboard quarter, and brought the ship up in the wind; the enemy then placed himself on our larboard bow, raking us, a few only of our bow guns bearing, and his grape and riflemen sweeping our deck. At forty minutes past, the ship not answering helm, he attempted to lay us on board; at this time Mr. Grant, who commanded the

forecastle, was carried below, badly wounded. I immediately ordered the marines and boarders from the main deck; the master was at this time shot through the knee, and I received a severe wound in the back. Lieutenant Kent was leading on the boarders, when the ship coming to, we brought some of our bow guns to bear on her, and had got clear of our opponent, when at twenty minutes past six, our force and main-masts went over the side, leaving the ship a perfect unmanageable wreck. The frigate shooting a-head, I was in hopes to clear the wreck and get the ship under command to renew the action; but just as we had cleared the wreck, our spritsail-yard went and the enemy having rove new braces, &c. wore round within pistol shot to rake us, the ship laying in the trough of the sea, and rolling, her main-deck guns under water, and all attempts to get her before the wind being fruitless; when calling my few remaining officers together, they were all of opinion that any further resistance would only be a needless waste of lives, I ordered, though reluctantly, the colours to be struck. The loss of the ship is to be ascribed to the early fall of the mizen-mast which enabled our opponent to choose his position. I am sorry to say we suffered severely in killed and wounded, and mostly whilst she lay on our beam, from her grape and musketry, in all fifteen killed and sixty-three wounded, many of them severely; none of the wounded officers quitted the deck till the firing ceased. The frigate proved to be the United States ship Constitution, of thirty twenty-four pounders on her main-deck, and twenty-four thirty-two pounders and two eighteen pounders on her upper deck, and four hundred and seventy-six men; her loss, in comparison with our's, is trifling—about twenty; the first lieutenant of marines and eight killed, and first lieutenant and master of the ship; and eleven men wounded, her low masts badly wounded, and stern much shattered, and very much cut up about the rigging. The

Guerrier was so cut up that all attempts to get her in would have been useless. As soon as the wounded were got out of her they set her on fire; and I feel it my duty to state, that the conduct of Captain Hull and his officers to our men has been that of a brave enemy, the greatest care being taken to prevent our men losing the smallest trifle, and the greatest attention being paid to the wounded, who, through the attention and skill of Mr. Irvine, surgeon, I hope will do well. I hope, though success has not crowned our efforts, you will not think it presumptuous in me to say, the greatest credit is due to the officers and ship's company for their exertions, particularly when exposed to the heavy raking fire of the enemy; I feel particularly obliged for the exertions of Lieutenant Kent, who though wounded early by a splinter continued to assist me; in the second lieutenant the service has suffered a severe loss; Mr. Scott, the master, though wounded, was particularly attentive, and used every exertion in clearing the wreck, as did the warrant officers. Lieutenant Nicholl, of the royal marines, and his party, supported the honourable character of their corps, and they suffered severely. I must recommend Mr. Snow, master's mate, who commanded the foremost main-deck guns, in the absence of Lieutenant Pullman, and the whole after the fall of Lieutenant Ready, to your protection, he having received a severe contusion from a splinter. I must point out Mr. Garby, acting purser, to your notice, who volunteered his services on deck, and commanded the after quarter-deck guns, and was particularly active, as well as Mr. Bannister, midshipman. I hope, in considering the circumstances, you will think the ship intrusted to my charge was properly defended; the unfortunate loss of our masts, the absence of the third lieutenant, second lieutenant of marines, three midshipmen, and twenty-four men, considerably weakened our crew, and we only mustered at quarters two hundred and

forty-four men and nineteen boys, on coming into action ; the enemy had such an advantage from his marines and riflemen when close, and his superior sailing enabled him to choose his distance. I enclose herewith a list of killed and wounded on board the *Guerriere*, and have the honour to be, &c.

“ JAMES R. DACRES.”

“ Fifteen killed, sixty-three wounded. Total seventy-eight.

(Signed) “ JAMES R. DACRES,
“ JOHN IRVINE, Surgeon.”

The triumphant arrival of the *Constitution* at Boston with her prize, the first fruits of the war, rendered it less unpopular there than it had been, and stimulated the spirit of marine enterprise.

Although the Americans were still unsuccessful in their attacks on Canada, the balance of success in the naval war lay with them. Besides the numerous captures made by their privateers, actions took place between ships of war which tended to augment their confidence. In October an action took place between His Majesty's armed brig *Frolic*, conveying the homeward bound trade from the bay of Honduras, and the United States sloop of war the *Wasp*. The relative or respective force of the two ships is not mentioned. The following are the official particulars, from the *London Gazette*, of the capture of the *Frolic*, and of her recapture, and the capture of the *Wasp*, on the same afternoon.

“ *Admiralty Office, December 26.*

“ Copy of a letter from Admiral the Right Honourable Sir John Borlase Warren, Bart. K. B. commander-in-chief of His Majesty's ships and vessels on the North American station, to John Wilson Croker, Esq. dated at Halifax, Nov. 18, 1812.

“ SIR,

“ I beg leave to transmit copies of letters from Captain Whinyates and Captain Sir John Beresford : the former giving an account of the capture of His Majesty’s brig Frolic, by the American sloop of war Wasp, after a hard contested action ; and the latter acquainting me with the recapture of the Frolic, and of his having at the same time taken the Wasp, both of which were conducted to Bermuda by the Poictiers ; from whence I shall send further particulars from their lordships’ information the moment I can learn them.

“ I have the honour to be, &c.

(Signed) “ J. B. WARREN.”

“ *His Majesty’s ship Poictiers at Sea,*

“ *October 23.*

“ SIR,

“ It is with the most bitter sorrow and distress I have to report to your excellency the capture of His Majesty’s brig Frolic, by the ship Wasp, belonging to the United States of America, on the 18th inst. Having under convoy the homeward-bound trade from the bay of Honduras, and being in latitude 36° north and 64° west, on the night of the 17th, we were overtaken by a most violent gale of wind, in which the Frolic carried away her main-yard, lost her topsails, and sprung the main-top-mast. On the morning of the 18th as we were repairing the damage sustained in the storm, and re-assembling the scattered ships, a suspicious ship came in sight, and gave chase to the convoy. The merchant ships continued their voyage before the wind under all sail ; the Frolic dropped astern, and hoisted Spanish colours, in order to decoy the stranger under her guns, and to give time for the convoy to escape. About ten o’clock both vessels being within hail, we hauled to the wind, and the battle began. The superior fire of our guns gave every reason to expect

its speedy termination in our favour, but the gaff-head-braces being shot away, and there being no sail on the main-mast, the brig became unmanageable, and the enemy succeeded in taking a position to rake her, while she was unable to bring a gun to bear. After laying some time exposed to a most destructive fire she fell with the bowsprit betwixt the enemy's main and mizen rigging, still unable to return his fire. At length the enemy boarded, and made himself master of the brig, every individual officer being wounded, and the greater part of the men either killed or wounded, there not being twenty persons remaining unhurt. Although I shall ever deplore the unhappy issue of this contest, it would be great injustice to the merits of the officers and crew if I failed to report that their bravery and coolness are deserving of every praise; and I am convinced if the Frolic had not been crippled in the gale, I should have to make a very different report to your excellency. The Wasp was taken, and the Frolic recaptured the same afternoon, by His Majesty's ship the Poictiers. Being separated from them I cannot transmit at present a list of killed and wounded. Mr. Charles M'Kay, the first lieutenant, and Mr. Stephens, the master, have died of their wounds.

“ I have the honour to be, &c.

“ T. WHINYATES.”

“ To the Right Honourable

“ J. B. Warren, Bart. &c.”

“ *His Majesty's ship Poictiers, at sea,*

“ *October 18.*

“ SIR,

“ I have the honour to acquaint you that His Majesty's ship under my command has this day captured the American sloop of war Wasp, of twenty guns, Captain Jacob Jones, and retaken His Majesty's brig Frolic, Captain Whinyates, which she had captured after an action of

fifty minutes. I have thought it my duty to collect the Frolic's convoy, and to see them in safety to Bermuda. The conduct of Captain Whinyates, who I regret to say is wounded, and of his crew, appears to have been so decidedly gallant, that I have been induced to continue him in the command of the Frolic, until your pleasure is known.

“ I have the honour to be, &c.

(Signed) “ J. P. BERESFORD.”

“ Admiral Sir J. B. Warren, Bart.

“ K. B. commander-in-chief, &c.”

This action, however, was comparatively of little moment or importance compared to another which took place in the same month, between the British frigate *Macedonian*, Captain Carden, and the American frigate *United States*, Commodore Decatur; of which the following are the official details.

“ *Admiralty Office, Dec. 29.*

“ Copy of a letter from Captain John Surman Carden, late commander of His Majesty's ship the *Macedonian*, to John Wilson Croker, Esq. dated on board the American ship *United States*, at sea, the 28th of Oct. 1812.

“ SIR,

“ It is with the deepest regret I have to acquaint you, for the information of my lords commissioners of the Admiralty, that His Majesty's late ship *Macedonian* was captured on the 25th instant by the *United States'* ship *United States*, Commodore Decatur, commander: the detail is as follows:—

“ A short time after daylight, steering north-west by west, with the wind from the southward, in latitude 29° north, and longitude 29° 30' west, in the execution of their lordships' orders, a sail was seen on the lee beam,

which I immediately stood for, and made her out to be a large frigate under American colours: at nine o'clock I closed with her, and she commenced the action, which we returned; but from the enemy keeping two points off the wind, I was enabled to get as close to her as I could have wished. After an hour's action, the enemy backed and came to the wind, and I was then enabled to bring her to close battle; in this situation I soon found the enemy's force too superior to expect success, unless some very fortunate chance occurred in our favour; and with this hope I continued the battle to two hours and ten minutes, when having the mizen-mast shot away by the board, topmasts shot away by the caps, main-yard shot in pieces, lower masts badly wounded, lower rigging all cut to pieces, a small proportion only of the foresail left to the foreyard, all the guns on the quarter-deck and fore-castle disabled but two, and filled with wreck, two also on the main-deck disabled, and several shot between wind and water, a very great proportion of the crew killed and wounded, and the enemy comparatively in good order, who had now shot a-head, and was about to place himself in a raking position, without our being enabled to return the fire, being a perfect wreck, and unmanageable log; I deemed it prudent, though a painful extremity, to surrender His Majesty's ship; nor was this dreadful alternative resorted to till every hope of success was removed even beyond the reach of chance, nor till, I trust, their lordships will be aware every effort had been made against the enemy by myself, my brave officers, and men; nor should she have been surrendered whilst a man lived on board, had she been manageable. I am sorry to say, our loss is very severe: I find by this day's muster, thirty-six killed, three of whom lingered a short time after the battle; thirty-six severely wounded, many of whom cannot recover; and thirty-two slightly wounded, who may all do well:—total, one hundred and four.

“ The truly noble and animating conduct of my officers and the steady bravery of my crew, to the last moment of the battle, must ever render them dear to their country.

“ My first lieutenant, David Hope, was severely wounded in the head towards the close of the battle, and taken below; but was soon again on deck, displaying that greatness of mind and exertion, which, though it may be equalled; can never be excelled; the third lieutenant, John Bulford, was also wounded, but not obliged to quit his quarters: second lieutenant Samuel Mottley, and he deserves my highest acknowledgments. The cool and steady conduct of Mr. Walker, the master, was very great during the battle, as also that of Lieutenants Wilson and Magill, of the marines.

“ On being taken on board the enemy’s ship, I ceased to wonder at the result of the battle. The United States is built with the scantling of a seventy four gun ship, mounting thirty long twenty-four pounders (English ship guns) on her main-deck, and twenty-two forty-two pounders carronades, with two long twenty-four pounders on her quarter-deck and fore-castle, howitzer guns on her tops, and a travelling carronade on her upper deck, with a complement of four hundred and seventy-eight picked men.

“ The enemy has suffered much in her masts, rigging and hull above and below water: her loss in killed and wounded, I am not aware of, but I know a lieutenant and six men have been thrown overboard.

“ Enclosed you will be pleased to receive the names of the killed and wounded on board the Macedonian; and have the honour to be, &c.

“ JOHN S. CARDEN.”

To J. W. CROKER, Esq.
Admiralty.

In the month of September this year, there were the following number of officers of the different ranks and classes in the British navy.

Admiral of the Fleet.....	1
Admirals of the Red.....	22
————— White.....	21
————— Blue.....	21
Vice Admirals of the Red.....	23
————— White.....	23
————— Blue.....	23
Rear Admiral of the Red.....	23
————— White.....	23
————— Blue.....	23
Superannuated Rear Admirals.....	31
Superannuated and retired Captains.....	31
Post Captains.....	797
Commanders.....	595
Retired Commanders.....	50
Lieutenants.....	3327
of which two hundred and twenty-three are noted as unfit for sea service.	

An expedition fitted out this year, at Batavia, under the command of Colonel Gillespie, and Captains Sayer of the *Leda*, against Palambang, obtained complete success.

How different was the aspect of Europe at the commencement of the year 1813, from what it had been at the commencement of any other year, since the French revolution. Buonaparte, hitherto invincible, and the monarch in fact of the continent, had lost, during his invasion of Russia, his best troops, and had stripped himself of that character for generalship and success, that had hitherto contributed so much to his conquests. In the Peninsula his schemes had been equally foiled. In con-

sequence of these reveries Europe was leagued against him, and Britain that had been so long without an ally, was now joined and courted by all the powers of Europe.

On the meeting of parliament, after the recess of this year, Lord Castlereagh laid before the House of Commons the papers which related to the discussions with the American government, together with a declaration from the Prince Regent, respecting the origin and causes of the war with the United States. This document took a retrospective view of the measures adopted by the American government with regard to France and England, and displayed their partiality towards the former power; it recited the motives, which had produced a revocation of the orders in council, and noticed the precipitation with which war had been proclaimed, on the part of the United States, and their refusal to consent to a cessation of hostilities. His Royal Highness declared that he could never consent to admit the following points: that any blockade is illegal which has been duly notified, and is supported by an adequate force, merely on account of its extent, or because the coasts and ports blockaded are not at the same time invested by land:—that neutral trade with Great Britain can be made a public crime, subjecting ships to be denationalized,—that Great Britain can be debarred of retaliation through fear of eventually affecting the interests of a neutral:—that the search of neutral vessels in time of war, and the impressment of British seamen found in them, can be deemed any violation of a neutral flag; that taking such seamen from on board such vessels can be considered as a hostile measure. This declaration seems very important, as it may justly be regarded as comprising the principal of those maritime rights, which Great Britain claims.

On the 18th of February, a motion was made in the House of Commons, by Lord Castlereagh, for an address to the Prince Regent, expressing entire approbation of

the resistance to the unjustifiable claims of the American government, and full conviction of the justice of the war with America; with assurances of the cordial support of that house in every measure necessary for prosecuting the war with vigour, and bringing it to an honorable issue. In the speech, with which his lordship introduced this motion, and in the subsequent debate,—while the ministers inculcated the idea that the Americans were induced to commence hostilities against Britain by the prevalence of a French party in the United States; it was contended by the opposition, that the orders in council ought to be deemed the real cause of the war, which might have been prevented by their timely repeal. The address was however carried in both houses without opposition.

On the 14th of May, the order of the day being read, in the House of Lords, the Earl of Darnley rose to call the attention of the house to the naval disasters of Britain. He had hoped that during the interval, between his giving notice, and bringing forward his motion, something would have occurred to compensate for past disasters; but on the contrary, only further disasters had occurred. He then said that he would not at that time, enter on any question respecting the justice or policy of the war, in which we were engaged with America: it could not be disputed that ministers must have foreseen the war, and therefore they ought to have been prepared for it. But were they prepared in any one respect? With respect to Canada the events there had greatly added to our military reputation, but they were events totally unexpected, and not to be attributed to the foresight or preparations of ministers: it was however, with regard to our naval force, that he should at present make his enquiries. It appeared that from April to July, in the year 1812, there were on the Halifax station, under Admiral Sawyer, exclusive of smaller vessels, one ship of the line and five frigates.

That no greater force should have been stationed there when a timely reinforcement might have achieved the most important objects, called loudly for enquiry. He was informed from authority on which he could confidently rely, that with five ships of the line, seventeen frigates, and a proportionate number of smaller vessels, on that station, the whole coast of the United States, might have been blockaded. It had been said that a sufficient force could not be spared for that purpose: but by sending to sea vessels that were lying useless, and taking one ship from each of the blockading squadrons, this might have been effected. It might, perhaps be contended, that the force already on the Halifax station, was equal to the American navy; but it had long been a matter of notoriety, that the American frigates were greatly superior to ours in size and weight of metal. If the war was inevitable, it was very extraordinary that government did not give orders for the construction of vessels able to cope with their enemies. It would only be necessary to refer to dates to prove the criminal negligence of ministers. War was declared on the 18th of June, 1812, and it was not till the 13th of October that letters of marque and reprisal were issued; and more than two months longer elapsed before the Delaware and Cheseapeak were declared in a state of blockade. Certain other ports were declared to be blockaded on the 13th of March, 1813, but Rhode Island and Newport remained open, and in the last the American frigate was refitted that took the Macedonian. In all the unfortunate cases, the cause was the same: the superior height of the enemy's ships, and their greater weight of metal, by which our ships were crippled and dismasted early in the action, were circumstances, most undoubtedly deserving of enquiry; nay, in his opinion absolutely requiring it. His lordship then called the attention of the house to the manner in which our trade had been left exposed to the attack and depredations of the enemy: he then ad-

verted to the gross mismanagement, which was displayed in our dock-yards: and he concluded his speech by contending, that he had succeeded in making out a case sufficiently directed and strong against ministers, and which loudly called for immediate and full investigation; he accordingly moved that a select committee be appointed to enquire into the circumstances of the war with the United States, and more particularly into the state, conduct, and management, of our naval affairs, as connected with that war.

On this motion being seconded, Lord Melville, as first Lord of the Admiralty rose, and protested against the noble earl's proposition, that it was the duty of ministers always to have kept a sufficient fleet on the coast of America to blockade all her ports and harbours. There were other important branches of the service, to which their attention was called, and our force on that station was more than sufficient, the blockading force in many places being less than the force which they blockaded. He said that he had never met with a naval officer, who coincided in the opinion of the noble lord, that it was possible completely to blockade all the American ports. As to what had been urged respecting the ships which Britain had opposed to the Americans, Lord Melville observed that we were not to alter the classes of our ships, merely because there were three American ships of unusual dimensions. All naval officers agreed in opinion, that it was not proper to multiply the classes of vessels; and it was far better to send out seventy-fours than to set about building shipping only fit to cope with the American navy. The advice to diminish the number of small vessels was one in which no experienced persons could concur, since these were peculiarly requisite to protect our trade against the American privateers. The balance of capture was so far from being in favour of the Americans, that it was decidedly against them. With respect to not sooner issuing letters

of marque, the delay was for the purpose of knowing what kind of reception the Americans would give to our proposals of accommodation. As to the charge of mismanagement in our dock yards, measures had been taken to remedy that defect. Some of our ships, it was true, had undergone a rapid decay, through haste in the building; but it was necessary that our exertions should keep pace with the enemy; for all these reasons he should vote against the motion.

After some remarks from Earls Stanhope, Gallaway, Grey, Bathurst, Liverpool, and Lord Grenville, the house divided, when there appeared for the motion fifty-nine; against it, one hundred and twenty-five. Majority sixty-six.

On the 11th of June, the Chancellor of the Exchequer brought forward the supplies, when he stated that the supply for the navy, exclusive of ordnance sea service, would amount to the sum of twenty millions, five hundred and seventy-five thousand, eleven pounds.

We must now advert to the naval occurrences of this year, including in those such as occurred at the end of the year 1812, but the account of which did not reach Britain till the year 1813. The first to be related is one of additional misfortune, though not of disgrace, to the British flag; we allude to the capture of the British frigate *Java*, and the American frigate *Constitution*. The respective force of the ships was, *Java*, guns forty-six; weight of metal one thousand and thirty-four pounds; crew and supernumeraries three hundred and seventy-seven. *Constitution*, guns fifty-five; weight of metal one thousand four-hundred and ninety; crew four hundred and eighty. Following our usual plan, we shall give the Gazette account of this action, from which our readers will clearly and satisfactorily see that the British fought gallantly, and yielded only under such circumstances, as completely exonerated them from all blame.

Admiralty Office, April 20, 1813.

Letters, of which the following are copies and extract, have been transmitted to this office by Rear-Admiral Dixon, addressed to John Wilson Croker, Esq. by Lieutenant Chads, late first lieutenant of His Majesty's ship *Java* :

*United States Frigate Constitution, off St. Salvador,
December 31, 1812.*

“ SIR,

“ It is with deep regret that I write you, for the information of the Lords Commissioners of the Admiralty, that His Majesty's ship *Java* is no more, after sustaining an action on the 29th instant, for several hours, with the American frigate *Constitution*, which resulted in the capture and ultimate destruction of His Majesty's ship. Captain Lambert being dangerously wounded in the height of the action, the melancholy task of writing the detail devolves on me.

“ On the morning of the 29th inst. at eight, A. M. off *St. Salvador* (coast of *Brazil*), the wind at north-east, we perceived a strange sail; made all sail in chase, and soon made her out to be a large frigate; at noon prepared for action, the chase not answering our private signals, and tacking towards us under easy sail; when about four miles distant she made a signal, and immediately tacked and made all sail away upon the wind. We soon found we had the advantage of her in sailing, and came up with her fast, when she hoisted American colours; she then bore about three points on our lee-bow. At fifty minutes past one, P.M. the enemy shortened sail, upon which we bore down upon her; at ten minutes past two, when about half a mile distant, she opened her fire, giving us a larboard broadside; which was not returned till we were close on her weather bow. Both ships now manœuvred to obtain advantageous positions, our opponent evidently avoiding

close action, and firing high to disable our masts, in which he succeeded too well, having shot away the head of our bowsprit with the jib-boom, and our running rigging so much cut as to prevent our preserving the weather gage.

“ At five minutes past three finding the enemy’s raking fire extremely heavy, Captain Lambert ordered the ship to be laid on board, in which we should have succeeded, had not our fore-mast been shot away at this moment, the remains of our bowsprit passing over his taffrail ; shortly after this the main topmast went, leaving the ship totally unmanageable, with most of our starboard guns rendered useless from the wreck lying over them.

“ At half-past three our gallant captain received a dangerous wound in the breast, and was carried below ; from this time we could not fire more than two or three guns until a quarter past four, when our mizen-mast was shot away ; the ship then fell off a little, and brought many of our starboard guns to bear : the enemy’s rigging was so much cut that he could not now avoid shooting a-head, which brought us fairly broadside and broadside. Our main-yard now went in the slings, both ships continued engaged in this manner till thirty-five minutes past four, we frequently on fire in consequence of the wreck lying on the side engaged. Our opponent now made sail a-head out of gun-shot, where he remained an hour repairing his damages, leaving us an unmanageable wreck, with only the mainmast left, and that tottering. Every exertion was made by us during this interval to place the ship in a state to renew the action. We succeeded in clearing the wreck of our masts from our guns, a sail was set on the stumps of the foremast and bowsprit, the weather half of the main-yard remaining aloft, the main-tack was got forward in the hope of getting the ship before the wind, our helm being still perfect : the effort unfortunately proved ineffectual, from the main-mast falling over the side, from the heavy rolling of the ship, which nearly covered the

whole of our starboard guns. We still waited the attack of the enemy, he now standing towards us for that purpose; on his coming nearly within hail of us, and from his manœuvre perceiving he intended a position a-head, where he could rake us without a possibility of our returning a shot. I then consulted the officers, who agreed with myself that our having a great part of our crew killed and wounded, our bowsprit and three masts gone, several guns useless, we should not be justified in wasting the lives of more of those remaining, who I hope their lordships and the country will think have bravely defended His Majesty's ship. Under these circumstances, however reluctantly, at fifty minutes past five, our colours were lowered from the stump of the mizen-mast, and we were taken possession of, a little after six, by the American frigate *Constitution*, commanded by Commodore Bainbridge, who immediately after ascertaining the state of the ship, resolved on burning her, which we had the satisfaction of seeing done as soon as the wounded were removed. Annexed I send you a return of the killed and wounded, and it is with pain I perceive it so numerous; also a statement of the comparative force of the two ships, when I hope their lordships will not think the British flag tarnished, although success has not attended us. It would be presumptuous in me to speak of Captain Lambert's merits, who, though still in danger from his wound, we entertain the greatest hopes of his being restored to the service and his country.

“ It is most gratifying to my feelings to notice the gallantry of every officer, seamen, and marine on board: in justice to the officers, I beg leave to mention them individually. I can never speak too highly of the able exertions of Lieutenants Hevringham and Buchanan, and also of Mr. Robinson, master, who was severely wounded, and Lieutenants Mercer and Davis, of the royal marines, the latter of whom also was severely wounded. To Cap-

tain John Marshall, Royal Navy, who was a passenger, I am particularly obliged for his exertions and advice throughout the action. To Lieutenant Aplin, who was on the main deck, and Lieutenant Saunders, who commanded on the forecastle, I also return my thanks. I cannot but notice the good conduct of the mates and midshipmen, many of whom are killed, and the greater part wounded. To Mr. T. C. Jones, surgeon, and his assistants, every praise is due, for their unwearied assiduity in the care of the wounded. Lieutenant General Hislop, Major Walker, and Captain Wood, of his staff, the latter of whom was severely wounded, were solicitous to assist and remain on the quarter deck. I cannot conclude this letter, without expressing my grateful acknowledgments, thus publicly, for the generous treatment Captain Lambert and his officers have experienced from our gallant enemy, Commodore Bainbridge and his officers.

I have the honour to be, &c.

H. D. CHADS, First Lieutenant
of His Majesty's late ship *Java*.

P. S. The *Constitution* has also suffered severely both in her rigging and men, having her fore and mizen-masts, main-top-mast, both main-top sail-yards, spanker boom, gaff, and trysail mast badly shot, and the greatest part of the standing rigging very much damaged, with ten men killed, the commodore, fifth lieutenant, and forty-six men wounded, four of whom are since dead.

Force of the two Ships.

JAVA.

- 28 Long eighteen pounders.
- 16 Carronades, thirty-two pounders.
- 2 Long nine pounders.
-
- 46 Guns.

Weight of metal, one thousand and thirty-four pounds.
 Ship's company and supernumeraries, three hundred and
 seventy-seven.

CONSTITUTION.

- 32 Long twenty-four pounders.
- 22 Carronades, thirty-two pounders.
- 1 Carronade, eighteen pounder.

—
 55 Guns.

Weight of metal, one thousand four hundred and ninety;
 Crew four hundred and eighty.

An action in which a serious loss was sustained, though an undecided result occurred from it, took place between His Majesty's ship *Amelia*, commanded by the Honorable Captain Irby, and a French frigate off the coast of Africa. Captain Irby having been informed that two frigates of the enemy, of the largest class were cruising near Sierra Leone, and had driven a gun brig on shore, sailed for the purpose of falling in with them, at the same time, steering in such a manner, that he might meet any other British ships that might be cruising down the coast. One of the French frigates stood out to sea on the second of February, and on the next day, the other stood towards the *Amelia*; Captain Irby, in the hope of drawing her to a distance from her consort, continued standing to sea till sunset, when, not perceiving the other ship from the mast-head, he shortened sail, wore, and stood towards the enemy. At forty-five minutes past seven o'clock the ships being within pistol shot, began to fire at each other; and the action continued till twenty-one minutes past eleven, when the French frigate bore away, leaving the *Amelia* in an ungovernable condition, with her sails and rigging cut to pieces, and her masts greatly injured. The superior force of the enemy, (observes Captain Irby) the consider-

able quantity of gold dust we have on board, as well as the certainty of the other frigate coming up, would have prevented my seeking a renewal of the action, if it had not been totally impracticable!! The slaughter on board of the *Amelia* was great, amounting to fifty-one killed, and ninety-five wounded. Among the former were three lieutenants. Captain Irby himself was severely wounded: he immediately proceeded homewards, and arrived at Spithead on the 22d of March.

The Sicilian flotilla under the command of Captain Hall, aided by a detachment from the seventy-fifth regiment, performed a brilliant service on the coast of Calabria. The enemy having thrown up new works on that coast, confided so much in their strength, that a convoy of fifty armed vessels assembled to transport timber, &c. to Naples. On receiving this intelligence, Captain Hall resolved to attempt their capture or destruction. The enemy made a gallant resistance, but the batteries having been stormed by the seamen, they gave way, and the most valuable of the vessels and timber were brought out, while the rest were destroyed.

Another successful co-operation of the land and sea forces took place on the Neapolitan coast, which ended in the capture of the island of Ponza. The harbour of the island is about a quarter of a mile wide, with a mole at the extremity defended by four batteries, mounting ten twenty-four and eighteen pounders, and two mortars. It was agreed that the *Thames* and the *Furieuse* should be run into the mole and the place carried by assault; the enemy were prepared, and opened their fire half an hour before the guns of the ships could be brought to bear, but with little effect; and when the ships began to fire, the enemy soon deserted the batteries, and retreated into a strong tower. The troops were then landed and pushed for the tower, but the enemy did not wait for the assault, but surrendered themselves prisoners of war.

As a counterbalance to these successes we are next called upon to record another disaster, in our naval hostilities with America. Captain Lawrence, of the American sloop of war *Hornet*, relates, that on cruising from the coast of Surinam to that of Demerara, after making the latter, on the morning of the 24th February he discovered a vessel at anchor, apparently an English brig of war. On beating round a bank, in order to get to her, he descried another sail on his weather quarter edging down to him. This proved to be the *Peacock*; and after some manœuvring to get the weather gage, in which the *Hornet* succeeded, the action commenced at about half-past five, P. M. Captain Lawrence ran his antagonist close on board, on the starboard quarter, and kept up so heavy a fire that in less than fifteen minutes, by his own account, but by that of some English who escaped, after an action of forty-five minutes, she surrendered by hoisting a signal of distress. On sending a lieutenant on board her it was ascertained that her commander, Captain Peake, was killed, and many other officers and men killed and wounded, and that the ship was sinking fast, having six feet water in her hold; and she actually went down soon afterwards, with thirteen of her crew and three American sailors: four of her men had previously taken her stern boat, and got to land. The *Peacock* was considered as one of the finest vessels of her class; but the *Hornet* was rather superior in force, and her fire, like that of all the American ships, seems to have been truly formidable. The capture of His Majesty's sloop of war *Vincego*, on the coast of Brittany, by a French flotilla of seventeen gun-boats and luggers, on the 8th of May, after a vigorous resistance, was another of the small disasters of the British navy.

There were, however, enterprises which more than counterbalanced these losses and disasters. A British flotilla was sent by Admiral Warren up the rivers that fall

into the Chesapeake, and did considerable damage to the enemy: but this was an enterprise only of a predatory nature, and could not raise the spirits of the British nation, or damp those of the Americans, after the capture by the latter of so many British ships.

The time, however, now approached in which the British flag was to recover a large share of its accustomed honours from America; and that under circumstances which plainly proved that when the naval force of Britain and America was nearly equal, Britain had nothing to fear respecting the sovereignty of the ocean.

Captain P. V. Broke, of His Majesty's ship Shannon, whose station was off the port of Boston, had been very assiduous in exercising his men at great and small arms, and bringing them into a state of perfect discipline. In that harbour lay the United States frigate Chesapeake, Capt. Lawrence; a fine ship of forty-nine guns, eighteen and thirty-two pounders, with a complement of four hundred and forty men. For this vessel Captain Broke had long been watching, desirous only of contending with it on fair terms; and that the enemy might not be prevented from coming out by the apprehension of having more than one antagonist to deal with, on the 1st of June he stood close in with the Boston light-house, presenting himself as a challenger to single combat. But we must detail the action in his own words, with the introductory letter of the Hon. Captain Capel.

Admiralty Office, July 10.

Copy of a letter from the Honourable Captain Capel, of His Majesty's ship La Hogue, to John Wilson Croker, Esq. dated at Halifax, June 11, 1813.

“ SIR,

“ It is with the greatest pleasure I transmit you a letter I have just received from Captain Broke, of His Majesty's

ship Shannon, detailing a most brilliant achievement, in the capture of the United States frigate Chesapeake, in fifteen minutes. Captain Broke relates so fully the particulars of this gallant affair, that I feel it unnecessary to add much to this narrative; but I cannot forbear expressing the pleasure I feel in bearing testimony to the indefatigable exertions, and persevering zeal of Captain Broke during the time he has been under my orders; placing a firm reliance on the valour of his officers and crew, and a just confidence in his system of discipline, he sought every opportunity of meeting the enemy on fair terms; and I have to rejoice with his country and his friends, at the glorious result of this contest: he gallantly headed his boarders in the assault, and carried all before him. His wounds are severe, but I trust his country will not be long deprived of his services.

“ I have the honour to be, &c.

“ THOMAS BLADEN CAPEL,

“ Captain and Senior Officer at Halifax.”

“ *Shannon, Halifax, June 6, 1813.*

“ SIR,

“ I have the honour to inform you, that being close in with Boston Light House, in His Majesty’s ship under my command, on the 1st inst. I had the pleasure of seeing that the United States frigate Chesapeake (whom we had long been watching) was coming out of the harbour to engage the Shannon; I took a position between Cape Ann and Cape Cod, and then hove-to for him to join us; the enemy came down in a very handsome manner, having three American ensigns flying; when closing with us, he sent down his royal yards. I kept the Shannon’s up, expecting the breeze would die away. At half-past five, P. M. the enemy hauled up within hail of us on the star-board side, and the battle began, both ships steering full under the topsails; after exchanging between two and

three broadsides, the enemy's ship fell on board of us, her mizzen channels locking in with our fore-rigging. I went forward to ascertain her position, and observing that the enemy were flinching from their guns, I gave orders to prepare for boarding. Our gallant bands appointed to that service immediately rushed in, under their respective officers, upon the enemy's decks, driving every thing before them with irresistible fury. The enemy made a desperate but disorderly resistance. The firing continued at all the gangways, and between the tops, but in two minutes' time the enemy were driven sword in hand from every post. The American flag was hauled down, and the proud old British Union floated triumphant over it. In another minute they ceased firing from below, and called for quarters. The whole of this service was achieved in fifteen minutes from the commencement of the action.

“ I have to lament the loss of many of my gallant shipmates, but they fell exulting in their conquest.

“ My brave first lieutenant, Mr. Watt, was slain in the moment of victory, in the act of hoisting the British colours; his death is a severe loss to the service. Mr. Aldham, the purser, who had spiritedly volunteered the charge of a party of small armed men, was killed at his post on the gangway. My faithful old clerk, Mr. Dunn, was shot by his side. Mr. Aldham has left a widow to lament his loss. I request the commander-in-chief will recommend her to the protection of the Lords Commissioners of the Admiralty. My veteran boatswain, Mr. Stephens, has lost an arm. He fought under Lord Rodney on the 12th of April. I trust his age and services will be duly rewarded.

“ I am happy to say that Mr. Samwell, a midshipman of much merit, is the only other officer wounded besides myself, and he not dangerously. Of my gallant seamen and marines we had twenty-three slain and fifty-six wounded. I subjoin the names of the former. No ex-

pression I can make use of can do justice to the merits of my valiant officers and crew; the calm courage they displayed during the cannonade, and the tremendous precision of their fire, could only be equalled by the ardour with which they rushed to the assault. I recommend them all warmly to the protection of the commander-in-chief. Having received a severe sabre wound at the first onset, whilst charging a part of the enemy who had rallied on the fore-castle, I was only capable of giving command till assured our conquest was complete, and then directing the second Lieutenant Wallis to take charge of the Shannon, and secure the prisoners, I left the third lieutenant, Mr. Falkiner (who had headed the main-deck boarder) in charge of the prize. I beg to recommend these officers most strongly to the commander-in-chief's patronage, for the gallantry they displayed during the action, and the skill and judgment they evinced in the anxious duties which afterwards devolved upon them.

“ To Mr. Etough, the acting master, I am much indebted, for the steadiness in which he conn'd the ship into action. The Lieutenants Johns and Law, of the marines, bravely boarded at the head of their respective divisions. It is impossible to particularize every brilliant deed performed by my officers and men; but I must mention, when the ships' yard-arms were locked together, that Mr. Cosnahan, who commanded in our main-top, finding himself screened from the enemy by the foot of the topsail, laid out at the main-yard-arm to fire upon them, and shot three men in that situation. Mr. Smith, who commanded in our fore-top, stormed the enemy's fore-top from the fore-yard arm, and destroyed all the Americans remaining in it. I particularly beg leave to recommend Mr. Etough, the acting master, and Messrs. Smith, Leake, Clavering, Raymond, and Littlejohn, midshipmen. This latter officer is the son of Captain Littlejohn, who was slain in the Berwick. The loss of the enemy was about

seventy killed, and one hundred wounded. Among the former were the four lieutenants, a lieutenant of marines, the master and many other officers. Captain Laurence is since dead of his wounds.

“ The enemy came into action with a complement of four hundred and forty men; the Shannon having picked up some recaptured seamen, had three hundred and thirty. The Chesapeake is a fine frigate and mounts forty-nine guns, eighteens on her main deck, two and thirties on her quarter-deck and forecastle. Both ships came out of action in the most beautiful order, their rigging appearing as perfect as if they had only been exchanging a salute.

“ I have the honour to be, &c.

(Signed) “ P. B. V. BROKE.”

“ To Captain the Hon. T. Bladen
Capel, &c. Halifax.”

The British naval officers seem to have been resolved this year to use all their efforts to force from the Americans their temporary superiority; for besides the capture of the Chesapeake, an American sloop of war was taken in St. George's Channel. The following are the official details.

“ *Admiralty Office, Aug. 24, 1813.*

“ Extract of a letter from Captain Maples of His Majesty's sloop Pelican, to Vice-Admiral Thornborough, and transmitted by the latter officer to John Wilson Croker, Esq.

“ *His Majesty's sloop Pelican, St. David's Head, East five leagues, August 14.*

“ I have the honour to inform you that in obedience to your orders to me of the 12th instant, to cruise in St.

George's Channel, for the protection of the trade, and to obtain information of an American sloop of war, I had the good fortune to board a brig, the master of which informed me that he had seen a vessel, apparently a man-of-war, steering to the north-east. At four o'clock this morning I saw a vessel on fire, and a brig standing from her, which I soon made out to be a cruiser; made all sail in chase, and at half-past five came alongside of her, (she having shortened sail, and made herself clear for an obstinate resistance) when after giving her three cheers, our action commenced, which was kept up with great spirit on both sides forty-three minutes, when we lay her alongside, and were in the act of boarding when she struck her colours. She proves to be the United States sloop of war *Argus*, of three hundred and sixty tons, eighteen twenty-four-pounder carronades, and two long twelve pounders; had on board when she sailed from America, two months since, a complement of one hundred and forty-nine men, but in the action one hundred and twenty-seven, commanded by Lieutenant-Commandant W. H. Allen, who I regret to say was wounded early in the action, and has since suffered amputation of his left thigh.

“ No eulogium I could use would do sufficient justice to the merits of my gallant officers and crew, which consisted of one hundred and sixteen: the cool courage they displayed, and the precision of their fire, could only be equalled by their zeal to distinguish themselves; but I must beg leave to call your attention to the conduct of my first lieutenant, Thomas Welsh; of Mr. William Glanville, acting master; Mr. William Ingram, the purser, who volunteered his services on deck; and Mr. Richard Scott, the boatswain.

“ Our loss, I am happy to say, is small: one master's mate, Mr. William Young, slain in the moment of victory, while animating by his courage and example all

around him; and one able seaman, John Emery, besides five seamen wounded, who are doing well: that of the enemy I have not yet been able to ascertain, but it is considerable; her officers say about forty killed and wounded.

“ I have the honour to be, &c.

(Signed) “ J. F. MAPLES,

“ Commander.”

Before we proceed to an account of the actions fought this year on the lakes in America, it may be proper very briefly to notice a few other enterprises in the European seas. The Gulf of Cattaro was the scene of some spirited actions, in October; in which the British navy displayed its usual enterprise. Captain Hoste, in the *Bacchante*, and Captain Harper, of the *Saracen*, with three gun-brigs, succeeded in capturing the enemy's naval force, which was lying between St. George's Isle and the town of Cattero; and in afterwards capturing the isle itself and two forts. The French frigate *Le Weser*, of forty-four guns, which had been dismasted in a gale of wind, was taken by His Majesty's sloops *Scylla*, Captain Macdonald, and *Royalist*, Captain Bremner, aided towards the latter part of the engagement by the *Rippon*, Captain Sir Christopher Cole. A success of a similar kind was obtained by the capture of the frigate *La Trave*, while sailing under jury masts, by the *Andromache*, Captain Tobin.

The adventurous spirit of British seamen and marines when acting on shore, has seldom been more strikingly displayed than in the capture of Fiume, in the Gulf of Venice; and in this light this enterprise deserves to be narrated in the most full and official manner.

“ *Admiralty Office, October 12.*

“ The letter which the following are copies and extracts, have been transmitted to John Wilson Croker, Esq.

by Vice-Admiral Sir Edward Pellew, commander-in-chief of His Majesty's ship and vessels in the Mediterranean : —

“ Milford, off Porto Ré, July 6, 1813.

“ SIR,

“ I have the honour to acquaint you, that on the 28th ult. I left Melada, and on the 30th assembled the Elizabeth and Eagle off Promontorio. On the 1st inst. the squadron entered the Quarnier Channel, and on the 2d in the evening anchored about four miles from Fiume, which was defended by four batteries, mounting fifteen heavy guns. On the 3d, in the morning, the ships named in the margin* weighed, with a light breeze from the south-west, with the intention of attacking the sea-line of batteries, (for which the arrangement had been previously made and communicated,) leaving a detachment of boats and marines with the Haughty, to storm the battery at the Mole-head, as soon as the guns were silenced; but the wind, very light, shifting to the south-east, with current from the river, broke the ships off, and the Eagle could only fetch the second battery, opposite to which she anchored. The enemy could not stand the well directed fire of that ship. This being communicated by telegraph, I made the signal to storm, when Captain Rowley, leading in his gig the first detachment of marines, took possession of the fort, and hoisted the King's colours, whilst Captain Hoste, with the marines of the Milford, took and spiked the guns of the first battery, which was under the fire of the Milford and Bacchante, and early evacuated. Captain Rowley leaving a party of seamen to turn the guns of the second battery against the others, without losing time, boldly dashed on through the town, although annoyed by the enemy's musketry from the windows of the houses,

* Milford, Elizabeth, Eagle, Bacchante, and Heudhty.

and a field-piece placed in the centre of the great street ; but the marines, headed by Lieutenant Lloyd and Nepean, and the seamen of the boats, proceeded with such firmness, that the enemy retreated before them, drawing the field-piece until they came to the square, where they made a stand, taking post in a large house. At this time, the boats, with their carronades, under Captain Markland, opened against the gable end of it with such effect that the enemy gave way at all points, and I was gratified at seeing them forsake the town in every direction. Captain Hoste, with his division followed close to Captain Rowley, and on their junction, the two batteries, with the field pieces, stores, and shipping, were taken possession of, the governor, and every officer and man of the garrison having run away. Considering the number of troops in the town, above three hundred and fifty, besides natives, our loss has been trifling; one marine of the Eagle, killed; Lieutenant Lloy, and five seamen and marines, wounded. Nothing could exceed the spirit and disposition manifested by every captain, officer, seaman, and marine, in the squadron.

“ Although the town was stormed in every part, by the prudent management of Captain Rowley and Hoste, not an individual has been plundered, nor has any thing been taken away except what was afloat, and in the government stores.

“ I herewith send a return of the property and vessels captured, and have the honour to be, &c. &c.

“ THOS. FRAS. FREEMANTLE.”

“ Vice-Admiral Sir Edward Pellew,
Bart, &c. &c. &c.”

*A list of vessels, stores, &c. taken and destroyed at Fiume,
on the 3d of July, 1813.*

“ Ninety vessels; more than half of the smaller class were returned to the proprietors, thirteen sent to Lissa,

laden with oil, grain, powder, and merchandize; the rest were destroyed; fifty-nine iron guns (part only mounted) rendered totally useless; eight brass eighteen pounders, and one field-piece taken away; five hundred stand of small arms; two hundred barrels of powder; rations of bread for seventy thousand men, and two magazines, with stores, &c. burnt.

“ THOS. FRAS. FREEMANTLE.”

“ *Milford, off Porto Ré,*
July 9, 1813.”

“ SIR,

“ I have the honour to inform you that yesterday the squadron under my orders moved from Fiume to this place, and the Haughty was dispatched with prizes to Lissa.

“ Captain Hoste and Markland landed with the marines, and found the forts abandoned by the enemy, who had spiked the guns, and thrown the ammunition into the sea. The boats went up to Bocca Re, where a convoy of thirteen sail were scuttled; one of them only could be recovered. Having rendered the guns, ten in number, entirely useless, burnt the carriages, and blown up the works, I have ordered the ships to their several stations.

“ I have the honour to be, &c.

(Signed) “ T. F. FREEMANTLE.”

“ Vice-Admiral Sir Edward Pellew,
Bart. &c. &c.”

Notwithstanding the ill success of the last year's expedition into Canada, that province was still the great object of American enterprise. There were two modes by which the enemy hoped to gain this object—by the success of their armies, and by gaining a decided superiority on the lakes. The operations of the army do not fall within our province, except so far as they were connected with

the operations on the lakes. The Americans resolved to attack York, the capital of Upper Canada, which is situated on Lake Ontario : for this purpose General Dearborn arriving by water at the place, on the 27th of April, landed his troops, and commenced an attack on the works defended by General Sheaffe. At the same time the American flotilla, under Commodore Chauncey, opened a fire on the British batteries from the harbour. An explosion took place, which obliged General Sheaffe to march out with the regulars, leaving the others to capitulate. The Canadian lakes now became the most active scene of warfare, and a number of spirited actions took place on their coasts and waters. On Lake Ontario the British naval commander, Sir James Yeo, and the American commodore, Chauncey, kept each other in check, without any decided superiority on either side. A British expedition to Lake Champlain was successful in destroying a number of military buildings, and a great quantity of naval and other stores. In the month of September, the Americans accomplished their object of gaining naval possession of the lakes, as far as concerned Lake Erie. Their commander on this station, Commodore Percy, on the 10th of September, brought to action the British Canadian squadron, commanded by Captain Barclay, and compelled the whole of it to surrender. This defeat was in no respect attributable to want of bravery in Captain Barclay or his companions ; on the contrary, the captain behaved most nobly, and did not surrender till he was almost cut to pieces by wounds. But there certainly was great blame in not rendering his force more nearly equal to that of the Americans.

In the course of this year there were brought before Doctors Commons two prize causes ; the details of which, and also of the speech of Sir William Scott on the cases, deserve a place in our work, as they open up, in a clear

manner, some of the most important points respecting the maritime law of Britain, as it respects neutral rights.

ADMIRALTY OFFICE, DOCTORS' COMMONS.

The Hope and others.

“ This was the case of the *Hope*, and three other American vessels, captured in December last, in the prosecution of a voyage to Spain and Portugal, with cargoes of provisions. A claim was made by the owners, on the ground of the vessels being exonerated from the character of hostility, and protected from condemnation, by having on board letters from Mr. Allen, the British consul at New York, and Admiral Sawyer, commander on that station, purporting to license them for the voyage, and intended as a safeguard and protection to them throughout it. A variety of objections were urged at great length by the captor's counsel, to the nature and extent of the protection, deducible from these documents; and the case stood for the decision of the court this day, upon the validity of those objections.

“ Sir William Scott observed, it was difficult to give any precise designation to the letters which, it was contended, furnished the protection in these cases; a great part of the previous correspondence being left out of sight the court was left to guess at the contents; it was therefore only fair to infer that it contained a proposition to Admiral Sawyer, that the business should take the course it since had. It was perfectly clear that there must have been such a proposition, from the evidence of the subsequent facts. The papers could not abstractedly be considered as affording any protection; those who gave them not being invested with a competent authority to give them that effect. Exemptions from the consequences of hostility are amongst the highest acts of power; they are the acts of the sovereign alone, and must flow directly

from him, or those in official situations under him. It was not to be contended that Mr. Allen, the vice-consul, was clothed with this authority in the present case: and an admiral, though he may have considerable power with respect to the forces under him, cannot grant an exemption of this nature beyond the limits of his own command. The only question therefore was, whether there has not since been an act of the state ratifying those acts which the law calls spurious; whether, in fact, the government has not given them an authority they did not before possess? It appears that Mr. Foster had been in the habit of granting licences of this sort ever since the order of the British government, of October 13, 1812; and that he had been authorised or recognised in so doing by that order. Thus the policy of the measure, and the mode of adopting it, had both been sanctioned by the British government, when Mr. Foster retired from the country; and the transaction then assumed the present shape, certainly an awkward one, and not entirely trusted to by the Americans themselves. The direct course, however, cannot always be adopted; difficulties will occur to prevent it: and the court saw no reason to presume, that under the difficulties which existed in the present cases, the course adopted by Mr. Allen and Admiral Sawyer might not be the best. It had been said that Admiral Sawyer might have granted them personally, and sent them to America by way of Halifax; but there may not perhaps have been any safe and direct communication. Mr. Allen appears to have acted with every degree of fairness in the four instances which give rise to the present question; and as the measure is, in substance, precisely the same as that resorted to by Mr. Foster, varying only in its form, that informality could not be a fatal objection to the principle of the measure itself, as recognised by the order of the 26th of October, 1812. Taking the whole of the cases therefore together, he was of opinion, that they

clearly came within the meaning of the Orders in Council. He would ask, if the documents produced were not of the nature of certificates and passports, what were they?—mere nullities: and the order would be inoperative. He had therefore no hesitation in decreeing restitution of the ships and cargoes: but as the captors were justified in their detention under all the circumstances, it must be subject to the payment of their expenses.”

ADMIRALTY PRIZE COURT, DOCTORS' COMMONS,
March 10.

The ships Eliza, Ann, Cato, and Sukey.

“ These were three American vessels seized in Anholt Bay, in the Baltic, on the 11th of August last, by the *Vigo*, and others of His Majesty's ships, then stationed there. They had repaired thither for convoy, not knowing of the war which had taken place between this country and the United States, and were liable to condemnation, unless protected by some exemption in their favour, not generally applicable to all other vessels of the same national character. An exemption of this nature was set up by the Swedish consul to this effect: that the Americans had repaired to Anholt Bay, under an impression that it was within the territories of Sweden, at that time a neutral power; that the fact was so; and therefore that the territorial rights attached to neutrality formed a sufficient protection to the vessels of one belligerent from the consequences of hostility with another, as long as they continued within the neutral territory. To this it was replied, that Sweden had, at the time of the seizure in question, forfeited her right to be considered a neutral power by her conduct towards England; a conduct which had justified the British commander in seizing the Island of Anholt, which was an act subsequently confirmed by the British government itself: the place therefore of the

seizure in question, far from being a neutral territory, had passed into the possession of Great Britain, in retaliation for acts of hostility on the part of a power till then neutral, and was at that time actually garrisoned by a British force, with the British flag hoisted on its walls. As the territory of a belligerent power it was perfectly competent to that power to exercise its means of annoyance there against its enemy ; and the seizure in question was therefore justifiable and effectual, according to the law of nations.

“ Sir W. Scott recapitulated the points of the case, and observed, that though an exemption of this nature might be set up on the part of a nation strictly neutral, it could not be so on the part of a belligerent : the former had an absolute right to protect its flag from injury, and the tranquillity of its territories from being openly invaded by acts of force on the part of one belligerent in the prosecution of hostility with another, unless that right is waved by an express permission of the neutral nation, for the commission of those acts, or its acquiescence in them, after they have taken place ; in which case, however, the relation of that nation towards the belligerents becomes materially changed. There is not, however, in the present cases any assertion made, that the neutrality of the Swedish nation at the time of the seizure is clear and unequivocal ; and if an independent nation appears to act with an evident bias towards either of the belligerent states, by the adoption of her policy, or the furtherance of her views in any other respect, the court cannot consider the state acting thus invidiously as entitled to claim a non interruption of her tranquillity, or any other of the high privileges ordinarily belonging to neutral states.

“ In order to become so entitled two things are indispensably requisite : the one is, that the state making such a claim should be strictly neutral ; and the other, that the place in which the circumstance complained of may ori-

ginate should be clearly within her territory; for though an enemy is every where an enemy, yet acts of hostility are not to be deliberately planned and carried on in the territories of a neutral. Sweden had, for a long time prior to the seizure in question, sent herself to the views and wishes of France; she had espoused her policy and her interests by the adoption of what had been generally denominated the continental system, by the exclusion of British vessels from her harbours, and the confiscation of British property. Her conduct therefore was of a nature to justify the immediate commencement of war, with all its dreadful train of consequences; but the British admiral stationed in the Baltic only thought himself justified in seizing the island of Anholt, in the name of His Britannic Majesty, and hoisting the British flag there, as the only protection under which its various concerns could in future be conducted: the British government sanctioned this act of their agent, and war subsequently took place between the two countries. It has been said the measure was forced upon Sweden by the superior power of France; that she acted merely passively in the conduct of it; and that the British government was contented to accept this justification of her conduct, by not answering it by any proclamation of the altered relation of the two countries towards each other. It is laid down, however, by the best writers on the subject, that a declaration of the government is not necessary to shew that war had taken place; and in the present instance the treaty of peace that followed between the two countries was a distinct recognition by both, of the previous existence of a state of war. It may be true that Sweden may have entered into it unwillingly, or under the control of a superior power; but that is a matter wholly out of the consideration of the court; it has no business to enter into an examination of the Swedish government's motives; it is sufficient to take the fact, that a state of war actually existed at the time,

and was afterwards superseded by a treaty of peace, signed by the plenipotentiaries of the respective governments, who were invested with full powers so to do *eum libera potestate*, as the diplomatic writers term it. It has been again contended, that as the treaty was signed by the plenipotentiaries before the seizure in question, the pacific character of the two countries was re-established so as to entitle the vessels to liberation; but it appears that according to modern practice, the ratification of the contracting powers is necessary to perfect the treaty, and finally give it legal and effectual operation. The plenipotentiaries, it is true, have full powers to concede or to make stipulations, and determine upon the terms of the treaty; but still it is not complete without the ratification: such indeed is usually one of the stipulations, and in this respect therefore the authority of the plenipotentiaries is circumscribed. It has also been said, that when the treaty is once ratified, its operation is referred back to the time when it was agreed upon and signed by the respective plenipotentiaries: the words in the treaty, however, upon which this assumption is founded, that there shall henceforth be a cessation of all animosity and hostility, &c. are merely descriptive, and do not become binding upon the contracting parties till ratified by them. Vattel, book 4. chap. 2. A treaty of peace can be nothing more than a compromise of interests; and these expressions in it are merely an admission of the parties that they waive all consideration of the original motives of the war; for were the treaty to be framed upon principles of justice, with a view to determine what was due to each party, it would be impossible to carry it into effect: there must be compensation made for every act done throughout the war, remuneration for its expenses, &c. on both sides, and this would revive every hostile feeling. It was perfectly clear, in this case, that the Swedish government considered the treaty in this point of view, because Anholt was afterwards suffered to continue in the possession of

Great Britain, and the same degree of conduct observed. It only remains then to inquire whether the territory in which the seizure was made was that of Sweden. Now the British flag, which had been hoisted there, remained so undisturbed; it was considered as a British port, and occupied by a British force; and the very motive for which the Americans went with the vessels in question to the bay of Anholt, viz. for convoy and protection, shews that they considered it a British station. Its mere vicinity to Sweden does not confer a territorial right which other circumstances concur to deprive it of, any more than the occupation of Gibraltar by the British confers on it similar rights with regard to the Spanish territory. The learned judge was therefore of opinion that the claims failed in both its essential points, and condemned the vessels; but with respect to the private adventures on board, he observed, it rested entirely with the crown, as the Order in Council imposing the embargo limits the extent of each adventure to two hundred pounds."

At the commencement of the year 1814, the attention of all Europe was fixed on France; into that country the allies had now driven Buonaparte; and there the contest, after many desperate battles was decided. Buonaparte agreed to abdicate the throne of France, and to retire to the Isle of Elba. The Bourbons were restored, and Europe again enjoyed peace.

On the 13th of June, the House of Commons having resolved itself into a committee of ways and means, the Chancellor of the Exchequer brought forward the supplies; those of the navy (exclusive of ordnance sea service) amounted to eighteen million, seven hundred and eighty-six thousand, five hundred and nine pounds: there had been voted last year the sum of twenty millions, five hundred and seventy-five thousand and eleven pounds, of course there was a balance in favor of this year, the sum of one million, seven hundred and eighty-eight thousand, five hundred and two pounds.

The peace took place early this year with France, yet before it was concluded, some naval actions were fought : we revert to the close of the last year for a gallant enterprise, conducted under the command of Captain Rowley of the *America*, in conjunction with a land force of Italians, the object of which was to surprise the port of Leghorn ; but though they got possession of the suburbs of Leghorn, yet they could not succeed in compelling the commandant of the place itself to surrender, and were consequently obliged to re-embark, though with very inconsiderable loss.

Captain Rainier, of the *Niger*, having made the island of St. Antonio, on the coast of south America, on the morning of the 5th of January, discovered a strange sail, to which he immediately gave chase, in company with the *Tagus*, Captain Pipon. At day-light the next morning, the *Tagus* opened her fire, which was briskly returned ; and after a few broadsides, the enemy's main-mast was shot away. The *Niger* now came up, when after firing another broadside she surrendered. She proved to be *La Ceres* of forty-four guns, and three hundred and twenty-four men.

Rear Admiral Durham, commander-in-chief on the leeward islands station, reported in the month of January, his success in the capture of two French frigates. On the 16th of that month, the *Cyane* having made the signal for two strange sail, chase was made, and the *Venerable*, by her superior sailing came up with them at the close of the day, leaving the *Cyane* far astern. A cannonade began with the leewardmost, which made a bold attempt to lay the *Venerable* aboard ; but was, by this manœuvre herself taken : she proved to be the *Alcmene*, of forty-four guns : her consort in the mean time attempted to escape, but she was pursued during the night and the two following days, when she was captured ; she was the *Iphigenia*, a frigate of the largest class, fully manned.

On the 3d of February, Captain Hayes of His Majesty's ship *Majestic*, being on his way from St. Michael to Madeira, at day-light descried three ships and a brig, to which he gave chase. They were soon discovered to be two forty-four gun frigates, and a twenty gun ship: the *Majestic* bore down to the headmost frigate which shortened sail, and brought to for the others to close. Captain Hayes endeavoured to get up with her before this took place, but in this he was foiled; and all made sail from him. A little after two o'clock, the sternmost frigate hoisted French colours, and opened a fire, which was returned by the *Majestic* with such effect, that at forty-nine minutes after four she struck. The wind increasing, Captain Hayes was obliged to stay by his prize, and thus the others escaped: she was the *Terpsichore* of forty-four guns, and three hundred and twenty-six men.

A well fought action between an English and French frigate took place in February, which deserves to be recorded in the official narrative, together with the introductory letter of Admiral Lord Keith.

“ *Admiralty Office, March 5, 1815.*

“ Copy of a letter from Admiral Lord Keith, K. B. to John Wilson Croker, Esq. dated on board His Majesty's ship *York*, in Cawsand Bay, the 2d inst.

“ SIR,

“ I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, a copy of a letter from Captain Phillimore, reporting the capture of *La Clorinde* French frigate, after a most severe conflict, on the evening of the 25th ultimo, between her and the *Eurotas*; an action which reflects the highest honour upon the bravery and professional skill of Captain Phillimore and his officers, and upon the valour and good conduct of his crew. Captain Phillimore has been severely wounded

on the occasion, but I entertain a flattering hope that His Majesty's service, and the country at large, will not long be deprived of the services of so valuable an officer.

“ I have the honour to be, &c.

“ KEITH, Admiral.”

“ *His Majesty's ship. Eurotas,*

“ *Plymouth-sound, March 1.*

“ MY LORD,

“ I have the honour to inform your lordship, that His Majesty's ship under my command parted company from the Rippon on Monday night, the 21st ult. in chase of a vessel which proved to be a Swedish merchant ship; and on Friday, the 25th, in endeavouring to rejoin the Rippon, being then in lat. 47. 40. north, and long. 9. 30. west, we perceived a sail upon the lee-beam, to which we gave chase. We soon discovered her to be an enemy's frigate, and that she was endeavouring to out-manceuvre us in bringing her to action; but having much the advantage in sailing, (although the wind had unfortunately died away), we were enabled at about five o'clock to pass under her stern, hail her, and commence close action. When receiving her broadside, and passing to her bow, our mizen-mast was shot away. I then ordered the helm to be put down to lay her aboard, but the wreck of our mizen-mast lying on our quarter, prevented this desirable object from being accomplished.

“ The enemy just passed clear of us, and both officers and men of the Eurotas renewed the action with the most determined bravery and resolution, while the enemy returned our fire in a warm and gallant manner. We succeeded in raking her again, and then lay broadside to broadside; at 6. 20. our main-mast fell by the board, the enemy's mizen-mast falling at the same time; at 6. 50. our fore-mast fell, and the enemy's main-mast almost immediately afterwards. At ten minutes after seven she

slackened her fire, but having her fore-mast standing, she succeeded with her fore-sail in getting out of range. During the whole of the action we kept up a heavy and well-directed fire; nor do I know which most to admire, the seamen at the great guns, or the marines with their small arms, they vying with each other who should most annoy the enemy.

“ I was at this time so much exhausted by the loss of blood, from wounds I had received in the early part of the action from a grape-shot, that I found it impossible for me to remain any longer upon deck. I was therefore under the painful necessity of desiring Lieutenant Smith, (first lieutenant) to take command of the quarter-deck, and to clear the wreck of the fore-mast, and main-mast which then lay nearly fore and aft the deck, and to make sail after the enemy; but, at the same time, I had the satisfaction of reflecting that I had left the command in the hands of a most active and zealous officer.

“ We kept sight of the enemy during the night by means of boat-sails, and a jigger on the ensign-staff; and before twelve o'clock the next day Lieutenant Smith reported to me, that, by the great exertions of every officer and man, jury-courses, top-sails, stay-sails and spankers, were set in chase of the enemy, who had not even cleared away his wreck, and that we were coming up with her very fast, going at the rate of six knots and a half; that the decks were perfectly clear, and that the officers and men were as eager to renew the action as they were to commence it; but to the great mortification of every one on board, we perceived two sail on the lee-bow, which proved to be the *Dryad* and *Achates*, and they having crossed the enemy (we only four or five miles distant) before we could get up to her, deprived us of the gratification of having her colours hauled down to us.

“ The enemy's frigate proved to be the *Clorinde*, Captain Dennis Legard, mounting fourty-four guns, with four

brass swivels in each top, and a complement of three hundred and sixty picked men.

“ It is with sincere regret I have to state that our loss is considerable, having twenty killed and forty wounded; and I most sincerely lament the loss of three fine young midshipmen; two of whom had served the whole of their time with me, and who all promised to be ornaments to the service. Among the wounded is Lieutenant Foord, of the Royal Marines, who received a grape-shot in his thigh, while gallantly heading his party.

“ I learn from Monsieur Gerrard, one of the French officers, that they calculate their loss on board the *Clorinde* at one hundred and twenty men. It is therefore unnecessary for me to particularise the exertions of every individual on board this ship, or the promptness with which every order was put into execution by so young a ship's company; but I must beg leave to mention the able assistance which I received from Lieutenants Smith, Graves, Randolph, and Beckham, Mr. Beadnell, the master, and Lieutenants Foord and Connell, of the royal marines; the very great skill and attention shewn by Mr. Thomas Cooke Jones, surgeon, in the discharge of his important duties; the active services of Mr. J. Bryan, the purser, and the whole of the warrant officers, with all the mates and midshipmen, whom I beg leave most strongly to recommend to your lordship's notice. I enclose a list of the killed and wounded, and have the honour to be, &c.

“ J. PHILLIMORE, Captain.”

“ Admiral LORD KEITH, K. B.”

“ [Here follows a list of twenty killed, including Messrs. Jer. Spurking, and C. Greenaway, midshipmen, and Mr. J. T. Vaughan, volunteer, and thirty-nine wounded, including Captain Phillimore, and Lieutenant Foord, of the

marines, severely; and J. R. Brigstocke, midshipman, slightly.”]

On the 26th of March, the Hannibal of seventy-four guns, Captain Sir M. Seymour, and the Hebrus frigate, Captain Palmer, gave chase to two French frigates, one of which, the Sultan, was soon captured by the Hannibal off the isle of Bas. The other was pursued during the whole day by the Hebrus, and at midnight had reached the Race of Alderney. She then rounded point Joubourg to get into the bay of La Hogue, where, early the next morning, the Hebrus, running in between her, and the shore brought her to close action. After an obstinate resistance of nearly two hours and a quarter, the ships almost touching each other during the whole time, she struck her colours: great exertions were necessary to get the ship clear from the shore, and out of the reach of the batteries. The prize was L'Etoile of forty-four guns, and three hundred and twenty men; the loss on both sides, as might be expected, was considerable.

The American frigate Captain Porter, which had been long cruising off the coast of South America, and had many captives, especially among the South Sea Whalers, was at length taken off Valparaiso, in Chili, by the Phœbe frigate, Captain Hillyar, in company with the Cherub sloop, Captain Fischer. The following are the official details.

“ *Admiralty Office, July 23.*

“ Copy of a Letter from Captain Hillyar, of His Majesty's ship Phœbe, to John Wilson Croker, Esq. dated in . . .

“ *Valparasio Bay, March 30.*

“ SIR,

“ I have the honour to acquaint you, for the information of the Lords Commissioners of the Admiralty, that a

little past three o'clock on the afternoon of the 28th inst. after nearly five months anxious search, and six weeks still more anxious lookout for the *Essex* and her companion, to quit the port of Valparaiso, we saw the former under weigh, and immediately, accompanied by the *Che-
rub*, made sail to close with her: on rounding the outer point of the bay, and hauling her wind for the purpose of endeavouring to weather us, and escape, she lost her main topmast, and afterwards not succeeding in an effort to regain the limits of the port, bore up, and anchored so near the shore (a few miles to the leeward of it), as to preclude the possibility of passing a-head of her without risk to his Majesty's ships. As we drew near, my intention of going close under her stern was frustrated by the ship breaking off, and from the wind blowing extremely fresh; our first fire, commencing a little past four, and continuing about ten minutes, produced no visible effect: our second, a few random shot only, from having increased our distance by wearing, was not apparently more successful, and having lost the use of our main-sail, jib, and main-stay, appearances were a little inauspicious. On standing again towards her, I signified my intention of anchoring, for which we were not ready before, with springs, to Captain Tucker, directing him to keep under weigh, and take a convenient station for annoying our opponent. On closing the *Essex*, at thirty-five minutes past five, the firing recommenced, and before I gained my intended position, her cable was cut, and a serious conflict ensued; the guns of His Majesty's ship gradually becoming more destructive, and her crew, if possible, more animated, which lasted until twenty minutes past six; when it pleased the Almighty Disposer of Events to bless the efforts of my gallant companions, and my personal very humble one, with victory. My friend Captain Tucker, an officer worthy of their lordship's best attention, was severely wounded at the commencement of the action, but re-

mained on deck until it terminated, using every exertion against the baffling winds and occasional calms which followed the heavy firing, to close near the enemy; he informs me that his officers and crew, of whose loyalty, zeal, and discipline, I entertain the highest opinion, conducted themselves to his satisfaction.

“ I have to lament the death of four of my brave companions, and one of his; with real sorrow I add, that my first Lieutenant Ingram, is among the number; he fell early, and is a great loss to His Majesty's service; the many manly tears which I observed this morning, while performing the last mournful duty at his funeral on shore, more fully evinced the respect and affection of his afflicted companions, than any eulogium my pen is equal to. Our lists of wounded are small, and there is only one for whom I am under anxiety. The conduct of my officers and crew, without any individual exception that has come to my knowledge, before, during, and after the battle, was such as become good and loyal subjects, zealous for the honour of their much-loved though distant king and country.

“ The defence of the *Essex*, taking into consideration our superiority of force, the very discouraging circumstances of her having lost her maintop-mast, and being twice on fire, did honour to her brave defenders, and most fully evinced the courage of Captain Porter, and those under his command. Her colours were not struck until the loss in killed and wounded was so awfully great, her shattered condition so seriously bad, as to render further resistance unavailing.

“ I was much hurt on hearing that her men had been encouraged; when the result of the action was evidently decided, some to take to their boats, and others to swim on shore: many were drowned in the attempt; sixteen were saved by the exertions of my people, and others I believe between thirty and forty, effected their landing.

I informed Captain Porter, that I considered the latter, in point of honour, as my prisoners; he said the encouragement was given when the ship was in danger from fire, and I have not pressed the point. The *Essex* is completely stored and provisioned for at least six months, and although much injured in her upper works, masts, and rigging, is not in such a state as to give the slightest cause of alarm, respecting her being able to perform a voyage to Europe with perfect safety. Our main and mizen masts and main-yard are rather seriously wounded: these, with a few shot-holes between wind and water, which we can get at without lightening, and a loss of canvas and cordage, which we can partly replace from our well-stored prize, are the extent of the injuries His Majesty's ship has sustained.

“ I feel it a pleasant duty to recommend to their lordships' notice, my now Senior Lieutenant, Pearson, and Messrs. Allan, Gardner, Porter, and Daw, midshipmen; I should do very great injustice to Mr. George O'Brien, the mate of the *Emily* merchantman, who joined a boat's crew of mine in the harbour, and pushed for the ship the moment he saw her likely to come to action, were I to omit recommending him to their lordships; his conduct, with that of Mr. N. Murphy, master of the English brig *Good Friends*, were such as to entitle them both to my lasting regard, and prove that they were ever ready to hazard their lives in their country's honourable cause. They came on board when the attempt was attended with great risk, and both their boats were swamped. I have before informed their lordships, that Mr. O'Brien was once a lieutenant in His Majesty's service (may now add, that youthful indiscretions appear to have given place to great correctness of conduct), and as he has proved his laudable zeal for its honour, I think, if restored, he would be found one of its greatest ornaments. I enclose returns of killed and wounded: and if conceived to have trespas-

sed on their lordships' time by this very long letter, hope it will be kindly ascribed to the right cause—an earnest wish that merit may meet its due reward.

“ I have the honour to be, &c.

“ JAMES HILLYAR.”

“ P. S.—There has not been found a ship's book, or paper of any description (charts excepted), on board the *Essex*, or any document relative to the number serving in her previous to the action. Captain Porter informs me, that he had upwards of two hundred and sixty victualled; our prisoners, including forty-two wounded, amount to one hundred and sixty-one: twenty-three were found dead on her decks, three wounded were taken away by Captain Downes of the *Essex*, junr. a few minutes before the colours were struck, and I believe twenty or thirty reached the shore; the remainder were killed or drowned.

“ Here follows a list of four killed and seven wounded on board the *Phœbe*, including first Lieutenant William Ingram among the former. On board the *Cherub* were one killed and three wounded, including Captain Tucker, severely.—Total, five killed and ten wounded.”

A very detailed account of this affair was transmitted to the American Government by Captain Porter, written in a partial manner, and with great ostentation; this narrative differs in several respects from that which we have just given; but it does justice to the humane and generous conduct of Captain Hillyar, after the action. Captain Porter complains of the attack, as a violation of neutral territory, and hints at an understanding between the Governor of Valparaiso and the British commander.

An account was communicated by Captain Pigot of the *Orpheus*, of his having taken in the month of April, after a chase of sixty miles, off Cuba, the United States ship, *Frolic*, carrying twenty thirty-two pound carronades

and two long eighteen pounders, with a crew of one hundred and seventy-one men.

In these two cases, the issue of the naval contests had been favourable to Britain: in the one which we are about to record it was the reverse.

This action, which was very severe and well contested, took place on the 18th of June, in latitude 48 north, longitude 11 west, between the English brig of war, *Reindeer*, Captain Manners, and the American sloop of war, *Wasp*, Captain Blakeley.

Captain Manners gave chase to a vessel which he perceived to leeward; and about three P. M. the vessels were engaged yard-arm to yard-arm. The battle was fought with the most determined spirit for the space of twenty-five minutes, when the *Reindeer*, having lost her captain, her purser, and twenty-seven men killed, and forty wounded; among whom were almost all her officers, and having been repulsed in two attempts to board,—was obliged to strike; she was so much damaged, that it was found necessary to destroy her next day. The American ship was much her superior in number of men, and weight of metal.

The next action between the English and Americans was attended with final success, though with a formidable loss. An English squadron, consisting of the *Plantagenet*, *Rota* and *Carnation*, descried a large American privateer, at anchor in the roads of Fayal, a Portuguese harbour in the Azores. As she was getting under weigh a boat was sent to reconnoitre her force, which being driven by the tide near the vessel, was hailed, and desired to keep off: this being impracticable, the boat was fired into, and seven men were killed. The English considering this as an infraction of the neutrality of the port, the *Carnation* was sent in by the commodore, for the purpose of destroying the privateer; but, as the ship could not get near enough, nine boats with three lieutenants and about two

hundred men, were dispatched for the purpose. On approaching the privateer, they were received with a most destructive fire from a thirty-two pounder;—at last the enemy escaped on shore, whence they fired on the English who were destroying their vessel: she was however destroyed, but at the expense of one hundred and thirty-five killed and wounded, among whom were the three lieutenants.

We must now attend to the naval operations against America, on the lakes of Canada, &c.

In the beginning of May, a successful expedition under General Drummond and Sir James Yeo, against the American fort Oswego, on lake Ontario, was chiefly serviceable, by retarding the equipment of the enemy's armament on that lake. An attempt for a similar purpose under Captain Popham, off Sacket's harbour, was defeated with loss.

It being resolved to carry on the war with greater vigour, Sir G. Prevost entered the State of New York, and marched to Champlyin, near the lake of that name. His first attempt was directed against Plattsburgh, and this attack was to be made by land, in conjunction with an attack with the British naval force on the lake, commanded by Captain Downie. This however proving most disastrous (as will appear by the following official accounts) Sir G. Prevost found it necessary to abandon his enterprise.

“ *Admiralty Office, Nov. 26.*

“ Copy of a letter from Commodore Sir J. L. Yeo, commander-in-chief of His Majesty's ships and vessels on the Lakes of Canada, to J. W. Croker, Esq. dated on board His Majesty's ship *St. Lawrence*, at Kingston, September 24, 1814.

“ SIR,

“ I have the honour to transmit for the information of the lords commissioners of the Admiralty, a copy of a

letter from Captain Pring, late commander of His Majesty's brig *Linnet*. It appears to me, and I have good reason to believe, that Captain Downie was urged, and his ship hurried into action before she was in a fit state to meet the enemy. I am also of opinion that there was not the least necessity for our squadron giving the enemy such decided advantages, by going into their bay to engage them; even had they been successful, it would not in the least have assisted the troops in storming the batteries; whereas had our troops taken their batteries first, it would have obliged the enemy's squadron to quit the bay, and given ours a fair chance.

“ I have the honour to be, &c.

(Signed) “ JAMES LUCAS YEO,

“ Commodore and Commander-in-Chief.”

“ *United States ship Saratoga, Plattsburgh Bay, Lake Champlain, Sept. 12, 1814.*”

“ SIR,

“ The painful task of making you acquainted with the circumstances attending the capture of His Majesty's squadron, yesterday, by that of the Americans, under Commodore M'Donough, it grieves me to state, becomes my duty to perform, from the ever-to-be-lamented loss of that worthy and gallant officer, Captain Downie, who unfortunately fell early in the action.

“ In consequence of the earnest solicitation of his Excellency Sir George Prevost for the co-operation of the naval force on this lake to attack that of the enemy, who were placed for the support of their works at Plattsburgh, which it was proposed should be stormed by the troops, at the same moment the naval action should commence in the bay; every possible exertion was used to accelerate the armament of the new ship, that the military move-

ments might not be postponed at such an advanced session of the year, longer than was absolutely necessary.

“ On the 3d instant I was directed to proceed in command of the flotilla of gun-boats to protect the left flank of our army advancing towards Plattsburgh: and on the following day, after taking possession and paroling the militia of Isle la Motte, I caused a battery of three long eighteen-pounder guns to be constructed for the support of our position abreast of Little Chazy, where the supplies for the army were ordered to be landed.

“ The fleet came up on the 8th instant, but for want of stores for the equipment of the guns, could not move forward until the 11th; at daylight we weighed, and at seven were in full view of the enemy's fleet, consisting of a ship, brig, schooner, and one sloop, moored in line, abreast of their encampment, with a division of five gun-boats on each flank; at forty minutes past seven, after the officers commanding vessels and the flotilla had received their final instructions as to the plan of attack, we made sail in order of battle. Captain Downie had determined on laying his ship athwart-hause of the enemy, directing Lieutenant M'Ghee, of the Chub, to support me in the Linnet, in engaging the brig to the right, and Lieutenant Hicks, of the Finch, with the flotilla of gun-boats, to attack the schooner and sloop on the left of the enemy's line.

“ At eight the enemy's gun-boats and smaller vessels commenced a heavy and galling fire on our line; at ten minutes after eight, the Confidence having two anchors shot away from her larboard bow, and the wind baffling was obliged to anchor (though not in the situation proposed) within two cables' length of her adversary; the Linnet and Chub soon afterwards took their allotted stations, something short of that distance, when the crews on both sides cheered, and commenced a spirited and close action; a short time, however, deprived me of the

valuable services of Lieutenant M'Ghee, who from having his cables, bowsprit, and main boom shot away, drifted within the enemy's line, and was obliged to surrender.

“ From the light airs and smoothness of the water, the fire on each side proved very destructive from the commencement of the engagement, and with the exception of the brig, that of the enemy appeared united against the *Confiance*. After two hours severe conflict with our opponent, she cut her cable, ran down, and took shelter between the ship and schooner, which enabled us to direct our fire against the division of the enemy's gun-boats and ship which had so long annoyed us during our close engagement with the brig, without any return on our part; at this time the fire of the enemy's ship slackened considerably, having several of her guns dismounted, when she cut her cable and winded her larboard broadside to bear on the *Confiance*, who in vain endeavoured to effect the same operation; at thirty-three minutes after ten, I was much distressed to observe the *Confiance* had struck her colours. The whole attention of the enemy's force then became directed towards the *Linnet*; the shattered and disabled state of the masts, rigging, and yards, precluded the most distant hope of being able to effect an escape by cutting the cable; the result of doing so, must in a few minutes have been, her drifting alongside the enemy's vessels, close under our lee; but in the hope that the flotilla of gun-boats, who had abandoned the object assigned them, would perceive our wants and come to our assistance, which would afford a reasonable prospect of being towed clear, I determined to resist the then destructive cannonading of the whole of the enemy's fleet, and at the same time dispatched Lieutenant H. Drew, to ascertain the state of the *Confiance*. At forty-five minutes after ten, I was apprized of the irreparable loss she had sustained by the death of her brave commander

(whose merits it would be presumption in me to extol) as well as the great slaughter which had taken place on board; and observing from the manœuvres of the flotilla, that I could enjoy no further expectations of relief, the situation of my gallant comrades who had so nobly fought, and even now fast falling by my side, demanded the surrender of His Majesty's brig entrusted to my command, to prevent a useless waste of valuable lives, and at the request of the surviving officers and men, I gave the painful orders for the colours to be struck.

“ Lieutenant Hicks, of the Finch, had the mortification to strike on a reef of rocks, to the eastward of Crab Island, about the middle of the engagement, which prevented his rendering that assistance to the squadron, that might, from an officer of such ability, have been expected.

“ The misfortune which this day befel us by capture will, Sir, I trust, apologize for the lengthy detail which, in justice to the sufferers, I have deemed necessary to give of the particulars which led to it; and when it is taken into consideration that the *Confiance* was sixteen days before on the stocks, with an unorganized crew, composed of several drafts of men who had recently arrived from different ships at Quebec, many of whom only joined the day before, and were totally unknown either to the officers or to each other, with the want of gun-locks, as well as other necessary appointments not to be procured in this country, I trust you will feel satisfied of the decided advantage the enemy possessed, exclusive of their great superiority in point of force, a comparative statement (the account of the British force has not been transmitted) of which I have the honour to annex. It now becomes the most pleasing part of my present duty to notice to you the determined skill and bravery of the officers and men in this unequal contest; but it grieves me to state that the loss sustained in maintaining it has been so great;

that of the enemy, I understand, amounts to something more than the same number.

“ The fine stile in which Captain Downie conducted the squadron into action, amidst a tremendous fire, without returning a shot, until secured, reflects the greatest credit to his memory, for his judgment and coolness, as also on Lieutenant M’Ghee and Hicks for so strictly attending to his example and instructions: their own accounts of the capture of their respective vessels, as well as that of Lieutenant Robertson, who succeeded to the command of the *Confiance*, will, I feel assured, do ample justice to the merits of the officers and men serving under their immediate command; but I cannot omit noticing the individual conduct of Lieutenants Robertson, Creswick, and Hornby, and Mr. Bryden, master, for their particular exertion in endeavouring to bring the *Confiance*’s starboard side to bear on the enemy, after most of their guns were dismounted on the other.

“ It is impossible for me to express to you my admiration of the officers and crew serving under my personal orders; their coolness and steadiness, the effect of which was proved by their irresistible fire directed towards the brig opposed to us, claims my warmest acknowledgments, but more particularly for preserving the same so long after the whole strength of the enemy had been directed against the *Linnet* alone. My first lieutenant, Mr. Wm. Drew, whose merits I have before had the honour to report to you, behaved on this occasion in the most exemplary manner.

“ By the death of Mr. Paul, acting second lieutenant, the service has been deprived of a most valuable and brave officer; he fell early in the action. Great credit is due to Mr. Giles, purser, for volunteering his services on deck; to Mr. Mitchell, surgeon, for the skill he evinced in performing some amputations required at the moment, as well as his great attention to the wounded during the

action, at the close of which the water was nearly a foot above the lower deck, from the number of shot which struck her between wind and water. I have to regret the loss of the boatswain, Mr. Jackson, who was killed a few minutes before the action terminated. The assistance I received from Mr. Muckle, the gunner, and also from Mr. Clark, master's mate, Messrs. Towke and Sinclair, midshipmen, the latter of whom was wounded in the head, and Mr. Guy, my clerk, will I hope recommend them, as well as the whole of my gallant little crew, to your notice. I have much satisfaction in making you acquainted with the humane treatment the wounded have received from Commodore M'Donnough; they were immediately removed to his own hospital on Crab Island, and were furnished with every requisite. His generous and polite attention to myself, the officers, and men, will ever hereafter be gratefully remember'd.

“ Enclosed I beg leave to transmit you the return of killed and wounded, and have

“ The honour to be, &c.

“ DANIEL PRING,
“ Captain, late of His Majesty's
sloop *Linnet*.”

In other parts of America we were more successful. In July an expedition was sent from Halifax to Passamaquoddy Bay, near the mouth of the Bay of Fundy, which took possession of Morse Island.

In the beginning of August, Vice-Admiral Sir Alex. Cochrane having been informed by Rear-Admiral Cockburne that the American Commodore Barney, with the Baltimore flotilla, had taken shelter at the head of the Patuxent, resolved to attack him, and at the same time make an attempt upon the city of Washington, which lies not far distant from a port on the Patuxent. The troops, with a considerable body of seamen, were landed, and

after repulsing the Americans, reached Washington. The public buildings were destroyed, as well as the arsenal, rope walk, and a great bridge across the Potowmac, a frigate ready to be launched, and a sloop of war, were burnt in the dock yard. Private property was respected, and the strictest discipline observed. On the following night the retreat commenced, and the men were safely re-embarked.

Fort Washington, on the river below the city, was also destroyed by Captain Gordon, of the *Sea Horse*, accompanied by other vessels. By the fall of this fort the town of Alexandria was left at the mercy of the victors, and was obliged to surrender; but Captain Gordon being informed that preparations were making to oppose his return, quitted Alexandria, without waiting to destroy the stores, which he could not carry away, but succeeded in bringing back all his own squadron, and twenty-one ships laden with stores, &c.

The next attempt was against Baltimore, planned by Admiral Cochrane and General Ross: in this attempt the latter was killed; and the admiral having ascertained that the harbour could not be attacked by the ships, on account of the sunken vessels, which were defended by batteries, a retreat was ordered, and effected without loss.

In the mean time the negociations for peace between Britain and America were going on, and at length were brought to a favourable conclusion. On the 24th of December a treaty of peace was signed. The articles of this treaty chiefly related to the disputes respecting boundaries; no notice was taken of maritime rights, of the impressment of American seamen, or of any of the causes which had occasioned the war.

The year 1815 was remarkable for the return of Buonaparte from Elba; for his rapid and unmolested march to Paris; for the glorious battle of Waterloo, which in

one day destroyed his power; and for his banishment to St. Helena, and the second return of the Bourbons.

Parliament was convened in November, 1814. On the 14th of that month, Sir George Warrender, one of the lords of the Admiralty, said, that as the war was still unfortunately carrying on with America, it was necessary that a certain number of ships and seamen should be still kept in employ; he begged leave, however, to state, that the expenses would relate solely to the fleet afloat. He moved therefore that seventy thousand men should be voted for the service of the year 1815, including fifteen thousand marines; and also that one million six hundred and fifteen thousand two hundred and fifty pounds should be granted for the said seventy thousand men, at the rate of one pound fifteen shillings per month, for thirteen months.

Considerable discussions took place during this session of Parliament on the conduct of the war against America; on the injustice and impolicy of the attack on Washington; and on the disasters on the Lakes of Canada.

Though peace was concluded in the month of December, 1814, between America and Britain, yet before it could be known, an attack was made on New Orleans; as this was a military enterprize, we shall merely state that it was unfortunate; General Pakenham, the commander-in-chief, being killed; and Generals Kean and Gibbs being wounded, the latter mortally. The total loss was about two thousand killed, wounded, and prisoners; and the army was obliged to re-embark.

The naval contest between the two countries was closed by a triumph over one of the most formidable of the American commanders, who, however, incurred no loss of honour on the occasion.

A British squadron, consisting of a man-of-war and three frigates, stationed off the coast of New York, in

order to prevent the United States ship *President*, Commodore Decatur, and other vessels, at Staten Island from putting to sea, descried on the 15th of January the *President* attempting to get out, and commenced a general chase. After a run of several hours the *Endymion* frigate, Captain Porter, came up with the *President*, and an action ensued, which was maintained for upwards of two hours and a half, with great vigour on both sides. The sails of the *Endymion* being cut from the yards by the shot of the enemy, the *President* got ahead: at this time another of the British squadron came up with her—the *Pomone*, which fired a few shots, when Commodore Decatur hailed, to say that he had surrendered. The loss of men was considerable on both sides; but much the greatest on board the American frigate. This ship was of an immense size, much more like a line-of-battle ship than a frigate, and had on board about four hundred and ninety men.

CHAPTER II.

The Naval History of Great Britain during the year 1816.—Expedition against Algiers.—Concluding Remarks.

AFTER Britain, by her perseverance and by the bravery and success of her army and navy, had succeeded in destroying the revolutionary power of France, and in restoring the peace and independence of Europe, it was to be hoped that she would have had, at least for a considerable lapse of time, no cause for again appealing to arms. The contrary, however, was the case: her navy indeed was reduced to the peace establishment, and every thing bore the appearance of confirmed and permanent tranquillity, when a foe sprung up in a quarter where it was least expected.

It had long been deemed an indelible disgrace to Europe that she permitted the piratical states of Barbary to plunder her ships and carry captive her inhabitants; nay more, that she not only submitted to these things, but also frequently sent presents to these piratical states. Of course such of the European powers as had no navy, or a navy consisting only of a very few ships, could not be expected to do much against the Barbary powers; but the maritime powers, Britain, France, Holland, Spain, Denmark, Sweden, and Russia, it might have been supposed and expected would have exerted themselves at least to protect their trade and their subjects from these states. It may indeed be said with respect to Britain, that the Barbary powers never molested her: this is true, since Britain possessed Gibraltar; but even since this event she had sent them presents, and thus demeaned and disgraced herself, when there was no necessity for it.

At last Britain was roused to vindicate herself, and avenge the cause of civilized Europe against one of the most formidable of these Barbarous states, and thus it is hoped has put an end to the piratical practices of all of them; but before we give an account of the naval expedition to Algiers, it may be proper to premise some account of this place, and of the expeditions which have at various times been sent against it.

The bay of Algiers is eight leagues wide between Cape Coxine, on the west, and Cape Matifore, on the east; off the latter is a ledge of rocks and several islets. The bay has good anchorage throughout in twenty to thirty fathoms, and receives the river Hareth. The city of Algiers is on a cove on the west side of the bay: it contains fifteen thousand houses, and about one hundred thousand inhabitants, and is built like an amphitheatre, on the side of a hill: it has a port formed by a pier five hundred paces long, which joins a small island to the main; it is very strongly fortified.

After Charles V. had succeeded in an expedition against Tunis he resolved to attack Algiers, in which he was by no means equally successful.

“ When Hayradin, by his vigorous and judicious exertions, had so much increased the strength of Algiers, the Sultan Solyman, either from gratitude or jealousy, raised him to the dignity of a bashaw of the empire, and appointed Hassan Aga, a Sardinian renegado, a bold and experienced officer, to succeed him in the viceroyalty of Algiers. Hassan immediately began to ravage the coast of Spain with great fury; extending his depredations likewise to the ecclesiastical state, and other parts of Italy. His cruel piracies roused the resentment of Pope Paul III. and of the Emperor Charles V., who concerted an enterprise against this infidel robber. A bull was published by his holiness, promising plenary absolution of sins, and the crown of martyrdom to all who should

perish in battle on the coasts of Barbary, or be made slaves; and the emperor sailed with a fleet consisting of one hundred and twenty ships, and twenty galleys, having on board an army of thirty thousand men, with an immense quantity of money, provisions, ammunition, and arms. Many of the Spanish and Italian nobility accompanied their monarch in this expedition, eager to share in the glory which they were confident he was to acquire; a hundred knights of Malta, who had always distinguished themselves for their zeal against the enemies of the cross, embarked in this sacred cause with one thousand chosen followers; and so high were the expectations formed of this enterprise, that even ladies of rank and character, and the wives and daughters of the officers and soldiers, braved the perils of the sea, with a view of settling in Barbary after the conquest was completed. After a tedious and hazardous voyage from Majorca, the fleet appeared before the African coast; but the roll of the sea and the violence of the winds prevented the troops from disembarking. At length Charles, seizing a favourable opportunity, landed them without opposition not far from Algiers, towards which he advanced without delay.

“ The Algerines were thrown into the utmost consternation when they beheld such an immense armament, and saw a mighty army already moving towards their city. A wall with scarce any outworks was all its external defence. The greater part of their forces were dispersed in the different provinces of the kingdom, to levy the usual contributions from the Arabs and Moors; and in the garrison there were only eight hundred Turks, and six thousand Moorish soldiers, poorly disciplined, and worse accoutred. Charles, after building a fort, under the cannon of which his army encamped, and diverting the course of a spring which supplied the city with water, summoned Hassan to surrender at discretion; and threatened, in case of his refusal, to put all the garrison to the

sword. To this summons Hassan returned a bold and haughty answer; but with such a slender force, he must soon have been forced to yield to the imperial troops, superior even to those which had defeated Barbarossa at the head of sixty thousand men. The dōwan, or senate of the Algerines, began therefore to consult about the most proper means of obtaining an honourable capitulation; but in the midst of their deliberations, a frantic prophet rushed into the assembly, exhorting them to defend themselves without dismay, and foretelling that before the end of the moon the Spaniards should be completely destroyed. The prediction seemed to have been inspired by heaven, for it was scarcely uttered, when the clouds began to gather, and the sky assumed a troubled and threatening aspect. A tremendous storm of wind, rain, and hail, arose from the north; violent earthquakes agitated the ground; and deep and dismal darkness involved both the land and the sea. The soldiers, who had brought nothing ashore but their arms, remained during the night exposed to all the fury of the tempest, without shelter or covering of any kind. Their camp was overflowed by torrents which poured from the neighbouring hills, and at every step they sunk to the ancles in mud; while to prevent their being driven over by the impetuosity of the wind, they were obliged to fix their spears in the ground, and to support themselves by taking hold of them. In this distressing situation Hassan did not allow them to remain unmolested. Sallying out about the break of day with fresh and vigorous troops, who had been screened from the storm, he fell on a body of Italians stationed near the city, who dispirited and benumbed with cold, fled at his first approach. The troops who occupied the post behind them attempted to resist; but their matches were extinguished, their powder wetted, and having scarce strength sufficient to handle their other arms, they were soon overpowered with great slaughter.

It was not till the whole imperial army, with Charles himself at their head, advanced to oppose him, that Hassan thought proper to withdraw, preserving the greatest order in his retreat.

“ The return of daylight presented to Charles a still more dreadful and affecting scene. The hurricane still raged with unabated violence; and the ships, on which the safety and subsistence of the army depended, were driven from their anchors; some dashing against each other and sinking amidst the waves, and many forced ashore, and beaten in pieces against the rocks. On that fatal day fifteen ships of war and one hundred and fifty transports were lost; eight thousand men were drowned, and those who escaped the fury of the sea, were massacred as they reached the land by the relentless Arabs. Charles stood on the shore contemplating in silent anguish this awful event, which blasted at once all his hopes of success, and lamenting the fate of those unhappy men to whom he could afford no relief. The storm at length began to subside, and hopes were entertained, that as many ships might still escape as would be sufficient to afford subsistence to the army, and transport it back to Europe. But the approach of night again involved the sea in darkness and horror; and as the officers on board the surviving ships could not convey any intelligence to their companions on shore, they remained during the night in all the anguish of suspense. Their distress and perplexity was not much alleviated by the intelligence which Doris sent to them next morning; that having weathered out the storm, he found it necessary to remove with his shattered vessels to Metafuz, to which as the sky appeared still lowering and tempestuous, he advised Charles to march with all speed, as the troops might there embark with greater ease. Metafuz was at least three days march from the imperial camp; and the soldiers, destitute of provisions, worn out with fatigue, and dispi-

ruined by hardships, were in no condition for encountering new toils. But their situation afforded no time for deliberation. They instantly began their march, placing the wounded, the sick, and the feeble, in the centre, while such as appeared more vigorous were stationed in the front and rear. So much were they exhausted by their late sufferings, that many of them could scarcely sustain the weight of their arms; some sunk under the toil of marching through deep and almost impassable roads; numbers perished through famine; others were drowned in attempting to cross the brooks swoln by the late excessive rains; and many were killed by the enemy, who harassed and annoyed them both night and day during the greater part of their retreat. Nor did their calamities end here; for scarcely had they re-embarked when another storm arose, which scattered the fleet, and obliged them separately to make towards such ports in Spain or Italy as they could first reach. The emperor himself, after escaping many dangers, was obliged to take refuge in the harbour of Bujayah, where he was detained several weeks: at length, when the weather became lest tempestuous, he set sail again for Spain, where he arrived in a condition very different from that in which he had returned from his former expedition to Barbary."

When Mahamed was bashaw of Algiers "an adventurous Spaniard, named John Gascon, formed a scheme for burning the whole navy by night, while the pirates lay defenceless, and in their first sleep. His scheme was approved of by Philip II. who furnished him with proper vessels and fireworks for its execution. He sailed for Algiers in the beginning of October, when most of the ships were moored in the harbour; and having observed their manner of riding, he advanced unperceived to the Mole-gate, and dispersed his men with their combustibles. These, however, were so ill mixed, that all their art could not make them take fire; the bustle and confusion

which this circumstance occasioned, alarmed the guard on the adjacent bastion, and the whole garrison was instantly in commotion. Gascon perceiving his danger, sailed away with the utmost haste; but he was quickly overtaken, and brought prisoner to Mahamed, who caused a high gibbet to be erected on the spot where the Spaniards had landed, from which Gascon was suspended on a hook by the feet. He had not hung long, when Mahamed, moved by the intercession of his corsairs, ordered him to be taken down; but the Moors, offended by this lenity, hinted that it was boasted in Spain that the Algerines durst not touch a hair of Gascon's head, on which the unhappy Spaniard was hoisted by a pulley above the execution wall, and thrown down upon the chinhun or hook, which caused his instant death."

The following is a sketch of their history as connected with Europe, from the time they became formidable by their piracies, till the late expedition against them.

"While the Algerines were proceeding with their internal arrangements, the famous Doria, with a body of Spaniards under his command, made another attempt upon their capital, which as usual was rendered unsuccessful by adverse winds. To guard against these repeated descents, they applied themselves with such vigour to the improvement of their navy, that in the year 1616, they possessed forty sail of ships, between two hundred and four hundred tons. These were divided into two squadrons, one of eighteen sail stationed off the port of Malaga, and the other at the Cape of Santa Maria, between Lisbon and Seville, where they attacked all christian ships without distinction, and rendered themselves formidable to all the maritime powers of Europe.

"The outrages of these lawless pirates were first re-sented by the French, who (A. D. 1617) sent M. Beaulieu against them with a fleet of fifty sail. Beaulieu dispersed their fleet, took two of their ships, while the admiral,

with desperate resolution, sunk his own vessel and crew rather than fall into the enemy's hands.

“ Three years after, a squadron of English men-of-war was sent into the Mediterranean, under the command of Sir Robert Mansel; but after an unsuccessful attempt to set fire to the shipping in the harbour of Algiers, the squadron returned without doing any material damage, and the Algerines became so insolent, that they openly defied all the powers of Europe except the Dutch. In the year 1625, they sent a proposal to the Prince of Orange, that if he would fit out twenty ships of war to be employed against the Spaniards, they would join them with sixty. The Dutch, however, unwilling to be connected with such infamous allies, rejected their proposal.

“ Next year the Cologis seized upon the citadel of Algiers, and had well nigh made themselves masters of the state; but the Turks and renegadoes at length defeated them with great slaughter. Of those who survived many were butchered in cold blood, and their heads thrown in heaps upon the city wall without the eastern gate. About two years after this event, the state of Algiers underwent a memorable change, which enabled it soon to shake off the Ottoman yoke, and become an independent government under its own Deys. The cause of this revolution was a truce of twenty-five years, which the Sultan Amurah IV. had concluded with the Emperor Ferdinand II. This truce was universally reprobated by the corsairs of Barbary, whose piracies it tended to check; and by none more than the Algerines, rendered opulent and haughty by their depredations against the Christians. They resolved therefore to declare themselves an independent state, wholly unconcerned in any treaty into which the Porte might enter with any Christian power. No sooner was this resolution formed than they began to make prizes of several ships belonging to nations then at peace with the Ottoman Porte, some of which they pur-

sued even to Rhodes. So far indeed did their audacity proceed, that having seized a Dutch ship and poleacre at Scanderoon, they ventured on shore, plundered the magazines and warehouses, and then set them on fire. Though the Porte resented these depredations as an open defiance of its authority, it was then too much occupied by the Persian war, to be able to check them; and the vizier and courtiers compounded with the Algerines for a share of the spoils.

“ For many years the piracies of these corsairs continued the terror and the shame of the Christian powers. At length, in the year 1652, a French fleet being driven by accident into the bay of Algiers, the admiral demanded the release of all the prisoners of his nation, without any exception. When his demand was refused, he carried off, without ceremony, the Turkish bashaw and his *cadi*, who had just arrived from Constantinople, with all their equipage and retinue. The Algerines, in revenge, attacked a French fort lately erected by Louis XIII. called the bastion of France, and carried off the inhabitants, with all their effects; an outrage which so provoked the French admiral, that he threatened to pay them a visit next year.

“ Undismayed by this menace, the Algerines fitted out a fleet of sixteen galleys, well manned and equipped, destined to seize the treasure of Loretto. Prevented by adverse winds from accomplishing their design, they made a descent upon Puglia, in the kingdom of Naples, ravaged the territory of Nocotra; and then, steering towards Dalmatia, scoured the Adriatic, leaving the inhabitants of the coasts in the utmost consternation.

“ Provoked by these outrages, the Venetians sent out a fleet of twenty-eight sail, under the command of Admiral Capello, with orders to take, sink, or burn all the Barbary corsairs, wherever he found them. Capello soon came up with the Algerine fleet, which, after an obstinate conflict,

he entirely defeated; but a ball from one of the Venetian galleys having struck a Turkish mosque, the whole action was considered as an insult upon the Grand Signior. Capello was recalled, and the Venetians were obliged to purchase peace of the Porte with the sum of five hundred thousand ducats. Algiers was filled with consternation at the news of this defeat; but they repaired their loss with amazing activity, and were soon able to appear at sea with a fleet of sixty-five sail.

“ A squadron consisting of five galleys and two brigantines, commanded by the Algerine admiral Pinchinin, was defeated by a Dutch merchantman of twenty-eight guns, after a fierce engagement, in which the Dutch displayed uncommon valour; but the rest of the fleet returned to Algiers crowded with captives, and laden with an immense quantity of spoils. Such was the general terror which these corsairs excited, that the English, French, and Dutch, were glad to obtain peace from them even on very degrading terms; while against the Spaniards, Portuguese and Italians, the inveterate enemies of the Mahometan faith, they vowed eternal war. The outrages which they committed on the French coast, at last provoked Louis XIV. to send out a strong fleet against them, under the command of the Marquis du Quesne, vice-admiral of France. Du Quesne sailed to Algiers in August, 1682, and bombarded it with such fury, that the whole city was soon in flames, and the terrified inhabitants were preparing to leave it, when the wind suddenly veering about, obliged the admiral to return to Toulon. The Algerines in revenge for this outrage, immediately sent to the coast of Provence a number of galleys and galliots, which committed dreadful ravages, and carried off a great number of captives. A new armament was fitted out at Marseilles and Toulon; and the Algerines informed of these preparations, repaired their walls, and fortified their ca-

pital, to be ready for the expected assault. The squadron of Du Quesne appeared before Algiers in the beginning of the following summer, and bombarded it with such activity, and with such dreadful execution, that the Dey and Bashaw immediately sued for peace. An immediate surrender of all the French captives was insisted upon as a preliminary; but a delay in the execution of that condition occasioned a renewal of hostilities. In less than three days most of the city was reduced to ashes, and the flames was so violent as to illumine the sea for several leagues around. The distress of this scene served only to inspire the Algerine commander with frantic rage. Not content with butchering all the French in the city, he ordered their consul to be fastened alive to the mouth of a cannon, whence he was shot away against their navy. By such unheard of atrocity, the French admiral was so much exasperated that he did not leave Algiers till he had destroyed all its fortifications and shipping, and rendered the city almost a heap of ruins. This disaster so completely humbled the Algerines, that they immediately sent an embassy to France, begging for peace in the most abject terms, and supplicating pardon for the murder of the consul, which they attributed to the ungovernable rage of the populace. Their request was granted, and from that time they began to pay more regard to other nations, and to be more cautious of incurring their displeasure. In 1686 they entered into a treaty with England on terms highly advantageous to that country. The treaty was renewed at different times; but it was not till the English obtained possession of Gibraltar and Port Mahon, that they could compel those perfidious pirates to pay proper regard to the obligation of treaties.”

In the year 1775 the Spaniards attacked it by sea and land with fifty thousand men; but they were unsuccessful, and obliged to retire with defeat and disgrace: they, how-

ever, again came before it, in the year 1783-4, and bombarded it with a large naval force, but could not destroy either the town or the shipping.

The British government at length resolved to do something against the Barbary states; and Lord Exmouth, the commander-in-chief in the Mediterranean, was entrusted with the execution of their orders. Accordingly he, by negotiation with them, succeeded in prevailing upon them to liberate above two thousand five hundred Christian slaves, principally Neapolitans, Sicilians, and Sardinians. He also prevailed on the Deys of Tripoli, Tunis, and Algiers, and the Emperor of Morocco, to promise to abstain from piracy and slavery. But it was hardly to be expected that these promises would be kept; and it soon appeared that Lord Exmouth's negotiation, at least with regard to Algiers, had been of very little service; for the Algerines, indignant at the conduct of their Dey in making this treaty, murdered him, and chose another more conformable to their views. Soon after Lord Exmouth's negotiation, also most cruel depredations were committed even on the English. At Bona, a small port between Algiers and Tunis, there was a massacre of the Christians.

In consequence of this and other atrocities, the British government resolved to send Lord Exmouth, who had just returned from the Mediterranean, back against Algiers; and he was instructed so to punish the Algerines as would effectively prevent their future piracies and atrocities.

The result of this enterprise, sacred in the eyes of justice and humanity, is so well told in the official dispatch of Lord Exmouth, not more remarkable for the modesty than for the elegance of its narration, and in the private accounts which we subjoin to the official accounts, that we shall lay the whole before our readers.

“ *Admiralty Office, September 15.*

“ Captain Brisbane, of His Majesty’s ship *Queen Charlotte*, arrived at this office last night, with the following dispatches from Lord Exmouth.

“ *Queen Charlotte, Algiers Bay,
August 28.*

“ SIR,

“ In all the vicissitudes of a long life of public service, no circumstance has ever produced on my mind such impressions of gratitude and joy as the event of yesterday. To have been one of the humble instruments, in the hands of Divine Providence, for bringing to reason a ferocious government, and destroying for ever the insufferable and horrid system of Christian slavery, can never cease to be a source of delight and heartfelt comfort to every individual happy enough to be employed in it. I may, I hope, be permitted under such impressions to offer my sincere congratulations to their lordships on the complete success which attended the gallant efforts of His Majesty’s fleet in their attack upon Algiers of yesterday; and the happy result produced from it on this day by the signature of peace. Thus has a provoked war of two days’ existence been attended by a complete victory, and closed by a renewed peace for England and her ally, the King of the Netherlands, on conditions dictated by the firmness and wisdom of His Majesty’s government, and commanded by the vigour of their measures. My thanks are justly due for the honour and confidence His Majesty’s ministers have been pleased to repose on my zeal on this highly important occasion. The means were by them made adequate to my own wishes, and the rapidity of their measures speak for themselves. Not more than an hundred days since, I left Algiers with the British fleet, unsuspecting and ignorant of the atrocities which had been com-

mitted at Bona; that fleet on its arrival in England was necessarily disbanded, and another, with proportionate resources, created and equipped; and although impeded in its progress by calms and adverse winds, has poured the vengeance of an insulted nation, in chastising the cruelties of a ferocious government, with a promptitude beyond example, and highly honourable to the national character, eager to resent oppression or cruelty, whenever practised upon those under their protection. Would to God that in the attainment of this object I had not deeply to lament the severe loss of so many gallant officers and men; they have profusely bled in a contest which has been peculiarly marked by proofs of such devoted heroism as would rouse every noble feeling, did I dare indulge in relating them. Their lordships will already have been informed, by His Majesty's sloop *Jasper*, of my proceedings up to the 14th instant, on which day I broke ground from Gibraltar, after a vexatious detention by a foul wind of four days. The fleet, complete in all its points, with the addition of five gun-boats fitted at Gibraltar, departed in the highest spirits, and with the most favourable prospect of reaching the port of their destination in three days; but an adverse wind destroyed the expectation of an early arrival, which was the more anxiously looked for by myself, in consequence of hearing, the day I sailed from Gibraltar, that a large army had been assembled, and that very considerable additional works were throwing up, not only on both flanks of the city, but also immediately about the entrance of the Mole: from this I was apprehensive that my intention of making that point my principal object of attack, had been discovered to the Dey by the same means he had heard of the expedition. This intelligence was, on the following night, greatly confirmed by the *Prometheus*, which I had dispatched to Algiers some time before, to endeavour to get away the consul. Captain *Dashwood* had with difficulty succeeded

in bringing away, disguised in midshipman's uniform, his wife and daughter, leaving a boat to bring off their infant child, coming down in a basket with the surgeon, who thought he had composed it; but it unhappily cried in the gate-way, and in consequence the surgeon, three midshipmen, in all eighteen persons, were seized and confined as slaves in the usual dungeons. The child was sent off next morning by the Dey, and as a solitary instance of his humanity, it ought to be recorded by me. Captain Dashwood further confirmed that about forty thousand men had been brought down from the interior, and all the Janisaries called in from distant garrisons, and that they were indefatigably employed in their batteries, gun-boats, &c. and every where strengthening the sea-defences. The Dey informed Captain Dashwood he knew perfectly well the armament was destined for Algiers, and asked him if it was true; he replied, if he had such information, he knew as much as he did, and probably from the same source—the public prints. The ships were all in port, and between forty and fifty gun and mortar-boats ready with several more in forward repair. The Dey had closely confined the consul, and refused either to give him up, or promise his personal safety; nor would he hear a word respecting the officers and men seized in the boats of the *Prometheus*. From the continuance of adverse winds and calms, the land to the westward of Algiers was not made before the 26th, and the next morning at day-break the fleet was advanced in sight of the city, though not so near as I had intended. As the ships were becalmed, I embraced this opportunity of dispatching a boat, under cover of the *Severn*, with a flag of truce, and the demands I had to make, in the name of His Royal Highness the Prince Regent, on the Dey of Algiers (of which the accompanying are copies), directing the officer to wait two or three hours for the Dey's answer, at which time, if no reply was sent, he was to return to the flag ship; he was met near

the Mole by the captain of the port, who, on being told the answer was expected in one hour, replied, that it was impossible. The officer then said, he would wait two or three hours; he then observed, two hours was quite sufficient. The fleet at this time, by the springing up of the sea-breeze, had reached the bay, and were preparing the boats and flotilla for service until near two o'clock, when observing my officer was returning with the signal flying that no answer had been received, after a delay of upwards of three hours, I instantly made a signal to know if the ships were all ready, which being answered in the affirmative, the Queen Charlotte bore up, followed up by the fleet, for their appointed stations; the flag, leading in the prescribed order, was anchored in the entrance of the Mole, at about fifty yards distance. At this moment not a gun had been fired, and I began to suspect a full compliance with the terms which had been so many hours in their hands; at this period of profound silence a shot was fired at us from the Mole, and two at the ships to the northward then following; this was promptly returned by the Queen Charlotte, who was then lashing to the main-mast of a brig, fast to the shore in the mouth of the Mole, and which we had steered for as the guide to our position. Thus commenced a fire as animated and well supported as I believe was ever witnessed, from a quarter before three until nine, without intermission, and which did not cease altogether until half-past eleven. The ships immediately following me were admirably and coolly taking their stations, with a precision even beyond my most sanguine hope; and never did the British flag receive, on any occasion, more zealous and honourable support. To look further on the line than immediately round me was perfectly impossible, but so well grounded was my confidence in the gallant officers I had the honour to command, that my mind was left perfectly free to attend to other objects; and I knew them in their stations only by the destructive

effect of their fire upon the walls and batteries to which they were opposed. I had about this time the satisfaction of seeing Vice-admiral Van Capellan's flag in the station I had assigned to him, and soon after, at intervals, the remainder of his frigates, keeping up a well supported fire on the flanking batteries he had offered to cover us from, as it had not been in my power, for want of room, to bring him in the front of the Mole. About sun-set I received a message from Rear-admiral Milne, conveying to me the severe loss the Impregnable was sustaining, having then one hundred and fifty killed and wounded, and requesting I would if possible send him a frigate to divert some of the fire he was under. The Glasgow, near me, immediately weighed, but the wind had been driven away by the cannonade, and she was obliged to anchor again, having obtained rather a better position than before. I had at this time sent orders to the explosion-vessel, under the charge of Lieutenant Fleming and Mr. Parker, by Captain Reade, of the engineers, to bring her into the Mole; but the rear-admiral having thought she would do him essential service if exploded under the battery in his front, I sent orders to this vessel to that effect, which were executed. I desired also the rear-admiral might be informed that many of the ships being now in flames, and certain of the destruction of the whole, I considered I had executed the most important part of my instructions, and should make every preparation for withdrawing the ships, and desired he would do so as soon as possible with his division. There were awful moments during the conflict which I cannot now attempt to describe, occasioned by firing the ships so near us; and I had long resisted the eager entreaties of several around me to make the attempt upon the outer frigate, distant about one hundred yards, which at length I gave into, and Major Gossett, by my side, who had been eager to land his corps of miners, pressed me most anxiously for permission to ac-

company Lieutenant Richards in this ship's barge. The frigate was instantly boarded, and in ten minutes in a perfect blaze. A gallant young midshipman, in Rocket-boat No. 8, although forbidden, was led by his ardent spirit to follow in support of the barge, in which he was desperately wounded, his brother officer killed, and nine of his crew. The barge, by rowing more rapidly, had suffered less, and lost but two. The enemy's batteries around my division were about ten o'clock silenced, and in a state of perfect ruin and dilapidation, and the fire of the ships was reserved as much as possible, to save powder and reply to a few guns now and then bearing upon us, although a fort on the upper angle of the city, on which our guns could not be brought to bear, continued to annoy the ships by shot and shells during the whole time. Providence at this interval gave to my anxious wishes the usual land-wind, common in this bay, and my expectations were completed. We were all hands employed in warping and towing off, and by the help of the light air, the whole were under sail, and came to anchor out of reach of shells, about two in the morning, after twelve hours' incessant labour. The flotilla of mortar, gun, and rocket-boats, under the direction of their respective artillery officers, shared to the full extent of their power in the honours of this day, and performed good service; it was by their fire all the ships in the port (with the exception of the outer frigate) were in flames, which extended rapidly over the whole arsenal, store-houses, and gun-boats, exhibiting a spectacle of awful grandeur and interest no pen can describe. The sloops of war, which had been appropriated to aid and assist the ships of the line, and prepare for their retreat, performed not only that duty well, but embraced every opportunity of firing through the intervals, and were constantly in motion. The shells from the bombs were admirably well thrown by the royal marine artillery; and

although thrown directly across and over us, not an accident, that I know of, occurred to any ship. The whole was conducted in perfect silence, and such a thing as a cheer I never heard in any part of the line; and that the guns were well worked and directed will be seen for many years to come, and remembered by these barbarians for ever.

“ The conducting this ship to her station by the masters of the fleet and ship excited the praise of all. The former has been my companion in arms for more than twenty years. Having thus detailed, although but imperfectly, the progress of this short service, I venture to hope that the humble and devoted services of myself and the officers and men of every description I have the honour to command, will be received by his Royal Highness the Prince Regent with his accustomed grace. The approbation of our services by our sovereign, and the good opinion of our country, will, I venture to affirm, be received by us all with the highest satisfaction. If I attempted to name to their lordships the numerous officers who, in such a conflict, have been at different periods more conspicuous than their companions, I should do injustice to many; and I trust there is no officer in the fleet I have the honour to command, who will doubt the grateful feelings I shall ever cherish for their unbounded and unlimited support. Not an officer nor man confined his exertions within the precise limits of their own duty; all were eager to attempt services which I found more difficult to restrain than excite; and no where was this feeling more conspicuous than in my own captain, and those officers immediately about my person. My gratitude and thanks are due to all under my command, as well as to Vice-admiral Capellen, and the officers of the squadron of his Majesty the King of the Netherlands; and I trust they will believe that the recollection of their services will never cease but with my life. In no instance have I ever

seen more energy and zeal; from the youngest midshipman to the highest rank, all seemed animated by one soul, and of which I shall with delight bear testimony to their lordships, whenever that testimony can be useful.

“ I have confided this dispatch to Rear-admiral Milne, my second in command, from whom I have received, during the whole service entrusted to me, the most cordial and honourable support. He is perfectly informed of every transaction of the fleet, from the earliest period of my command, and is fully competent to give their lordships satisfaction on any points which I may have overlooked, or have not time to state. I trust I have obtained from him his esteem and regard, and I regret I had not sooner been known to him.

“ The necessary papers, together with the defects of the ships, and the return of killed and wounded, accompany this dispatch, and I am happy to say, Captain Ekins and Coode are doing well, as also the whole of the wounded. By accounts from the shore, I understand, the enemy's loss in killed and wounded is between six and seven thousand men. In recommending my officers and fleet to their lordships' protection and favour,

“ I have the honour to be, &c.

“ EXMOUTH.”

A general abstract of the Killed and Wounded.

“ Queen Charlotte, Lord Exmouth, Captain Brisbane—seven seamen, one marine killed; fourteen officers, eighty-two seamen, twenty-four marines, two marine artillery, five sappers and miners, four boys, wounded.

“ Impregnable, Admiral Milne, Captain Brace—one officer, thirty-seven seamen, ten marines, killed; two officers, one hundred and eleven seamen, twenty-one marines, nine sappers and miners, seventeen boys, wounded.

“ Superb, Ekins—two officers, three seamen, two ma-

rines, one rocket troop, killed; six officers, sixty-two seamen, fourteen marines, two marine artillery, wounded.

“ Minden, W. Paterson—five seamen, two marines, killed; two officers, twenty-six seamen, nine marines, wounded.

“ Albion, J. Coodè—two officers, one seaman, killed; two officers, ten seamen, three marines, wounded.

“ Leander, E. Chetham—five officers, eleven seamen, one marine, killed; eight officers, sixty-nine seamen, twenty-five marines, four boys, twelve supernumeraries, wounded.

“ Severn, Hon. T. W. Aylmer—two seamen, one marine, killed; five officers, twenty-five seamen, three marines, one boy, wounded.

“ Glasgow, Hon. A. Maitland—nine seamen, one marine, killed; eight officers, twenty-five seamen, three marines, one boy, wounded.

“ Granicus, W. F. Wise—three officers, nine seamen, one marine, one marine artillery, two boys, killed; five officers, thirty-one seamen, three marines, two rocket troop, one boy, wounded.

“ Hebrés, E. Palmer—one officer, three seamen, killed; one officer, ten seamen, one marine, two rocket troop, one boy, wounded.

“ Infernal, Hon. G. J. Perceval—one officer, one seaman, killed; six officers, eight seamen, one marine artillery, two boys, wounded.

“ Heron, G. Bentham; Mutine, J. Mould; Prometheus, W. B. Dashwood; Cordelia, W. Sargent; Britomart, R. Riddel; Belzebub, W. Kempthorne; Hecla, W. Popham; and Fury, C. R. Moorson, none killed or wounded.

“ *Total*—Fifteen officers, eighty-eight seamen, nineteen marines, one marine artillery, one rocket troop, four boys, killed; fifty-nine officers, four hundred and fifty-

nine seamen, one hundred and six marines, five marine artillery, fourteen sappers and miners, four rocket troop, thirty-one boys, twelve supernumeraries wounded.

Total Killed and Wounded. One hundred and twenty-eight killed; six hundred and ninety wounded.

Dutch Squadron.

“ Melampus, Vice-admiral Baron Van Capellen, Captain De Mair—three killed; fifteen wounded.

“ Frederica, Captain Vander Straten—five wounded.

“ Dageraad, Captain Polders—four wounded.

“ Diana, Captain Ziervogel—six killed; twenty-two wounded.

“ Amstee, Captain Vander Hart—four killed; six wounded.

“ Endracht, Captain Wardenburgh—none killed or wounded.

“ *Total*—Thirteen killed; fifty-two wounded.

“ *Grand total*—Eight hundred and eighty-three.

“ *Flotilla*—Consisting of five gun-boats, ten mortar-boats, launches, eight rocket-boats (flats), thirty-two gun-boats, barges, and yawls.—*Total* fifty-five. The whole commanded by Captain Mitchell, assisted by Lieutenant J. Davies, of the Queen Charlotte, and T. Revans, flag-lieutenant to Rear-admiral Milne.

“ EXMOUTH.”

A return of Officers killed and wounded.

“ Queen Charlotte—Wounded: Lieutenant Johnston, dangerously; Lieutenants King and Jago, slightly; M. J. Grimes, secretary to the commander-in-chief, and Mr. Maxwell, boatswain, slightly; Mr. G. Markham, Mr. H. Campbell, and Mr. E. Hibbert, midshipmen, severely; Mr. E. Stanley, Mr. R. H. Baker, midshipmen, and Mr. S. Colston, secretary's clerk, slightly; Captain F. Burton,

marine artillery, severely; and Lieutenant P. Robertson, marines, slightly.

“ Impregnable—Killed: Mr. J. Hawkins, midshipman. Wounded: Mr. G. N. Wesley, mate, and Mr. H. Quinn, contusions.

“ Superb—Killed: Mr. T. Howard, mate, and Mr R. C. Bowen, midshipman. Wounded: Chas. Ekins, Esq. captain, slightly; P. T. Home, first lieutenant, severely; J. M'Dougall, lieutenant, slightly; G. W. Gunning, acting-lieutenant, and Mr. W. Sweeting, midshipman, severely; and Mr. J. H. Wolsey, midshipman, slightly.

“ Minden—Wounded: Mr. C. C. Dent, mate, and C. G. Grub, slightly.

“ Albion—Killed: Mr. Mends, assistant-surveyor, and Mr. Jardine, midshipman. Wounded: J. Coode, Esq. captain, and Mr. Harvey, midshipman, severely.

“ Severn—Wounded: Mr. J. Foster, midshipman, arm amputated; Mr. C. Caley, midshipman, contused foot; Mr. W. Ferror, midshipman, wounded hand and contusion; Mr. D. Beattie, midshipman, contusion; and W. A. Catler, wounded knee.

“ Leander—Killed: Captain Wilson, and Lieutenant Baxter, royal marines; Messrs. Lowdon, Calthorp, and Hanwell, midshipmen. Wounded: H. Walker and J. S. Dixon, lieutenants, slightly; Mr. Ashington, Mr. Cole, Mr. Mayne, and Mr. Sturt, midshipmen, severely; Mr. Pickett, clerk, and Mr. Dixon, midshipman, slightly.

“ Glasgow—Wounded: P. Gilbert, lieutenant, contusion of chest; Mr. R. Fulton, master, contusion of face and knee; A. Stephens, lieutenant, royal marines, leg; Mr. Duffill, Mr. Harvey, Mr. Baird, and Mr. Keay, midshipmen, severely; Mr. Heathcote, midshipman, left foot.

“ Granicus—Killed: W. M. Morgan and W. Renfrey, lieutenants, royal marines; Mr. R. Pratt, midshipman. Wounded: H. A. Perkins, lieutenant; Mr. L. T. Jones, and Mr. D. F. Wise, midshipmen, slightly; Mr. L. Mit-

chell, midshipman, severely; Mr. G. R. Glennie, midshipman, dangerously.

“ Hebrus—Killed: Mr. G. H. A. Poccoke, midshipman. Wounded: Mr. A. S. Symes, midshipman, lower jaw.

“ Infernal—Killed: G. J. P. Bisset, lieutenant, marine artillery. Wounded: John Foreman, lieutenant; Mr. G. Valentine, boatswain; Mr. J. M. Cross, and Mr. J. H. Andrews, midshipmen, slightly; Mr. M. Hopkins, clerk; and Mr. J. Barber, midshipman, severely.

“ EXMOUTH.”

Memorandum of the destruction in the Mole of Algiers.

“ Four large frigates, of forty-four guns; five large corvettes, from twenty-four to thirty guns; all the gun and mortar-boats, except seven—thirty destroyed; several merchant brigs and schooners; a great number of small vessels of various descriptions; all the pontoons, lighters, &c.; store-houses and arsenal, with all the timber and various marine articles, destroyed in part; a great many gun-carriages, mortar-beds, casks, and ships' stores of all descriptions.

(Signed) “ EXMOUTH.”

“ *His Britannic Majesty's ship Queen Charlotte,
Algiers Bay, August 28.*

“ SIR,

“ For your atrocities at Bona, on defenceless Christians; and your unbecoming disregard to the demands I made yesterday, in the name of the Prince Regent of England, the fleet under my orders has given you a signal chastisement, by the total destruction of your navy, store-houses, and arsenal, with half your batteries. As England does not war for the destruction of cities, I am unwilling to visit your personal cruelties upon the inoffensive inhabitants of the country; and I therefore offer you the same

terms of peace which I conveyed to you yesterday, in my sovereign's name: without the acceptance of these terms you can have no peace with England. If you receive this offer as you ought, you will fire three guns, and I shall consider your not making this signal as a refusal, and shall renew my operations at my own convenience. I offer you the above terms provided neither the British consul, nor the officers and men so wickedly seized by you from the boats of a British ship of war, have met with any cruel treatment, or any of the Christian slaves in your power; and I repeat my demand that the consul, and officers, and men, may be sent off to me, conformable to ancient treaties.

“ I have, &c.

“ EXMOUTH.”

“ To the Dey of Algiers.”

“ *Queen Charlotte, Algiers Bay,
August 30.*

“ The commander-in-chief is happy to inform the fleet of the final termination of their strenuous exertions, by the signature of peace, confirmed under a salute of twenty-one guns, on the following conditions, dictated by the Prince Regent of England :

“ I.—The abolition, for ever, of Christian slavery.

“ II.—The delivery, to my flag, of all slaves in the dominions of the Dey, to whatever nation they may belong, at noon to-morrow.

“ III.—To deliver also, to my flag, all money received by him for the redemption of slaves since the commencement of this year, at noon also to-morrow.

“ IV.—Reparation has also been made to the British consul for all losses he may have sustained in consequence of his confinement.

“ V.—The Dey has made a public apology, in presence

of his ministers and officers, and begged pardon of the consul in terms dictated by the captain of the Queen Charlotte.

“ The commander-in-chief takes this opportunity of again returning his public thanks to the admirals, captains, officers, seamen, marines, royal marine artillery, royal sappers and miners, and the royal rocket corps, for the noble support he has received from them throughout the whole of this arduous service; and he is pleased to direct that on Sunday next a public thanksgiving be offered up to Almighty God, for the signal interposition of his Divine Providence during the conflict which took place on the 27th, between His Majesty’s fleet and the ferocious enemies of mankind. It is requested that this memorandum may be read to the ships’ companies.”

“ To the admirals, captains, &c.”

“ *Queen Charlotte, Algiers Bay,
September 1.*

“ SIR,

“ I have the honour to acquaint you, for their lordships’ information, that I have sent Captain Brisbane with my duplicate dispatches, as I am afraid that Admiral Milne, in the *Leander*, who has charge of the originals, may have a long voyage, the wind having set into the westward a few hours after he sailed. Captain Brisbane, to whom I feel greatly indebted for his exertions and the able assistance I have received from him throughout the whole of this service, will be able to inform their lordships upon all points that I may have omitted. Admiral Sir C. Penrose arrived too late to take his share in the attack upon Algiers, which I lament as much on his account as my own; his services would have been desirable in every respect.

“ I have the satisfaction to state that all the slaves in the city of Algiers, and immediately in its vicinity, are

embarked; as also three hundred and fifty-seven thousand dollars for Naples, and twenty-five thousand five hundred for Sardinia. The treaties will be signed to-morrow, and I hope to be able to sail in a day or two. The Minden has sailed for Gibraltar, to be refitted, and will proceed from thence to her ultimate destination. The Albion will be refitted at Gibraltar, for the reception of Sir C. Penrose's flag. The Glasgow I shall be obliged to bring with me.

“ I have, &c.

“ EXMOUTH.”

“ To J. Croker, Esq.”

“ *Admiralty Office, Sep. 24.*

“ Rear-admiral Sir David Milne has arrived at this Office with the original dispatches of Lord Exmouth, relative to his attack on Algiers, the duplicates of which have already appeared in the Gazette Extraordinary of the 15th instant. He is also the bearer of dispatches from his Lordship, detailing his further proceedings, of which the following is the substance :

“ On the 28th of August, Treaties of Peace were signed by the Dey with his Majesty, and with his Majesty the King of the Netherlands. On the same day also was signed an additional article, or declaration, for the abolition of Christian Slavery, to the following effect :

“ Declaration of his Most Serene Highness Omar, Basha, Dey and Governor of the Warlike City and Kingdom of Algiers, made and concluded with the Right Honourable Edward Baron Exmouth, Knight Grand Cross of the Most Honourable Military Order of the Bath, Admiral of the Blue Squadron of his Britannic Majesty's Fleet, and Commander in Chief of his said Majesty's ships and vessels employed in the Mediterranean.

“ In consideration of the deep interest manifested by his Royal Highness the Prince Regent of England for the ter-

mination of Christian Slavery, his Highness the Dey of Algiers, in token of his sincere desire to maintain inviolable his friendly relations with Great Britain, and to manifest his amicable disposition and high respect towards the Powers of Europe, declares, that, in the event of future wars with any European Power, not any of the prisoners shall be consigned to slavery, but treated with all humanity, as prisoners of war, until regularly exchanged, according to European practice in like cases, and that at the termination of hostilities they shall be restored to their respective countries without ransom; and the practice of condemning Christian prisoners of war to slavery is hereby formally and for ever renounced.

“ Done in duplicate, in the warlike city of Algiers, in the presence of Almighty God, the 28th day of August, in the year of Jesus Christ, 1816, and in the year of the Hegira, 1231, and the 6th day of the moon Shawal.

(Signed) “ EXMOUTH, (L. S.)

(The Dey’s Seal.)

“ H. M‘DOUELL, (L. S.)”

“ The Dey, also, in presence of his Divan, apologized to the British Consul for the personal restraint which had been imposed upon him during the late transactions; and he also paid to the Consul a sum of three thousand dollars; as a remuneration for depredations committed on his residence after his imprisonment. After the treaties and article before-mentioned had been negotiated, and that the Dey had refunded three hundred and eighty-two thousand five hundred dollars, which he had lately received from the Governments of Naples and Sardinia, and had released one thousand and eighty-three Christian slaves, who were at Algiers, it came to the knowledge of Lord Exmouth, that two Spaniards, the one a Merchant, and the other the Vice Consul of that Nation, had not been released, but were still held by the Dey in very severe custody, on pretence that they were prisoners for

debt. The enquiries which his Lordship felt himself called on to make into these cases, satisfied him that the confinement of the Vice-Consul was groundless and unjustifiable; and he therefore thought himself authorized to demand his release, under the articles of agreement for the deliverance of all Christian prisoners. It appeared that the merchant was confined for an alleged debt, on the score of a contract with the Algerine Government; but the circumstance under which the contract was stated to have been forced on the individual, and the great severity of the confinement which he suffered, determined his Lordship to make an effort in his favour also. This his Lordship did, by requesting his release from the Dey, offering himself to guarantee to the Dey the payment of any sum of money which the merchant should be found to owe to his Highness. The Dey having rejected this demand and offer, his Lordship, still unwilling to have recourse to extremities, and the renewal of hostilities, proposed that the Spaniards should be released from irons, and the miserable dungeons in which they were confined; and that they should be placed in the custody of the Spanish Consul, or, at least, that the Consul should be permitted to afford them such assistance and accommodation as was suitable to their rank in life. These propositions the Dey also positively refused; and Lord Exmouth then felt that the private and pecuniary nature of the transactions for which these persons were confined must be considered as a pretence for the continuance of a cruel and oppressive system of slavery, the total and *bona fide* abolition of which his instructions directed him to insist upon. He, therefore, acquainted the Dey, that, his Highness having rejected all the fair and equitable conditions proposed to him on this point, his Lordship had determined to insist on the unconditional release of the two Spaniards. He therefore desired an answer, Yes, or No; and in the event of the latter, stated, that

he would immediately recommence hostilities; and his Lordship made preparations for that purpose. These measures had the desired effect, and the two persons were released from a long and severe captivity; so that no Christian prisoner remained at Algiers at his Lordship's departure, which took place on the evening of the 3rd instant, with all the ships under his orders.

“ His Lordship states, that Rear-admiral Sir C. Penrose had joined in the *Ister* on the 28th, and that he had employed the rear-admiral in his discussions with the Dey relative to the Spaniards; and his Lordship gives the highest praise to the prudence, firmness, and ability with which Sir C. Penrose conducted himself on this occasion.

“ His Lordship's last letters are dated from Gibraltar the 12th instant, and announce his intention very shortly to sail on his return to England.—The refunded ransoms have been sent to the Neapolitan and Sardinian Governments; and the slaves released have been forwarded in British transports to their respective countries.”

The following additional Particulars of the glorious Battle of Algiers may not be uninteresting to our Readers:

“ A Copy of the Minutes of the Battle of Algiers, from the log-book of his Majesty's ship *Leander*, Captain Edward Chetham, C. B.:

“ At daylight on the 27th of August, 1816, in company with the fleet, observed the city of Algiers, bearing: W. S. W. About 8 A. M. light airs, inclining to calm, admiral and squadron in company, observed a French frigate working out of the bay. His Majesty's ship *Severn* hoisted a flag of truce, and dispatched a boat towards the city. At ten exercised at quarters, and loaded the guns; hoisted out all the boats, and prepared them for service. At noon the French frigate joined; her captain went on board the Commander-in-Chief, where he remained a short time, and returned to his ship. Ob-

served the Severn's boat, with the truce, pulling out from the city. At 2. 30. Lord Exmouth made the signal general, 'Are you ready?' which was immediately answered, 'Ready.' He then made the signal for the fleet to bear up—bore up Leander, within her whole length of the Commander-in-Chief, standing in for the Mole—beat to quarters—made every preparation for anchoring—observed the enemy's batteries crowded with men, and their gun-boats prepared to board. At 2. 40. the boat employed as a truce returned to the Queen Charlotte—clewed up our sails, following the motions of the Commander-in-Chief, who at 2. 45. anchored abreast of the Mole, and within half-pistol-shot. At 2. 47. Leander anchored in her station, close a-head of the Queen Charlotte, in five fathoms water, when the enemy opened a most tremendous fire, which was instantly returned by the broadsides of the Queen Charlotte and Leander, the fleet anchoring in the stations assigned them, and opening a vigorous fire. Observed the effect of our fire had totally destroyed the enemy's gun-boats and row-galleys, and defeated their intention of boarding. The battle now raged with great fury, officers and men falling very fast, and masts, yards, and rigging cutting in all directions. At three observed the enemy's colours shot away in some of their batteries, which were very soon rehoisted, and their fire obstinate. At 3. 50. an Officer of the Hebrus came from the Commander-in-Chief, with orders to cease firing, to allow the enemy's frigate moored across the Mole to be set on fire, which was done in a gallant style by a boat from the Queen Charlotte. At 3. 55. a vigorous fire was recommenced on both sides. Our flat boats throwing rockets with good effect, some magazines were observed to explode. At 4. 10. the enemy's frigate burning with great rapidity, and drifting near us, the Commander-in-Chief sent an Officer to direct us to haul out clear of her. At 4. 15. the Commander-in-Chief

made the signal for barges and pinnaces. Sent out boats to the Queen Charlotte, under the command of Lieutenant Monk. At 4. 30. Lieutenant Monk returned with orders from the Commander-in-Chief to keep the boats in readiness to assist the Leander. Perceiving the ship on fire to be drifting past us, kept our station. At 30 minutes past six, observed the city on fire in several places, and the Mole-head and some other batteries near us almost demolished; the enemy were remounting their guns, and we continuing a smart cannonading. At seven, found the batteries abreast of us to slacken, but were greatly cut up from batteries on the starboard bow. Run a hawser to Severn, and hove our broadside to bear on them. At 25 minutes past seven, the whole of the enemy's ships in the Mole were observed to be on fire—our masts, yards, sails, and rigging, at this period, so entirely cut to pieces, as to prevent us if necessary, setting a sail on the ship—officers and men falling fast, and a great proportion already killed and wounded; but our fire continued with unabated fury—enemy's fire considerably slackened—ships on fire drifting near us—hailed on our spring fast to Severn, but found it shot away; made it fast again, and cut the small bower, to haul out of the way of the ships on fire. At 9. 45. the fleet hauling and towing out, but from the state of the masts, sails, and rigging, found our own exertions ineffectual to haul or tow out; our hawser which was fast to Severn, being gone, and no other ship near us. Lowered the gig, to send Lieutenant Saunders (first Lieutenant) to inform Lord Exmouth of our situation; but the boat was sunk, and the jolly-boat, which that officer and crew then embarked in, was also sunk a short distance from the ship, but the crew were picked up by the flat boat, and proceeded to the Commander-in-Chief, who immediately ordered assistance to be sent to the Leander. At 10. 30. cut the stern cables, some boats towing us also, a hawser fast to Severn, with a light air

off the shore, which enabled us to move out slowly and clear the ships on fire. The enemy recommenced a heavy fire of musquetry at us, and some few large guns at intervals fired grape and cannister to dislodge their small-arm men. At 11. 25. the *Leander* ceased firing, drawing fast out into the bay. Light breezes, and cloudy, with thunder and lightning. At midnight answered the signal for the fleet to anchor. Light breezes, and very dark weather, wind S. W. illumined by the Mole, Arsenal, and Algerine Navy, in flames. Anchored with the best bower in 46 fathoms water. At day-light mustered ship's company by ships books, and found 16 killed, and 120 wounded; found our bowsprit, fore, main, and mizen masts very badly wounded, fore and main-yards shot away—main and mizen topmasts shot away; main top sails, yard, and the standing and running rigging so completely cut up, that we had scarce a rope to make use of; our sails just as bad; employed in clearing the wreck. At 9. 30. acting Captain Mitchell came on board from the Commander-in-Chief, to thank Captain Chetham for the admirable position taken up by the *Leander*, and for her conduct during the conflict."

"Whilst the above details show the prominent share which the *Leander* took in the battle, it may likewise be considered as presenting a general view of the zeal and valour that must have been displayed by all. The subjoined letter and information from other officers will still increase this impression :

"*Leander, Motherbank, Sept. 28.*

"I must inform you that this ship anchored at Algiers at the moment the *Queen Charlotte* did; and both commenced firing together. His Highness the Dey, it would seem, was deluded by a false confidence in his means of defence, and ignorance of our naval character. He permitted us to take up our position without molestation, in-

tending, it is since confessed, to board us from his flotilla, whilst we were furling sails: 37 boats were all fully manned and prepared for service; but to their utter confusion, means had been prepared to *clue them up*, instead of furling them; so that we began their dreadful havoc and destruction before they could apply the few strokes of the oar which would have brought them alongside our ships. The tremendous broadsides of the Queen Charlotte and Leander pouring upon them, instantly sent them to the deep, leaving scarcely a wreck behind, but the harbour covered with people swimming from destruction: The Mole was filled with spectators on our entrance, where the terrific broadsides of the Queen Charlotte instantly spread desolation: and as crowds rushed to the great gate for succour and safety, the Leander's guns, which commanded the principal street, there carried death and destruction. Three times were the batteries on the Mole cleared, and thrice were they manned again. The Dey was every where offering pecuniary rewards to those who would stand against us; eight zequins were to be given to every man who would endeavour to extinguish the fire. At length a horde of Arabs were driven into the batteries, under the most devoted of the Janissaries, and the gates closed upon them. I have never seen men so animated as the Leander's were: the hearty and repeated British cheers sent forth on every occasion, when the houses were tumbling about the enemy, not only animated the men on deck, but those who were most severely wounded re-echoed them. Many of the wounded returned to their quarters after being dressed, and many anecdotes could be related of their devotion to their country. All the passage they had been trained to their guns, and they were seen to take aim and fire as deliberately as if they had been exercising. Nothing but the most singular interposition of Divine Providence could have saved this ship from total destruction; without a sail to

set, the rigging cut to pieces, every spar injured, and the ship a perfect wreck, she was drifting on the rocks, when the wind suddenly veered round, and gave the boats an opportunity of coming to her assistance. The wounded are doing amazingly well; seventy-six brave fellows have been already restored to the service. I believe it is not generally known that our worthy Admiral Milne, received a severe contusion of the thigh by a cannon shot—he suffered much pain, but his modesty, as conspicuous as his merit, prevented its being mentioned. It may be worthy of remark, that one of our youngsters (a midshipman) was so fatigued, that he slept most soundly for an hour, on the quarter-deck, during the heat of the action.”

“ After the final close of the negotiations had been protracted a little, by the Dey refusing to give up two Spaniards, he consented, observing to his Divan, “ His foot is upon my neck, and what can I do?” His lordship then left the bay with his fleet: the *Severn*, *Heron*, and *Mutine*, had been previously sent away with the restored redemption slave-money, for the Kings of Naples and Sardinia. The *Impregnable* has two hundred and sixty-eight shot in her side, fifty of which are below the lower-deck ports: three sixty-eight-pounders entered her store-room (six feet under water) and wounded a woman there. She expended sixteen tons and a half of powder; one hundred and twenty tons of shot; fifty-four thirty-two-pound rockets; and thirty eight-inch shells. Thirty-six of her wounded men died the morning after the battle. The enemy’s walls were from fourteen to sixteen feet thick, and formed of the best masonry our engineers ever examined. The Algerines were assisted by forty thousand Arabs, who since the battle have absconded with their arms, and become a great annoyance to the city. The Dey’s prime minister was beheaded the morning after the action, because he was considered as the principal of the

French party, whose influence had prevailed with the Dey to refuse the overtures of the Prince Regent. The French frigate which our fleet found in the bay, it was suspected, had landed a number of engineer officers at Algiers from France. The *Minden* and *Granicus* were intended to form a reserve; but immediately the firing commenced, they sent boats to Lord Exmouth to solicit a place in the line, and actually without orders anchored in a most effective manner.

“The skirts of Lord Exmouth’s coat were carried away by grape-shot, and discovered the next day among the flags. Captain Bruce, of the *Impregnable*, was wounded by splinters from the main-mast.”

We have thus brought the Naval History to a conclusion; and what conclusion could have been more gratifying and honourable than the action, which we have just recorded. It may be that Britain has sometimes abused her power by sea, for where is the instance, in the annals of the world, of unlimited power unabused; but assuredly in her expedition against Algiers, she has proved that with her, power is regarded as the greatest blessing when it is exerted in the cause of justice and humanity.

APPENDIX.

APPENDIX,

No. 1.

ALPHABETICAL EXPLANATION

OF THE MOST

COMMON AND THE MOST IMPORTANT

Sea Terms and Phrases.

IN THIS BRANCH OF THE APPENDIX ARE EXPLAINED NOT ONLY THE SEA TERMS AND PHRASES THAT OCCUR IN THESE VOLUMES, BUT ALSO SUCH AS MOST FREQUENTLY OCCUR IN THE GAZETTE ACCOUNTS OF NAVAL ENGAGEMENTS, AND IN THE NARRATIVES OF VOYAGES OR SHIPWRECKS; CONSEQUENTLY, THE UTILITY OF SUCH AN ALPHABETICAL EXPLANATION MUST BE SUFFICIENTLY OBVIOUS.

ABACK, the situation of the sails when their surfaces are flatted against the masts by the force of the wind.

The sails are said to be taken aback, when they are brought into this situation, either by a sudden change of the wind, or by an alteration in the ship's course. They are laid aback, to effect an immediate retreat, without turning to the right or left; or, in the sea phrase, to give the ship stern-way, in order to avoid some danger discovered before her in a narrow channel; or when she has advanced beyond her station in the line of battle, or otherwise.

ABAFT, the hinder part of a ship, or all those parts both within and without, which lie towards the stern, in opposition to afore; which see.

ABAFT, is also used as a preposition, and signifies further, aft,

or nearer the stern ; as, the barricade stands abaft the main-mast, *i. e.* or nearer the stern.

ADMIRAL, an officer of the first rank and command in the fleet, and who is distinguished by a flag displayed at his main-top-mast-head. Also an officer who superintends the naval forces of a nation, and who is authorised to determine in all maritime causes.

The origin and denomination of this important office, which seems to have been established in most countries that border on the sea, have given rise to a great variety of opinions. Some have borrowed them from the Greek, others from the Arabic, while a third sort, with greater probability, derive both the title and dignity from the Saracens.* But since no certain conclusion have been deduced from these elaborate researches, and as it rather appears the province of this work to give the reader an idea of the office and duty of an admiral at sea, than to furnish an historical or chronological detail of the rank and power with which admirals have been invested in different nations, we shall contentedly resign this task to the ingenious lexicographers, who have so repeatedly entertained us with such critical investigations.

ADMIRAL of the fleet, the highest officer under the admiralty of Great Britain: when he embarks on any expedition, he is distinguished by the union flag at the main-top-mast-head.

VICE-ADMIRAL, the officer next in rank and command to the admiral; his flag is displayed at the fore-top-mast-head.

REAR-ADMIRAL, the officer next in rank and command to the vice-admiral, and who carries his flag at the mizen-top-mast-head.

There are at present † in England, besides the admiral of the fleet, three admirals of the white squadron, and four of the blue. Three vice-admirals of the red, three of the white, and four of the blue. Four rear-admirals of the red, four of the white, and five of the blue squadron: besides twenty-two rear-admirals that have carried no flag, who are superannuated upon half-pay.

VICE-ADMIRAL is also an officer appointed by the lords-commissioners of the admiralty. There are several of these officers

* In regno Saracenorum quatuor prætoies statuit, qui admiralli vocabantur.—*Sigebert.*

† 1769.

established in different parts of Great Britain, with judges and marshals under them, for executing jurisdiction within their respective districts. Their decisions, however, are not final, an appeal lying to the court of admiralty in London.

ADRIFT, the state of a ship or vessel broke loose from her moorings, and driven without controul at the mercy of wind, seas, current, or all of them together.

AFT, behind, or near the stern of the ship; being opposed to fore; as, run out the guns fore and aft; *i. e.* from one end of the ship to the other; and whence.

ALEE, the situation of the helm when it is pushed down to the lee side of the ship, in order to put the ship about, or to lay her head to the windward.

ANCHOR, a heavy, strong, crooked instrument of iron, dropped from a ship into the bottom of the water, to retain her in a convenient station in a harbour, road, or river.

The anchors now made are contrived so as to sink into the ground as soon as they reach it, and to hold a great strain before they can be loosened or dislodged from their station. They are composed of a shank, a stock, a ring, and two arms with their flukes. The stock, which is a long piece of timber fixed across the shank, serves to guide the flukes in a direction perpendicular to the surface of the ground; so that one of them sinks into it by its own weight as soon as it falls, and is still preserved steadily in that position by the stock, which, together with the shank, lies flat on the bottom. In this situation it must necessarily sustain a great effort before it can be dragged through the earth horizontally. Indeed this can only be effected by the violence of the wind or tide, or of both of them, sometimes increased by the turbulence of the sea, and acting upon the ship so as to stretch the cable to its utmost tension; which accordingly may dislodge the anchor from its bed, especially if the ground be soft and oozy or rocky. When the anchor is thus displaced, it is said, in the sea phrase, to come home.

Every ship has, or ought to have, three principal anchors, with a cable to each, viz. the sheet, maitresse ancre, (which is the anchora facra of the ancients) the best bower, second ancre, and small bower, ancre d'affourche, so called from their usual situa-

tion on the ship's bow. There are besides smaller anchors, for removing a ship from place to place in a harbour or river, where there may not be room or wind for sailing; these are the stream-anchor, anchor de touë; the kedgè and grappling, grapin: this last, however, is chiefly designed for boats.

FOUL ANCHOR: it is so called when it either hooks some other anchor, wreck, or cable, under the surface of the water; or when, by the wind suddenly abating, the ship slackens her strain, and straying round the bed of her anchor entangles her slack cable about the upper fluke of it, and easily draws it out of its place, as soon as she begins to ride with a strain. To prevent this, it is usual, as she approaches the anchor, in light winds, to draw the slack cable into the ship as fast as possible.

ANCHOR-GROUND, is a bottom which is neither too deep, too shallow, nor rocky; as in the first the cable bears too nearly perpendicular, and is thereby apt to jerk the anchor out of the ground; in the second, the ship's bottom is apt to strike at low water, or when the sea runs high, by which she is exposed to the danger of sinking; and in the third, the anchor is liable to hook the broken and pointed ends of rocks, and tear away its flukes; whilst the cable from the same cause, is constantly in danger of being cut through as it rubs on their edges.

APEEK, perpendicular to the anchor; a ship is said to be in this situation, when the cable is drawn so tight into the bow as to bring her directly over the anchor, so that the cable bears right down from the ship's stem.

ARMED-SHIP, a vessel occasionally taken into the service of the government in time of war, and employed to guard some particular coast, or attend on a fleet. She is therefore armed and equipped in all respects like a ship of war, and commanded by an officer of the navy, who has the rank of master and commander. All ships of this sort are upon the establishment of the King's sloops, having a lieutenant, master, purser, surgeon, &c.

ATHWART, when used in navigation, implies across the line of the course; as we discovered a fleet at day-break standing athwart us, *i. e.* steering across our way.

ATHWART-HAWSE, the situation of a ship when she is driven by the wind, tide, or other accident, across the fore-part of

another. This phrase is equally applied when the ships bear against each other, or when they are at a small distance; the transverse position of the former to the latter being principally understood.

AWNING, a canopy of canvass extending over the decks of a ship in hot weather, for the convenience of the officers and crew, and to preserve the decks from being cracked or split, ebaroui, by the heat of the sun. The awning is supported by a range of light posts, called stanchions, which are erected along the ship's side on the right and left; it is also suspended in the middle by a complication of small cords, called a crowfoot.

BALLAST, a certain portion of stone, iron, gravel, or such like materials, deposited in a ship's hold, when she has either no cargo, or too little to bring her sufficiently low in the water. It is used to counterbalance the effort of the wind upon the masts, and give the ship a proper stability, that she may be enabled to carry sail without danger of oversetting.

There is often great difference in the proportion of ballast required to prepare ships of equal burthen for a voyage; the quantity being always more or less, according to the sharpness or flatness of the ship's bottom, which seamen call the floor.

The knowledge of ballasting a ship with propriety is certainly an article deserves the attention of the skilful mariner; for although it is known that ships in general will not carry a sufficient quantity of sail, till they are laden so deep that the surface of the water will nearly glance on the extreme breadth amidships; yet there is more than this general knowledge required; since, if she has a great weight of heavy ballast, as lead, iron, &c. in the bottom, it will place the centre of gravity too low in the hold; and although this will enable her to carry a great sail, she will nevertheless sail very heavily, and run the risk of being dismasted by her violent rolling.

To ballast a ship, therefore, is the art of disposing those materials so that she may be duly poised, and maintain a proper equilibrium on the water, so as neither to be too stiff, nor too crank, qualities equally pernicious: as in the first, although the ship may be fitted to carry a great sail, yet her velocity will not be proportionably increased; whilst her masts are more endangered by her

sudden jerks and excessive labouring: and in the last, she will be incapable of carrying sail without the risk of upsetting.

Stiffness in ballasting, is occasioned by disposing a great quantity of heavy ballast, as lead, iron, &c. in the bottom, which naturally places the centre of gravity very near the keel; and that being the centre about which the vibrations are made, the lower it is placed, the more violent will be the motion of rolling.

Crankness, on the other hand, is occasioned by having too little ballast, or by disposing the ship's lading so as to raise the centre of gravity too high, which also endangers the mast in carrying sail when it blows hard; for when the masts lose their perpendicular height, they strain on the shrouds in the nature of a lever, which increases as the sine of their obliquity; and a ship that loses her masts is in great danger of being lost.

The whole art of ballasting, therefore, consists in placing the centre of gravity to correspond with the trim and shape of the vessel, so as neither to be too high or too low; neither too far forward nor too far aft; and to lade the ship so deep, that the surface of the water may nearly rise to the extreme breadth amidships; and thus she will be enabled to carry a good sail, incline but little, and ply well to the windward.

BANIAN-DAYS, a cant term among common sailors, denoting those days on which they have no flesh-meat: it seems to be derived from the practice of a nation amongst the eastern Indians, who never eat flesh.

BARK, a general name given to small ships: it is however peculiarly appropriated by seamen to those which carry three masts without a mizen-top-sail. Our northern mariners, who are trained in the coal trade, apply this distinction to a broad-sterned ship, which carries no ornamental figure on the stem or prow.

BEAMS, strong thick pieces of timber, stretching across the ship from side to side, to support the decks, and retain the sides at their proper distance.

BEARING-UP, or **BEARING-AWAY**, in navigation, the act of changing the course of a ship, in order to make her run before the wind, after she had sailed some time with a side wind, or close hauled: it is generally performed to arrive to some port under the lee, or to avoid some imminent danger occasioned by a violent storm, leak, or an enemy in sight.

This phrase, which is absurd enough, seems to have been derived from the motion of the helm, by which this effect is partly produced; as the helm is then bore up to the windward, or weather side of the ship. Otherwise, it is a direct contradiction in terms, to say that a ship bears up, when she goes before the wind; since the current of the wind, as well as that of a river, is always understood to determine the situation of objects or places within its limits. In the first sense we say, up to windward and down to leeward; as in the latter we say, up or down the river. This expression, however, although extremely improper, is commonly adopted in the general instructions of our navy, printed by authority, instead of bearing-down or bearing-away.

BEATING, in navigation, the operation of making a progress at sea against the direction of the wind, in a zig-zag line, or traverse, like that in which we ascend a steep hill. As this method of sailing will be particularly explained under the term Tacking, the reader is referred to that article.

To **BECALM**, to intercept the current of the wind, in its passage to a ship, with any contiguous object, as a shore above her sails, a high sea behind, or some other ship. At this time the sails remain in a state of rest, and are consequently deprived of their power to govern the motion of the ship.

BINACLE, a wooden case or box, which contains the compasses, log-glasses, watch-glasses, and lights to shew the compass at night.

There are always two binacles on the deck of a ship of war, one being designed for the man who steers, and the other for the person who superintends the steerage, whose office is called conning, or cunning.

BIRTH, or **BERTH**, the station in which a ship rides at anchor, either alone or in a fleet; or the distance between the ship and any adjacent object; comprehending the extent of the space in which she ranges at the length of her cables; as, she lies in a good birth, *i. e.* in a convenient situation, or at a proper distance from the shore and other vessels; and where there is good anchoring ground, and shelter from the violence of the wind and sea.

BIRTH, also signifies the room or apartment where any particular number of the officers or ship's company usually mess and re-

side. In a ship of war, there is generally one of these between every two guns.

BLOCK, a machine known in mechanics by the name of pully, and used for various purposes in a ship, particularly to increase the mechanical power of the ropes employed in contracting, dilating, or traversing the sails. The ends of these ropes, being arranged in certain places upon the deck, may thus be readily found whenever they are wanted. The blocks, which are for these purposes disposed in various places upon the masts, yards, and sails, and amongst the rigging, are also of various sizes, shapes, and powers, according to the effect they are calculated to produce. They are single, double, or treble, being so denominated from the number of wheels they contain. They are even some of them five, six, and seven fold, but these are only employed to raise or move some very weighty bodies, and are not used about the yards or sails.

BOARDING, an assault made by one ship upon another, by entering her in battle with a detachment of armed men; either because the efforts of the artillery and musquetry have proved ineffectual, or because she may have a greater number of men, and be better equipped for this attack than the enemy who defends herself against it.

This stratagem, however, is chiefly practised by privateers upon merchant ships, who are not so well provided with men, and rarely attempted in the royal navy; the battle being generally decided in ships of war by the vigorous execution of a close cannonade.

BOAT, a small open vessel, conducted on the water by rowing or sailing. The construction, machinery, and even the names of boats, are very different, according to the various purposes for which they are calculated, and the services on which they are to be employed.

Thus they are occasionally slight or strong; sharp or flat bottomed; open or decked; plain or ornamented; as they may be designed for swiftness or hurthen; for deep or shallow water; for sailing in a harbour or at sea; and for convenience or pleasure.

The largest boat that usually accompanies a ship, is the long-boat, chaloupe, which is generally furnished with a mast and

sails: those which are fitted for ships of war, may be occasionally decked, armed, and equipped, for cruising short distances against merchant ships of the enemy, or smugglers, or for impressing seamen, &c.

The barges are next in order, which are longer, slighter, and narrower: they are employed to carry the principal sea officers, as admirals, and captains of ships of war, and are very unfit for sea.

Pinnaces exactly resemble barges, only that they are somewhat smaller, and never row more than eight oars; whereas a barge properly never rows less than ten. These are for the accommodation of the lieutenants, &c.

Cutters of a ship, are broader, deeper, and shorter than the barges and pinnaces; they are fitter for sailing, and are commonly employed in carrying stores, provisions, passengers, &c. to and from the ship. In the structure of this sort of boats, the lower edge of every plank in the side over-lays the upper-edge of the plank below, which is called by shipwrights clinch-work.

Yawls are something less than cutters, nearly of the same form, and used for similar services; they are generally rowed with six oars.

The above boats more particularly belong to ships of war; as merchant ships seldom have more than two: viz. a long-boat and yawl: when they have a third, it is generally calculated for the countries to which they trade, and varies in its construction accordingly.

Merchant ships employed in the Mediterranean find it more convenient to use a launch, which is longer, more flat bottomed, and better adapted every way to the harbours of that sea, than a long-boat.

A wherry, is a light sharp boat, used in a river or harbour for carrying passengers from place to place.

Punts, are a sort of oblong flat-bottomed boats, nearly resembling floating stages; they are used by shipwrights and caulkers for breaming, caulking, or repairing a ship's bottom.

A moses is a very flat broad boat, used by merchant ships amongst the Carribee-islands, to bring hogsheads of sugar off from the sea beach to the shipping which are anchored in the ads.

A felucca is a strong passage boat used in the Mediterranean, from ten to sixteen banks of oars. The natives of Barbary often employ boats of this sort as cruisers.

Of all the small boats, a Norway yawl seems to be the best calculated for a high sea, as it will often venture out to a great distance from the coast of that country, when a stout ship can hardly carry any sail.

BOAT-HOOK, an iron hook with a sharp point on the hinder part thereof, to stick into a piece of wood, a ship's side, &c. It is stuck upon a long pole or shaft, by the help of which a person in the boat may either hook any thing to confine the boat in a particular place, or push her off by the sharp point attached to the back of the hook.

BOATSWAIN, the officer who has the boats, sails, rigging, colours, anchors, and cables, committed to his charge.

It is the duty of the boatswain particularly to direct whatever relates to the rigging of a ship, after she is equipped from a royal-dock-yard. Thus he is to observe that the masts are properly supported by their shrouds, stays and back stays, so that each of those ropes may sustain a proportional effort when the mast is strained by the violence of the wind, or the agitation of the ship. He ought also to take care that the blocks and running ropes are regularly placed, so as to answer the purposes for which they are intended; and that the sails are properly fitted to their yards, and stays, and well furled or reefed when occasion requires.

It is likewise his office to summon the crew to their duty; to assist with his mates in the necessary business of the ship; and to relieve the watch when it expires. He ought frequently to examine the condition of the masts, sails, and rigging, and remove whatever may be judged unfit for service, or supply what is deficient: and he is ordered by his instructions to perform this duty with as little noise as possible.

BOLD, an epithet applied to the sea coast, signifying steep, or abrupt, so as to admit the approach of shipping without exposing them to the danger of being run aground, or stranded.

BOMB VESSEL, a small ship particularly calculated to throw shells into a fortress. They are said to be invented by M. Reyneau, and to have been first put in action at the bombardment of

Algiers. Till then it had been judged impracticable to bombard a place from the sea.

BOOM, in marine fortification, a strong chain or cable, on which are fastened a number of poles, bars, &c. extending athwart the mouth of a harbour or river, to prevent the enemies ships of war from entering. It may be occasionally sunk, or drawn up to the surface of the water, by capsterns, and other mechanical powers.

BOOMS, certain long poles run out from different places in the ship to extend the bottoms of particular sails. Of these there are several sorts; as the jib-boom, studding-sail-booms, ring-tail-boom, driver-boom, main-boom, and square-sail-boom: the two last, however, are only appropriated to small ships of one or two masts.

BOWSPRIT, a large boom or mast which projects over the stem, to carry sail forward, in order to govern the fore part of a ship, and counteract the force of the sails extended behind, or, in the after part. It is otherwise of great use, as being the principal support of the fore-mast, by confining the stays whereby it is secured and enabled to carry sail: these are great ropes stretching from the mast head to the middle of the bowsprit, where they are drawn tight.

BRACE, a rope employed to wheel, or traverse the sails upon the mast, in a direction parallel to the horizon, when it is necessary to shift the sails, that they may correspond with the direction of the wind, and the course of the ship. Braces are, for this purpose, fastened to the extremities of the yards, which are called the yard-arms.

BREAKERS, a name given by the sailors to those billows that break violently over rocks lying under the surface of the sea. They are distinguished both by their appearance and sound, as they cover that part of the sea with a perpetual foam, and produce a hoarse and terrible roaring, very different from what the waves usually have in a deeper bottom.

To **BRING-TO**, in navigation, to check the course of a ship when she is advancing, by arranging the sails in such a manner as that they shall counter-act each other, and prevent her either from retreating or moving forward. In this situation the ship is

said to lie-by, or lie-to, having, according to the sea phrase, some of her sails aback, to oppose the force of those which are full; or having them otherwise shortened by being furled, or hauled up in the brails.

To **BROACH-TO**, in navigation, to incline suddenly to windward of the ship's course when she sails with a large wind; or, when she sails directly before the wind, to deviate from the line of her course, either to the right or left, with such rapidity as to bring the ship's side unexpectedly to windward, and expose her to the danger of oversetting.

BROADSIDE, in a naval engagement, the whole discharge of the artillery on one side of a ship of war above and below; as,

We poured a broadside into the enemy's ship, *i. e.* discharged all the ship's cannon on one side upon her.

She brought her broadside to bear on the castle; that is, disposed the ship so as to point all her cannon to it within point-blank range.

A squall of wind laid the ship on her broadside; that is, pressed her down in the water, so as nearly to overset her.

BUM-BOAT, a small boat used to sell vegetables, &c. to ships lying at a distance from the shore.

BUOY, a sort of close cask, or block of wood, fastened by a rope to the anchor, to determine the place where the anchor is situated, that the ship may not come too near it, to entangle her cable about the stock, or the flukes of it.

BUSS, a ship of two masts, used by the English and Dutch in their herring fisheries. It is generally from fifty to seventy tons burthen; being furnished with two small sheds or cabins, one at the prow and the other at the stern; the former of which is employed as a kitchen.

CABIN, a room, or the apartment in a ship where any of the officers usually reside.

There are many of these in a large ship; the principal of which is designed for the captain or commander. In ships of the line, this chamber is furnished with an open gallery in the ship's stern, as also a little gallery on each quarter. The apartments where the inferior officers or common sailors sleep and mess, are usually called births; which see.

The bed places built up for the sailors at the ship's side in merchantmen, are also called cabins.

CABLE, a large strong rope, of a considerable length, used to retain a ship at anchor in a road, bay, or haven.

Cables are of various sorts and sizes. In Europe they are usually manufactured of hemp; in Africa they are more frequently composed of bass, which is a sort of long straw or rushes; and in Asia of a peculiar sort of Indian grass.

Cables, of what thickness soever, are generally formed of three ropes twisted together, which are then called strands: each of these is composed of three smaller strands; and those last of a certain number of rope yarns. This number is therefore greater or smaller in proportion to the size of the cable required.

There are some cables, however, manufactured of four strands; which are chiefly the production of Italy and Provence.

All ships ought to be furnished with at least three good cables; the sheet cable, and the two bowers; best and small.

All cables ought to be one hundred and twenty fathoms in length; for which purpose the threads or yarns must be one hundred and eighty fathoms; inasmuch as they are diminished one-third in length by twisting. Besides this length, it is necessary to splice at least two cables together, in order to double the length when a ship is obliged to anchor in deep water. For although it is not common to anchor in a greater depth than forty fathoms, yet if there is only one cable, and the ship rides in a storm and tempestuous sea, the anchor will of necessity sustain the whole weight and violent jerking of the ship, in a direction too nearly perpendicular. By this effort it will unavoidably be loosened from its hold, and dragged by the ship, which, thus driven from her station, is in immediate danger of being wrecked on the nearest rocks or shallows; whereas it is evident, that if the cable, by its great length, were to draw more horizontally on the anchor, it would bear a greater force. See Anchor.

To CALK, or CAULK, to drive a quantity of oakum, or old roaps untwisted and drawn asunder, into the seams of the planks, or into the intervals where the planks are joined to each other in the ship's decks or sides, in order to prevent the entrance of

water. After the oakum is driven very hard into these seams, it is covered with hot melted pitch or resin, to keep the water from rotting it.

CALL, a sort of whistle, or pipe, of silver or brass, used by the boatswain and his mates to summons the sailors to their duty, and direct them in the different employments of the ship.

As the call can be sounded to various strains, each of them is appropriated to some particular exercise; such as hoisting, heaving, lowering, veering away, belaying, letting go a tackle, &c. The act of winding this instrument is called piping, which is as attentively observed by sailors, as the beat of the drum to march, retreat rally, charge, &c. is obeyed by soldiers.

CANOE, a sort of Indian boat or vessel, formed of the trunk of a tree hollowed, and sometimes of several pieces of the bark fastened together.

Canocs are of various sizes, according to the uses for which they may be designed, or the countries wherein they are formed. The largest are made of the cotton tree, some of which will carry between twenty and thirty hogshheads of sugar or molasses. Some are made to carry sail, and for this purpose are steeped in water till they become pliant, after which their sides are extended, and strong beams placed between them, on which a deck is afterwards laid, that serves to support their sides. The other sorts very rarely carry sail, unless when going before the wind: their sails are made of a sort of silk grass or rushes. They are commonly rowed with paddles, which are pieces of light wood somewhat resembling a corn shovel; and instead of rowing with it horizontally, like an oar, they manage it perpendicularly. The small canoes are very narrow, having only room for one person in breadth, and seven or eight lengthways. The rowers, who are generally negroes or American savages, are very expert in managing their paddles uniformly, and in balancing the canoes properly with their bodies, which would be difficult for a stranger to do, how well accustomed soever to the conducting of European boats, because the canoes are extremely light, and liable to be overturned.

CAPSTERN, or CAPSTAN, a strong massy column of tim-

ber, formed like a truncated cone, and having its upper extremity pierced with a number of holes to receive the bars or levers. It is let down perpendicularly through the decks of a ship, and is fixed in such a manner, that the men, by turning it horizontally with their bars, may perform any work which requires an extraordinary effort.

CARPENTER of a ship, an officer appointed to examine and keep in order the frame of a ship, together with her masts, yards, boats, and all other wooden machinery, and stores committed to him by indenture from the surveyor of the dock-yard.

It is his duty in particular to keep the ship tight; for which purpose he ought frequently to review the decks and sides, and to caulk them when it is found necessary. In the time of battle he is to examine up and down, with all possible attention, in the lower apartments of the ship, to stop any holes that may have been made in the sides by shot, with wooden plugs provided of several sizes, for that purpose.

CARTEL, a ship commissioned in time of war to exchange the prisoners of any two hostile powers; also to carry any particular request or proposal from one to another: for this reason the officer who commands her is particularly ordered to carry no cargo, ammunition, or implements of war, except a single gun for the purpose of firing signals.

CENTER of a fleet, or squadron, the middle of the line, which is always the station of the admiral or commander-in-chief, and ought to be the strongest proportionably, as it reaches from the van and rear. See line of battle.

CHAINS, strong links or plates of iron, the lower ends of which are bolted through the ship's side to the timbers.

CHAIN-SHOT, a particular kind of shot formed by fastening two cannon balls together with a short chain, and designed to mangle and ruin a ship's sails and rigging, or to destroy her masts and yards. See shot.

CHART, a marine map or draught, upon which are represented the coasts, isles, banks, rocks, and dangers of the sea, together with the rhombs of the wind, and the entrance of the bays and rivers, whereby to shape and regulate the various courses of a ship in her voyage.

CHACE, a vessel pursued by some other, which she apprehends or knows to be an enemy,

BOW-CHASE, a cannon situated in the fore-part of a ship to fire upon any object a-head of her.

STERN-CHASE, the cannons which are placed in the after-part of a ship's gun room, pointing a-stern, and intended to strike any ship which chases her, or other object in her rear.

CHASING, the act of pursuing a ship or fleet, supposed or known to be hostile. The admiral displayed the signal for a general chase, *i. e.* gave the alarm to the whole fleet or squadron to pursue some other fleet in sight.

CLOSEHAULED, in navigation, the general arrangement, or trim of a ship's sails, when she endeavours to make a progress in the nearest direction possible towards that point of the compass from which the wind bloweth.

CLOSE-QUARTERS, certain strong barriers of wood stretching across a merchant ship in several places. They are used as a place of retreat when a ship is boarded by her adversary, and are therefore fitted with several small loop holes, through which to fire the small arms, whereby the ship's crew may defend themselves and annoy the enemy. They are likewise furnished with several small caissons, called powder chests, which are fixed upon the deck, and filled with powder, old nails, &c. and may be fired at any time from the close-quarters, upon the boarders.

COASTING, in navigation, the act of making a progress along the sea coast of any country. The principal articles relating to this part of navigation are, the observing the time and direction of the tide; knowledge of the reigning winds; of the roads and havens of the different depths of the water, and qualities of the ground.

COCK-PIT of a ship of war, the apartments of the surgeon and his mates, being the place where the wounded men are dressed in the time of battle, or otherwise. It is situated under the lower deck.

COCKSWAIN, or **COXEN**, the officer who manages and steers a boat, and has the command of a boat's crew. It is evidently compounded of the words cock and swain, the former of which was anciently used for a yawl or small boat, as appears by

several authors; * but it has now become obsolete, and is never used by our mariners.

COILING, implies a sort of serpentine winding of a cable or other rope, that it may occupy a small space in the ship. Each of the windings of this sort is called a fake, and one range of fakes upon the same line is called a tier; there are generally from five to seven fakes in a tier, and three or four tiers in the whole length of the cable. This, however, depends on the extent of the fakes. The smaller ropes employed about the sails are coiled upon cleats at sea, to prevent their being entangled amongst one another in traversing, contracting, or extending the sails.

COMMAND, in the royal navy, implies the rank and power of an officer who has the management of a ship of war, of whatever kind, under twenty guns, as sloops of war, armed ships, or bomb-vessels. He is entitled master and commander, and ranks with a major in the king's army.

COMMODORE, a general officer in the British marine, invested with the command of a détachment of ships of war destined on any particular enterprise; during which time he bears the rank of brigadier-general in the army, and is distinguished from the inferior ships of his squadron by a broad red pendant tapering towards the outer end, and sometimes forked. The word is corrupted from the Spanish *comendador*.

COMPANION, a sort of wooden porch placed over the entrance or stair-case of the master's cabin in a merchant ship.

COMPASS, an instrument employed to determine the ship's course at sea, and consisting of a card and two boxes. The card which is calculated to represent the horizon, is a circle divided into thirty-two equal parts, by lines drawn from the centre to the circumference, called points or rhumbs. The intervals between the points are also subdivided into equal parts called degrees, 360 of which complete the circle; and consequently the distance or angle comprehended between any two rhumbs is equal to 11° , $15'$. The four principal rhumbs are called the cardinal points, deriving their names from the places to which they tend; viz. the two

* ——— Yon tall anchoring bark
Diminish'd to her cock; her cock a buoy, &c.

SHAKESPEARE.

which extend themselves under the meridian, opposite to each other, pointing to the north and south, are called the north and south points. That which is toward the right hand as we look north is termed east, and its opposite the west point. The names of all the inferior ones are compounded of these, according to their situation. Along the north and south line is fixed a steel needle, which being touched by a loadstone acquires a certain virtue that makes it hang nearly in the plane of the meridian, and consequently determine the direction of the other points toward the horizon.

COMPLEMENT, the limited number of men employed in any ship, either for navigation or battle.

CONVOY, a fleet of merchant ships bound on a voyage to some particular part or general rendezvous.

CONVOY also implies the ship or ships appointed to conduct and defend them on their passage thither.

CORDAGE, a general term for the running rigging of a ship, or all that part of her rigging which is employed to extend, contract, or traverse the sails; or which lies in reserve to supply the place of such as may be rendered unserviceable. See the article *Rigging*.

CORPORAL of a ship of war, an office under the master at arms, employed to teach the sailors the exercise of small arms, or musketry; to attend at the gangway, or entering-ports, and observe that no spirituous liquors are brought into the ship, unless by particular leave from the officers. He is also to extinguish the fire and candles at eight o'clock in winter, and nine in summer, when the evening gun is fired; and to walk frequently down in the lower decks in his watch, to see that there are no lights but such as are under the charge of proper centinels.

COTT, a particular sort of bed frame, suspended from the beams of a ship, for the officers to sleep in between the decks. This contrivance is much more convenient at sea than either the hammocks or fixed cabins, being a large piece of canvas sewed into the form of a chest, about six feet long, one foot deep, and from two to three feet wide: it is extended by a square wooden frame with a canvas bottom, equal to its length and breadth, to retain it in an horizontal position.

COURSES, a name by which the principal sails of a ship are usually distinguished: viz. the main-sail, fore-sail, and mizen; the mizen stay-sail and fore-sail are also sometimes comprehended in this denomination, as are the main stay-sails of all brigs and schooners. See the article Sail.

CRANK, the quality of a ship, which for want of a sufficient quantity of ballast or cargo, is rendered incapable of carrying sail without being exposed to the danger of oversetting. See the articles Ballast and Trim.

CREW of a ship, comprehends the officers, sailors, scamen, marines, ordinary men, servants, and boys; but exclusive of the captain and lieutenants, in the French service.

CRUISE, a voyage or expedition in quest of vessels or fleets of the enemy, which may be expected to sail through any particular tract of the sea at a certain season of the year. The region in which these cruises are performed, is usually termed the rendezvous, or cruising latitude. When the ships employed for this purpose, which are accordingly called cruisers, have arrived at their destined station, they traverse the sea backward and forward, under an easy sail, and within a limited space, conjectured to be nearly in the track of their expected adversaries.

CUDDY, a sort of cabin, or cook room, in the fore-part or near the stern, of a lighter or barge of burden.

DAY'S WORK, the reckoning or account of the ship's course, during twenty-four hours, or between noon and noon, according to the rules of trigonometry. See Dead-Reckoning.

DEAD-LIGHTS, certain wooden ports, which are made to fasten into the cabin windows, to prevent the waves from gushing into a ship in a high sea. As they are made exactly to fit the windows, and are strong enough to resist the waves, they are always fixed in, on the approach of a storm, and the glass frames taken out, which might otherwise be shattered to pieces by the surges, and suffer great quantities of water to enter the vessel.

DEAD-RECKONING, in navigation, the judgment or estimation which is made of the place where a ship is situated, without any observation of the heavenly bodies. It is discovered by keeping an account of the distance she has run by the log, and of her course steered by the compass; and by rectifying these data by

the usual allowances for drift, lee way, &c. according to the ship's known trim. This reckoning, however, is always to be corrected, as often has any good observation of the sun can be obtained.

DEAD-WATER, the eddy of water, which appears like little whirl pools, closing in with the ship's stern as she sails through it.

DECKS, the planked floors of a ship, which connect the sides together, and serve as different platforms to support the artillery, and lodge the men, as also to preserve the cargo from the sea in merchant vessels.

As all ships are broader at the lower deck than on the next above it, and as the cannon thereof are always heaviest, it is necessary that the frame of it should be much stronger than that of the others; and, for the same reason, the second or middle deck ought to be stronger than the upper-deck, or fore-castle.

Ships of the first and second rates, are furnished with three whole decks, reaching from the stem to the stern, besides a fore-castle and a quarter deck, which extends from the stem to the main-mast, between which and the fore-castle, a vacancy is left in the middle, opening to the upper-deck, and forming what is called the waist. There is yet another deck above the hinder or aftmost part of the quarter-deck, called the poop, which also serves as a roof for the captain's cabin or couch.

The inferior ships of the line of battle are equipped with two decks and a half, and frigates, sloops, &c. with one gun deck and a half, with a spar deck below to lodge the crew.

DEPARTURE, in navigation, the distance between any two places lying on the same parallel, counted in miles of the equator; or the distance of one place from the meridian of another, counted on the parallel passing over that place. See Navigation.

DIVISION, a select number of ships in a fleet or squadron of men of war, distinguished by a particular flag or pendant, and usually commanded by a general officer. A squadron is commonly ranged into three divisions, the commanding officer of which is always stationed in the centre.

When a fleet consists of sixty sail of the line, that is, of ships having at least sixty cannon each, the admiral divides it into three squadrons, each of which has its divisions and commanding

officers. Each squadron has its proper colours, according to the rank of the admiral who commands it, and every division its proper mast. Thus, the white flag denotes the first squadron of France; the white and blue the second; and the third is characterised by the blue. In England, the first admiral, or the admiral of the fleet, displays the union flag at the main-top-mast-head; next follows the white flag with St. George's cross; and afterwards the blue. The private ships carry pendants of the same colour with their respective squadron, at the masts of their particular divisions: so that the last ship in the division of the blue squadron, carries a blue pendant at her mizen-top-mast-head.

DOCK, a sort of broad and deep trench, formed on the side of a harbour, or on the banks of a river; and commodiously fitted either to build ships, or receive them to be repaired and breamed therein. These sorts of docks have generally strong flood gates, to prevent the flux of the tide from entering the dock while the ship is under repair.

There are likewise docks of another kind, called wet docks, where a ship can only be cleaned during the recess of the tide, or in the interval between the time when the tide left her dry aground, and the period when it again reaches her by the return of the flood. Docks of the latter kind are not furnished with the usual flood gates.

DOCKING a ship, the act of drawing her into the dock, in order to give her a proper repair, and cleanse the bottom, and give her anew with the preparation of stuff, as explained in the article Breaming.

DRIFT, in navigation, the angle which the line of a ship's motion makes with the nearest meridian, when she drives with her side to the wind and waves, and is not governed by the power of the helm: it also implies the distance which the ship drives on that line.

A ship's way is only called drift in a storm; and then, when it blows so vehemently as to prevent her from carrying any sail, or at least restrains her to such a portion of sail as may be necessary to keep her sufficiently inclined to one side, that she may not be dismasted by her violent labouring, produced by the turbulence of the sea.

DRIVING, the state of being carried at random along the surface of the water, as impelled by a storm, or impetuous current: it is generally expressed of a ship, when, accidentally, broke loose from her anchors or moorings.

EMBAYED, from bay, the situation of a ship when she is inclosed between two capes or promontories. It is particularly applied when the wind, by blowing strongly into any bay or gulf, makes it extremely difficult, and perhaps impracticable for the vessel, thus enclosed, to claw from the shore, so as to weather the capes and gain the offing.

ENGAGEMENT, in a naval sense, implies a particular or general battle at sea; or an action of hostility between single ships, or detachments, or squadrons of ships of war.

The whole œconomy of a naval engagement may be arranged under the following heads: viz. the preparation; the action; and the repair, or refitting for the purposes of navigation.

The preparation is begun by issuing an order to clear the ship for action, which is repeated by the boatswain and his mates at all the hatchways, or staircases, leading to the different batteries. As the management of the artillery in a vessel of war requires a considerable number of men, it is evident that the officers and sailors must be restrained to a narrow space in their usual habitations, in order to preserve the internal regularity of the ship. Hence the hammocs, or hanging beds, of the latter are crowded together as close as possible between the decks, each of them being limited to the breadth of fourteen inches. They are hung parallel to each other, in rows stretching from one side the ship to the other, nearly throughout her whole length, so as to admit of no passage but by stooping under them. As the cannon therefore cannot be worked while the hammocks are suspended in this situation, it becomes necessary to remove them as quick as possible. By this circumstance a double advantage is obtained: the batteries of cannon are immediately cleared of an incumbrance and the hammocks are converted into a sort of parapet, to prevent the execution of small shot on the quarter deck, tops, and fore castle. At the summons of the boatswain, up all hammocs! every sailor repairs to his own, and, having stowed his bedding properly, he cords it firmly with a lashing, or line, provided for

that purpose. He then carries it to the quarter deck, poop, or fore-castle, or wherever it may be necessary. As each side of the quarter-deck and poop is furnished with a double net work, supported by iron cranes, fixed immediately above the gunnel, or top of the ship's side, the hammocs thus corded, are firmly stowed by the quarter-master between the two parts of the netting, so as to form an excellent barrier. The tops, waist, and fore-castle are then fenced in the same manner.

Whilst these offices are performed below, the boatswain and his mates are employed in securing the sail yards, to prevent them from tumbling down when the ship is cannonaded, as she might thereby be disabled, and be rendered incapable of attack, retreat, or pursuit. The yards are now likewise secured by strong chains or ropes, additional to those by which they are usually suspended. The boatswain also provides the necessary materials to repair the rigging, wherever it may be damaged by the shot of the enemy; and to supply whatever parts of it may be entirely destroyed. The carpenter and his crew in the mean while prepare his shot plugs and mauls, to close up any dangerous breaches that may be made near the surface of the water; and provide the iron work necessary to refit the chain pumps, in case their machinery should be wounded in the engagement. The gunner with his mates and quarter-gunners, is busied in examining the cannon of the different batteries, to see that their charges are thoroughly dry and fit for execution: to have every thing ready for furnishing the great guns and small arms with powder, as soon as the action begins: and to keep a sufficient number of cartridges continually filled, to supply the place of those expended in battle. The master and his mates are attentive to have the sails properly trimmed, according to the situation of the ship; and to reduce or multiply them, as occasion requires, with all possible expedition. The lieutenants visit the different decks, to see that they are effectually cleared of all incumbrance, so that nothing may retard the execution of the artillery, and to enjoin the other officers to diligence and alertness, in making the necessary dispositions for the expected engagement, so that every thing may be in readiness at a moment's warning.

When the hostile ships have approached each other to a compe-

tent distance, the drums beat to arms. The boatswain and his mates pipe, all hands to quarters! at every hatchway. All the persons appointed to manage the great guns, immediately repair to their respective stations. The crows, handspears, rammers, sponges, powder horns, matches, and train tackles, are placed in order by the side of every cannon. The hatches are immediately laid, to prevent any one from deserting his post by escaping into the lower apartments. The marines are drawn up in rank and file, on the quarter deck, poop, and forecastle. The lashings of the great guns are cast loose, and the tomions withdrawn. The whole artillery, above and below, is run out at the ports, and levelled to the point blank range, ready for firing.

The necessary preparations being completed, and the officers and crew ready at their respective stations, to obey the order, the commencement of the action is determined by the mutual distance and situation of the adverse ships, or by the signal from the commander in chief of the fleet or squadron. The cannon being levelled in parallel rows, projecting from the ship's side, the most natural order of battle is evidently to range the ships abreast of each other, especially if the engagement is general. The most convenient distance is properly within the point blank range of a musket, so that all the artillery may do effectual execution.

The combat usually begins by a vigorous cannonade, accompanied with the whole efforts of the swivel guns and the small arms. The method of firing in platoons, or volleys of cannon at once, appears inconvenient in the sea service, and perhaps should never be attempted, unless in the battering of a fortification. The sides and decks of the ship, although sufficiently strong for all the purposes of war, would be too much shaken by so violent an explosion and recoil. The general rule observed on this occasion throughout the ship, is to load, fire and sponge the guns with all possible expedition, yet without confusion or precipitation. The captain of each gun is particularly enjoined to fire when the piece is properly directed to its object, that the shot may not be fruitlessly expended. The lieutenants, who command the different batteries, traverse the deck to see that the battle is prosecuted with vivacity; and to exhort and animate the men to their duty.

The midshipmen second these injunctions, and give the necessary assistance wherever it may be required, at the guns committed to their charge. The gunner should be particularly attentive that all the artillery is sufficiently supplied with powder, and that the cartridges are carefully conveyed along the decks in covered boxes. The havoc produced by a continuation of this mutual assault may be readily conjectured by the reader's imagination: battering, penetrating, and splintering the sides and decks; shattering or dismounting the cannon; mangling and destroying the rigging; cutting asunder, or carrying away the masts and yards; piercing and tearing the sails so as to render them useless; and wounding, disabling, or killing the ship's company! The comparative vigour and resolution of the assailants to effect these pernicious consequences in each other, generally determine their success or defeat: I say generally, because the fate of the combat may sometimes be decided by an unforeseen incident, equally fortunate for the one and fatal to the other. The defeated ship having acknowledged the victory, by striking her colours, is immediately taken possession of by the conqueror, who secures her officers and crew as prisoners in his own ship; and invests his principal officer with the command of the prize until a captain is appointed by the commander-in-chief.

The engagement being concluded, they begin the repair: the cannon are secured by their breachings and tackles, with all convenient expedition. Whatever sails have been rendered unserviceable are unbent; and the wounded masts and yards struck upon the deck, and fished, or replaced by others. The standing rigging is knotted, and the running rigging spliced wherever necessary. Proper sails are bent in the room of those which have been displaced as useless. The carpenter and his crew are employed in repairing the breaches made in the ship's hull, by shot-plugs, pieces of plank, and sheet lead. The gunner and his assistants are busied in replenishing the allotted number of charged cartridges, to supply the place of those which have been expended, and in refitting whatever furniture of the cannon may have been damaged by the late action.

ENSIGN, a large standard, or banner, hoisted on a long pole erected over the poop, and called the ensign staff.

The ensign is used to distinguish the ships of different nations from each other, as also to characterise the different squadrons of the navy.

FALLING OFF, the movement or direction of the ship's head to leeward of the point whither it was lately directed, particularly when she sails near the wind, or lies by.

FENDERS, certain pieces of old cable, timber, faggots, or other materials, hung over the side of a ship or vessel, to prevent it from striking or rubbing against a wharf, or key; as also to preserve the smaller vessels from being damaged by the larger ones.

To **FILL**, in navigation, to brace the sails in such a manner, as that the wind, entering their cavities from behind, dilates them so as to advance the ship in her course, after the sails had for some time been shivering, or braced aback.

FIRE SHIP, an old vessel, filled with combustible materials, and fitted with grappling irons to hook, and set fire to the enemies ships in battle, &c.

• As there is nothing particular in the construction of this ship, except the apparatus by which the fire is instantly conveyed from one part to another, and from thence to the enemy, it will be sufficient to describe the fire room, where these combustibles are inclosed, together with the instruments necessary to grapple the ship intended to be destroyed.

The fire room is built between decks, and limited on the after part by a bulk head, behind the main-mast, from which it extends quite forward. The train inclosed in this apartment is contained in a variety of wooden troughs, which intersect each other in different parts of the ship's length; being supported at proper distances, by cross pieces and stancions. On each side of the ship are six or seven ports, about eighteen inches broad, and fifteen inches high, and having their lids to open downward, contrary to the usual method.

Against every port is placed an iron chamber,* which, at the

* The iron chambers are ten inches long, and 3.5. in diameter. They are breeched against a piece of wood fixed across the ports, and let into another a little higher. When loaded, they are almost filled with corn powder, and have a wooden tompon well driven into their muzzles.

time of firing the ship, blows out the port lid, and opens a passage for the flame. Immediately under the main and fore shrouds is fixed a wooden funnel, whose lower end communicates with a fire barrel,* by which the flame passing through the funnel, is conducted to the shrouds. Between the funnels, which are likewise called fire trunks, are two scuttles, or small holes in the upper deck, serving also to let out the flames. Both funnels must be stopped with plugs, and have sail cloth, or canvas, nailed close over them, to prevent any accident happening from above to the combustibles laid below.

They are primed with a small piece of quick match thrust through their vents into the powder, with a part of it hanging out. When the ports are blown open by means of the iron chambers, the port lids either fall downward, or are carried away by the explosion.

* The fire barrels ought to be of a cylindrical form, as most suitable to contain the reeds with which they are filled, and more convenient for stowing them between the troughs in the fire room. Their inside diameters should not be less than twenty-one inches, and thirty inches is sufficient for their length. The bottom parts are first well stored with short double dipped reeds placed upright; and the remaining vacancy is filled with fire barrel composition, well mixed and melted, and then poured over them. The composition used for this purpose is a mass of sulphur, pitch, tar, and tallow.

There are five holes of three quarters of an inch in diameter, and three inches deep, formed in the top of the composition while it is yet warm; one being in the centre, and the other four at equal distances round the sides of the barrel. When the composition is cold and hard, the barrel is primed by filling those holes with fusee composition, which is firmly driven into them, so as to leave a little vacancy at the top to admit a strand of quick match twice doubled. The centre hole contains two strands at their whole length, and every strand must be driven home with mealed powder. The loose ends of the quick match being then laid within the barrel, the whole is coloured with a dipped curtain, fastened on with a hoop, that slips over the head of the barrel, to which it is nailed.

The barrels should be made very strong, not only to support the weight of the composition before firing, when they are moved or carried from place to place, but to keep them together whilst burning: for if the staves are too light and thin, so as to burn very soon, the remaining composition will tumble out and be dissipated, and the intention of the barrels, to carry the flame aloft, will accordingly be frustrated.

The curtain is a piece of coarse canvas, nearly a yard in breadth and length, thickened with melted composition, and covered with saw-dust on both sides.

The ports, funnels, and scuttles, not only communicate the flames to the outside and upper works of the ship, and her rigging; but likewise open a passage for the inward air, confined in the fire room, which is thereby expanded so as to force impetuously through those outlets, and prevent the blowing up of the decks, which must of necessity happen, from such a sudden and violent rarefaction of the air, as will then be produced.

On each side of the bulk head behind, is cut a hole of sufficient size to admit a trough of the same dimensions as the others. A leading trough, whose foremost end communicates with another trough within the fire room, is laid close to this opening, from whence it extends obliquely to a sally port, cut through the ship's side. The decks and troughs are well covered with melted rosin. At the time of firing either of the leading troughs, the flame is immediately conveyed to the opposite side of the ship, whereby both sides burn together.

Four of the eight fire barrels are placed under the four fire trunks; and the other four between them, two on each side the fire skuttles, where they are securely cleated to the deck. The longest reeds* are put into the fore and aft troughs, and tied down. The shortest reeds are laid in the trough athwart, and tied down also. The bavins,† dipped at one end, are tied fast to the troughs over the reeds, and the curtains are nailed up to the beams, in equal quantities, on each side of the fire room.

The remainder of the reeds are placed in a position nearly

* The reeds are made up in small bundles of about a foot in circumference, cut even at both ends, and tied together in two places. They are distinguished into two kinds: viz. the long and short: the former of which are four feet, and the latter two feet five inches in length. One part of them are singly dipped, *i. e.* at one end; the rest are dipped at both ends in a kettle of melted composition. After being immersed about seven or eight inches in this preparation, and then drained, they are sprinkled over with pulverised sulphur upon a tanned hide.

† The bavins are made of birch, heath, or other brush wood, which is tough and readily kindled. They are usually two or three feet in length, and have all their bush ends lying one way, the other ends being tied together with small cords. They are dipped in composition at the bush ends, whose branches are afterwards confined by the hand, to prevent them from breaking off by moving about; and also to make them burn more fiercely. After being dipped, in the same manner as the reeds, they also are sprinkled with sulphur.

upright, at all the angles of every square in the fire room, and there tied down. If any reeds are left, they are to be put round the fire barrels, and other vacant places, and there tied fast.

Instructions to prime.

Take up all your reeds, one after another, and strew a little composition at the bottom of all the troughs under the reeds, and then tie them gently down again: next strew composition upon the upper part of the reeds throughout the fire room, and upon the said composition lay double quick match,* upon all the reeds, in all the troughs: the remainder of the composition strew over all the fire room, and then lay your bavins loose.

Cast off all the covers of the fire barrels, and hang the quick match loose over their sides, and place leaders of quick match from the reeds into the barrels, and from thence into the vent of the chambers, in such a manner as to be certain of their blowing open the ports, and setting fire to the barrels. Two troughs of communication from each door of the fire room to the sally ports, must be laid with a strong leader of quick match, four or five times double: also a cross piece to go from the sally port, when the ship is fired, to the communication trough, laid with leaders of quick match, that the fire may be communicated to both sides at once.

What quick match is left, place so that the fire may be communicated to all parts of the room at once, especially about the ports and fire barrels, and see that the chambers are well and fresh primed.

The captain of the fire ship should himself be particularly attentive that the above instructions are punctually executed, and that the yards may be so braced, when he falls along side of the ship intended to be destroyed, that the sheer hooks and grapplings fastened to the yard arms, &c. may effectually hook the enemy. He is expected to be the last person who quits the vessel, and

* Quick match is formed of three cotton strands, drawn into length, and dipped in a boiling composition of white wine vinegar, saltpetre, and mealed powder. After this immersion it is taken out hot, and laid in a trough with some meal powder, moistened with spirits of wine, is thoroughly incorporated into the twists of the cotton, by rolling it about therein. Thus prepared, they are taken out separately, and drawn through mealed powder, then hung upon a line till dried, by which they are fit for immediate service.

being furnished with every necessary assistance and support, his reputation will greatly depend on the success of his enterprise.

FISH, is also a long piece of oak, convex on one side, and concave on the other. It is used to fasten upon the outside of the lower masts, either as an additional security, to strengthen them when it becomes necessary to carry an extraordinary pressure of sail, in pursuit of, or flight from, an enemy; or to reinforce them after they have received some damage in battle, or tempestuous weather, &c.

The fishes are also employed for the same purpose on any yard, which happens to be sprung or fractured. Thus their form, application, and utility are exactly like those of the splinters applied to a broken limb in surgery.

FITTING OUT, the act of providing a ship with a sufficient number of men, to navigate and arm her for attack or defence; also to furnish her with proper masts, sails, yards, ammunition, artillery, cordage, anchors, and other naval furniture; together with sufficient provisions for the ship's company.

FLAG, a certain banner or standard, by which an admiral is distinguished at sea from the inferior ships of his squadron; also the colours by which one nation is distinguished from another.

FLAG OFFICER, a term synonymous to admiral.

FLAG SHIP, the flag on which any ship is displayed.

FLEET, a general name given to his majesty's navy, or to any part thereof destined on a particular enterprise or expedition: also, a convoy or company of merchant ships, flotte, conserve, with or without ships of war to defend them.

The admirals of His Majesty's fleet, are classed into three squadrons: viz. the red, the white, and the blue. When any of these officers are invested with the command of a squadron or detachment of ships of war, the particular ships are distinguished by the colours of their respective squadron: that is to say, the ships of the red squadron wear an ensign, whose union is displayed on a red field; the ensigns of the white squadron have a white field; and those of the blue squadron, a blue field; the union being common to all three. The ships of war, therefore are occasionally annexed to any of the three squadrons, or shifted from one to another.

Of whatsoever number a fleet of ships of war is composed, it

is usually divided into three squadrons; and these, if numerous, are again, separated into divisions. The admiral, or principal officer commands the centre; the vice admiral, or second in command, superintends the van guard; and the operations of the rear are directed by the rear admiral, or the officer next in rank.

To **FOUNDER**, to sink at sea, as being rendered, by the violence and continuation of a storm, and the excess of the leaks, unable to keep the ships afloat above the water.

FRIGATE, in the navy, a light nimble ship, built for the purposes of sailing swiftly. These vessels mount from twenty to forty-four guns, and are esteemed excellent cruisers.

FRIGATE-BUILT, implies the disposition of the decks of such merchant ships as have a descent of four or five steps from the quarter-deck and fore-castle into the waist, in contra-distinction to those whose decks are on a continued line for the whole length of the ship, which are called galley built.

GAFF, a sort of boom or pole, frequently used in small ships to extend the upper edge of the mizen; and always employed for the same purpose on those sails whose foremost edges are joined to the mast by hoops or laceings, and which are usually extended by a boom below. Such are the main sails of all sloops, brigs, and schooners.

To **GAIN** the wind, in navigation, to arrive on the weather side, or to windward of some other vessel in sight, when both are plying to windward, or sailing as near the wind as possible.

GALEON, a name formerly given to ships of war, furnished with three or four batteries of cannon. It is now retained only by the Spaniards, and applied to the largest size of their merchant ships, employed on West Indian voyages, and usually furnished with four decks. They likewise bestow the same name on those vessels, whether great or small, which proceed annually to La Vera Cruz. The Portuguese also have several ships which they send to India and the Brazils, nearly resembling the galeons, and by them called caragues.

GALLERY, a balcony, projecting from the stern or quarter of a ship of war, or large merchantmen. In the former, the stern gallery is usually decorated with a balustrade, extending from one side of the ship to the other; the fore part is limited by a parti-

tion called the skreen bulk head, in which are framed the cabin windows; and the roof of it is formed by a sort of vault, termed the cove, which is frequently ornamented with sculpture.

GALLEY, a kind of low flat built vessel, furnished with one deck, and navigated with sails and oars, particularly in the Mediterranean.

GANGWAY, a narrow platform, or range of planks, laid horizontally along the upper part of a ship's side, from the quarter deck to the forecastle, for the convenience of walking more expeditiously fore and aft, than by descending into the waist. This platform is therefore peculiar to ships which are deep waisted. It is fenced on the outside by several small iron pillars, and a rope extended from one to the other; and sometimes by a netting, to prevent any one from falling off into the sea when the ship is in motion. This is frequently called the gang board in merchant vessels.

GANGWAY, is also that part of a ship's side, both within and without, by which the passengers enter and depart. It is for this purpose provided with a sufficient number of steps, or cleats, nailed upon the ship's side, nearly as low as the surface of the water; and sometimes furnished with a railed accommodation ladder, whose lower end projects from the ship's side, being secured in this position by iron braces, so as to render the ascent and descent extremely convenient.

GANGWAY is likewise used to signify a passage left in the hold, when a ship is laden, in order to arrive at any particular place therein, occasionally; as to examine the situation of the provisions or cargo; to discover and stop a leak; or to bring out any article required for service, &c. Finally, a gangway implies a thoroughfare, or narrow passage of any kind.

GAUNTLOPE, pronounced gauntlet, a race which a criminal is sentenced to run in a vessel of war, as a punishment for felony, or some other heinous offence.

It is executed in the following manner: the whole ship's crew is disposed in two rows, standing face to face on both sides of the deck, so as to form a lane, whereby to go forward on one side, and return aft on the other: each person being furnished with a small twisted cord, called a knittle, having two or three knots

upon it. The delinquent is then stripped naked above the waist, and ordered to pass forward between the two rows of men, and aft on the other side, a certain number of times, rarely exceeding three; during which every person gives him a stripe as he runs along. In his passage through this painful ordeal, he is sometimes tripped up, and very severely handled while incapable of proceeding. This punishment, which is called running the gauntlet, is seldom inflicted, except for such crimes as will naturally excite a general antipathy amongst the seamen; as on some occasions the culprit would pass without receiving a single blow, particularly in cases of mutiny or sedition, to the punishment of which our common sailors seem to have a constitutional aversion.

GUARD SHIP, a vessel of war, appointed to superintend the marine affairs in a harbour or river, and to see that the ships which are not commissioned have their proper watch kept duly, by sending her guard boats around them every night: she is also to receive seamen who are impressed in the time of war.

GUNNEL, or **GUN WALE**, the upper edge of a ship's side.

GUNNER of a ship of war, an officer appointed to take charge of the artillery and ammunition board, to observe that the former are always kept in order, and properly fitted with tackles and other furniture, and to teach the sailors the exercise of the cannon. See Exercise.

GUN ROOM, an apartment on the after end of the lower, or gun deck, of a ship of war; generally destined for the use of the gunner in large ships, but in small ones, it is used by the lieutenants as a dining room, &c.

GUST, a sudden and violent squall of wind, bursting from the hills upon the sea, so as to endanger the shipping near the shore. These are peculiar to some coasts, as those of South Barbary and Guinea.

HALIARDS, the ropes or tackles usually employed to hoist or lower any sail upon its respective masts or stay.

HAMMOC, a piece of canvas, six feet long and three feet wide, gathered or drawn together at the two ends, and hung horizontally under the deck, lengthways, for the sailors to sleep therein. There are usually from fourteen to twenty inches in breadth allowed between decks for every hammoc in a ship of war: this

space, however, must in some measure, depend on the number of the crew, &c. in proportion to the room of the vessel.

In the time of battle, the hammocs, together with their bedding, are all firmly corded and fixed in the nettings on the quarter deck, or wherever the men are too much exposed to the view or fire of the enemy.

HARD A LEE, the situation of the helm when it is pushed close to the lee side of the ship, either to tack or keep her head to the wind, when lying by or trying: also the order to put the helm in this position.

HARD A WEATHER, the order to put the helm close to the weather or windward side of the ship, in order to bear away. It is likewise the position of the helm, in consequence of that order; being in both senses opposed to hard a lee.

To **HAUL**, an expression peculiar to seamen, implying to pull a single rope, without the assistance of blocks, or other mechanical powers: when a rope is otherwise pulled, as by the application of tackles, or the connexion with blocks, &c. the term is changed into bowsing.

To **HAUL** the wind, to direct the ship's course nearer to that point of the compass from which the wind arises. Thus supposing a ship sailing south west, with the wind northerly, and some particular occasion renders it necessary to haul the wind further to the westward; to perform this operation, it is necessary to arrange the sails more obliquely with her keel; to brace the yards more forward, by slackening the starboard, and pulling in the larboard braces, and to haul the lower sheets further aft: and finally, to put the helm a port, *i. e.* over to the larboard side of the vessel. As soon as her head is turned directly to the westward, and her sails are trimmed accordingly, she is said to have hauled the wind four points, that is to say, from south west to west. She may still go two points nearer to the direction of the wind, by disposing her sails according to their greatest obliquity; or, in the sea phrase, by trimming all sharp: and in this situation, she is said to be close hauled, as sailing west north west.

HAWSE, is generally understood to imply the situation of the cables before the ship's stem, when she is moored with two anchors out from forward, *viz.* one on the starboard, and the other on the larboard bow. Hence it is usual to say, she has a

clear hause, or a foul hause. It also denotes any small distance a head of a ship, or between her head and the anchors employed to ride her; as, "he has anchored in our hause; the brig fell athwart our hause," &c.

A ship is said to ride with a clear hause, when the cables are directed to their anchors, without lying athwart the stem; or crossing, or being twisted round each other, by the ship's winding about, according to the change of the wind, tide, or current.

A foul hause, on the contrary, implies that the cables lie across the stem, or bear upon each other, so as to be rubbed and chafed by the motion of the vessel.

HAWSER, a large rope, which holds the middle degree between the cable and tow line, in any ship whereto it belongs, being a size smaller than the former, and as much larger than the latter.

HEAD, an ornamental figure erected on the continuation of a ship's stem, as being expressive of her name, and emblematical of war, navigation, commerce, &c.

HEAD-WAY, the motion of advancing at sea. It is generally used when a ship begins to advance; or in calm weather, when it is doubtful whether she is in a state of rest or motion. It is in both senses opposed to retreating, or moving with the stern foremost.

HELM, a long and flat piece of timber, or an assemblage of several pieces, suspended along the hind part of a ship's stern post, where it turns upon hinges to the right or left, serving to direct the course of the vessel, as the tail of a fish guides the body.

The helm is usually composed of three parts, viz. the rudder, the tiller, and the wheel, except in small vessels, where the wheel is unnecessary.

The length and breadth of the rudder become gradually broader in proportion to its distance from the top, or to its depth under the water. The back or inner part of it, which joins to the stern post, is diminished into the form of a wedge throughout its whole length, so as that the rudder may be more easily turned from one side to the other, where it makes an obtuse angle with the keel.

Those which are bolted round the stern post to the after extremity of the ship, are called googings, and are furnished with a large hole on the after part of the stern post. The other parts of the hinges, which are bolted to the back of the rudder, are called pintles, being strong cylindrical pins, which enter into the googings, and rest upon them. The length and thickness of the rudder is nearly equal to that of the stern post.

The rudder is turned upon its hinges by means of a long bar of timber, called the tiller, which is fixed horizontally in its upper end within the vessel. The movements of the tiller to the right and left, accordingly, direct the efforts of the rudder to the government of the ship's course as she advances, which, in the sea language, is called steering. The operations of the tiller are guided and assisted by a sort of tackle, communicating with the ship's side, called the tiller rope, which is usually composed of untarred rope yarns, for the purpose of traversing more readily through the blocks or pullies.

HOLD, the whole interior cavity or belly of a ship, or all that part of her inside, which is comprehended between the floor and the lower deck, throughout her whole length.

This capacious apartment usually contains the ballast, provisions, and stores of a ship of war, and the principal part of the cargo in a merchantman.

The places where the ballast, water, provisions, and liquors are stowed, are known by the general name of the hold. The several store rooms are separated from each other by bulk heads, and are denominated according to the articles which they contain, the sail room, the bread room, the fish room, the spirit room, &c.

After **HOLD**, a general name given to all that part of the hold which lies abaft the main mast.

Fore HOLD, that part of the hold which is situated in the fore part of the ship, or before the main hatch-way.

HOME, in a naval sense, either implies the situation of some object, where it retains its full force of action; or where it is properly lodged for convenience or security. In the former sense it is applied to the sails; and in the latter, it usually refers to the stowage of the hold, or the anchors.

HULK, an old ship of war, fitted with an apparatus, to fix or take out the masts of His Majesty's ships, as occasion requires.

HULL, the frame, or body of a ship, exclusive of her masts, yards, sails, and rigging: it is usually expressed of a ship either before she is furnished with masts, &c. or after she is dismasted and stripped of the aforesaid machinery.

To **HULL** a ship, is to fire cannon balls into her hull within the point blank range.

JIB, the foremost sail of a ship, being a large stay sail extended from the outer end of the bowsprit, prolonged by the jib boom, towards the fore top mast head.

JOURNAL, in navigation, a sort of diary, or daily register of the ship's course, winds, and weather; together with a general account of whatever is material to be remarked in the period of a sea voyage.

In all sea journals, the day, or what is called the twenty-four hours, terminates at noon, because the errors of the dead reckoning are at that period generally corrected by a solar observation. The daily compact usually contains the state of the weather, the variation, increase or diminution of the wind; and the suitable shifting, reducing, or enlarging the quantity of sail extended; as also the most material incidents of the voyage, and the condition of the ship and her crew; together with the discovery of other ships or fleets, land, shoals, breakers, soundings, &c.

JUNK, a name given to any remnants or pieces of old cable, which is usually cut into small portions for the purpose of making points, mats, gaskets, sennit, &c.

JURY MAST, a temporary or occasional mast, erected in a ship, to supply the place of one which has been carried away by tempest, battle, or the labouring of a ship in a turbulent sea.

KEDGE, a small anchor used to keep a ship steady whilst she rides in a harbour or river, particularly at the turn of the tide, when she might otherwise drive over her principal anchor, and entangle the stock or flukes with her slack cable, so as to loosen it from the ground. This is accordingly prevented by a kedge rope, that restrains her from approaching it.

KEEL, the principal piece of timber in a ship, which is usually first laid on the blocks in building.

If we compare the carcass of a ship to the skeleton of the human body, the keel may be considered as the back bone, and the timbers as the ribs. It therefore supports and unites the whole fabric, since the stem and stern post, which are elevated on its ends, are, in some measure, a continuation of the keel, and serve to connect and enclose the extremities of the sides by transoms; as the keel forms and unites the bottom by timbers.

KEEL-HAULING, a punishment inflicted for various offences in the Dutch navy. It is performed by plunging the delinquent repeatedly under the ship's bottom on one side, and hoisting him up on the other, after having passed under the keel. The blocks, or pullies, by which he is suspended, are fastened to the opposite extremities of the main yard, and a weight of lead or iron is hung upon his legs to sink him to a competent depth. By this apparatus he is drawn close up to the yard arm, and thence let fall suddenly into the sea, where, passing under the ship's bottom, he is hoisted up on the opposite side of the vessel. As this extraordinary sentence is executed with a serenity of temper peculiar to the Dutch, the culprit is allowed sufficient intervals to recover the sense of pain, of which, indeed, he is frequently deprived during the operation. In truth, a temporary insensibility to his sufferings, ought by no means to be construed into a disrespect of his judges, when we consider that this punishment is supposed to have peculiar propriety in the depth of winter, whilst the flakes of ice are floating on the stream; and that it is continued till the culprit is almost suffocated for want of air, benumbed with the cold of the water, or stunned with the blows his head receives by striking the ship's bottom.

KNEE, a crooked piece of timber, having two branches, or arms, and generally used to connect the beams of a ship with her sides or timbers.

To **LABOUR**, as a sea term, implies to roll or pitch heavily in a turbulent sea; an effect, by which the masts and hull of the ship are greatly endangered, because by the rolling motion the masts strain upon their shrouds with an effort, which increases as the sine of their obliquity: and the continual agitation of the vessel gradually loosens her joints, and often makes her extremely leaky.

ACCOMMODATION LADDER, is a sort of light stair-case,

occasionally fixed on the gangway of the admiral, or commander in chief of a fleet. It is furnished with rails and entering ropes, covered with red baize, and the lower end of it is retained at a competent distance from the ship's side by iron bars, or braces, to render the passage more convenient to those who enter or depart from the ship.

LADEN, the state of a ship when she is charged with a weight or quantity of any sort of merchandizes, or other materials, equal to her tonnage or burthen. If the cargo with which she is laden is extremely heavy, her burthen is determined by the weight of the goods; and if it is light, she carries as much as she can stow, to be fit for the purposes of navigation. As a ton in measure is generally estimated at 2000 lb. in weight, a vessel of 200 tons ought accordingly to carry a weight equal to 400,000 lb. when the matter of which the cargo is composed is specifically heavier than the water in which she floats; or, in other words, when the cargo is so heavy that she cannot float high enough, with so great a quantity of it, as her hold will contain.

LAID-UP, the situation of a ship when she is either moored in a harbour during the winter season, or laid by for want of employment; or when by age or craziness she is rendered incapable of further service.

LANCH, a peculiar sort of long boat, used by the French, Spanish, and Italian shipping; and in general by those of other European nations, when employed in voyaging in the Mediterranean sea.

A lanch is proportionably longer, lower, and more flat bottomed than the long boat; it is by consequence less fit for sailing, but better calculated for rowing and approaching a flat shore. Its principal superiority to the long boat, however, consists in being, by its construction, much fitter to under run the cable, which is a very necessary employment in the harbours of the Levant sea, where the cables of different ships are fastened across each other, and frequently render this exercise extremely necessary.

LAND-LOCKED, the situation of a ship which is environed by the land on all sides in a road, bay, or haven; so as to exclude the prospect of the sea, unless over some intervening land.

LARBOARD, a name given by seamen to the left side of a ship, wherein the right and left are apparently determined by the analogy of a ship's position, on the water to that of a fish.

LARBOARD-WATCH, a division of a ship's company on duty, while the other is relieved from it.

LARGE, a phrase applied to the wind, when it crosses the line of a ship's course in a favourable direction, particularly on the beam or quarter. To understand this more clearly, let us suppose a ship steering west; then the wind, in any point of the compass to the eastward of the south or north, may be called large, unless indeed when it is directly east, and then it is said to be right aft.

LASHING, a piece of rope employed to fasten or secure any moveable body in a ship, or about her masts, sails, and rigging; also the act of fastening or securing any thing by means of the rope used for this purpose.

LEE, an epithet used by seamen to distinguish that part of the hemisphere to which the wind is directed, from the other part whence it arises: which latter is accordingly called to windward. This expression is chiefly used when the wind crosses the line of a ship's course, so that all on one side of her is called to windward, and all on the opposite side, to leeward: and hence,

Under the **LEE**, implies further to the leeward, or further from that part of the horizon from whence the wind blows; as,

Under the **LEE** of the shore; *i. e.* at a short distance from the shore which lies to windward. This phrase is commonly understood to express the situation of a vessel, anchored, or sailing under the weather shore, where there is always smoother water, and less danger of heavy seas, than at a great distance from it.

LEE-SIDE, all that part of a ship or boat which lies between the mast, and the side furthest from the direction of the wind; or otherwise, the half of a ship, which is pressed down towards the water by the effort of the sails, as separated from the other half, by a line drawn through the middle of her length. That part of the ship, which lies to windward of this line, is accordingly called the weather side.

Thus admit a ship to be sailing southward, with the wind at east, then is her starboard, or right side, the lee side; and the larboard, or left, the weather side.

To **LEEWARD**, towards that part of the horizon which lies under the lee, or whither the wind bloweth. Thus, "We saw a fleet under the lee," and, "We saw a fleet to leeward," are synonymous expressions.

LEE-WAY, is the lateral movement of a ship to leeward of her course, or the angle which the line of her way makes with the keel when she is close hauled. See that article.

LETTER OF MARQUE, a commission granted by the lords of the admiralty, or by the vice admiral of any distant province, to the commander of a merchant ship, or privateer, to cruise against, and make prizes of, the enemy's ships and vessels, either at sea, or in their harbours.

LIEUTENANT of a ship of war, the officer next in rank and power to the captain, in whose absence, he is accordingly charged with the command of the ship; as also the execution of whatever orders he may have received from the commander relating to the king's service.

The lieutenant who commands the watch at sea, keeps a list of all the officers and men thereto belonging, in order to muster them, when he judges it expedient, and report to the captain the names of those who are absent from their duty. During the night watch, he occasionally visits the lower decks, or sends thither a careful officer, to see that the proper centinels are at their duty, and that there is no disorder amongst the men: no tobacco smoked between decks, nor any fire or candles burning there, except the lights which are in lathorns, under the care of a proper watch, for particular purposes. He is expected to be always upon deck in his watch, as well to give the necessary orders, with regard to trimming the sails and superintending the navigation, as to prevent any noise and confusion; but he is never to change the ship's course without the captain's directions, unless to avoid an immediate danger.

The lieutenant in time of battle, is particularly to see that all the men are present at their quarters, where they have been previously stationed according to the regulations made by the cap-

tain. He orders and exhorts them every where to perform their duty, and acquaints the captain at all other times of the misbehaviour of any persons in the ship, and of whatever else concerns the service or discipline.

The youngest lieutenant of the ship, who is also stiled lieutenant at arms, besides his common duty, is particularly ordered, by his instructions, to train the seamen to the use of small arms, and frequently to exercise and discipline them therein. Accordingly his office, in time of battle, is chiefly to direct and attend them; and at all other times, to have a due regard to the preservation of the small arms, that they be not lost or embezzled, and that they are kept clean and in good condition for service.

LINE, a general name given to the arrangement or order in which a fleet of ships of war are disposed to engage an enemy.

This disposition, which is best calculated for the operations of naval war, is formed by drawing up the ships in a long file, or right line, prolonged from the keel of the hindmost, to that of the foremost, and passing longitudinally through the keels of all the others, from the van to the rear; so that they are, according to the sea phrase, in the wake of each other.

In the line, or order of battle, all the ships of which it is composed are close hauled, upon the starboard or larboard tack, about fifty fathoms distant from each other.

A fleet is more particularly drawn up in the line when in presence of an enemy. It ought to be formed in such a manner as that the ships should mutually sustain and reinforce each other, and yet preserve a sufficient space in their stations, to work or direct their movements with facility during the action. Thus they will be enabled effectually to cannonade the enemy, without incommoding the ships of their own squadron.

The line close hauled is peculiarly chosen as the order of battle, because if the fleet, which is to windward, were arranged in any other line, the enemy might soon gain the weather gauge of it; and even if he thinks it expedient to decline that advantage, it will yet be in his power to determine the distance between the adverse fleets, in an engagement, and to compel the other to action. The fleet to leeward, being in a line close hauled, parallel to the enemy, can more readily avail itself of a change of the wind, or

of the neglect of its adversary, by which it may, by a dextrous management, get to windward of him: or, should it fail in this attempt, it will nevertheless be enabled, by the favourable state of the wind, to avoid coming to action, if the enemy is greatly superior; or to prevent him from escaping, if he should attempt it.

Besides these advantages, this order of battle is singularly convenient and proper in other respects. The sails of each ship are disposed in such a manner, as to counteract each other, so that the ships in general neither advance nor retreat during the action. By this circumstance they are enabled to retain their stations with greater stability, and to prosecute the battle with vigour and resolution, yet without perplexity and disorder. The uniformity of the line will be preserved, so that the admiral's orders may be readily communicated by signals from the van to the rear. The distress of any particular ship, that is disabled and rendered incapable to continue the action, will be presently discovered, and her place is accordingly supplied by one of the ships in reserve.

As the hostile fleets are drawn up in two opposite lines, with their sides to the wind, it is evident that one must be to the leeward of the other. Both situations however have their defects as well as advantages.

The advantages of a weather line are generally, that it may approach the enemy so as to determine the time and distance of action. If it is more numerous than the lee line, it may easily appoint a detachment to fall upon the van and rear of the latter, and inclose it between two fires. It is little incommoded by the fire or smoke of the cannon, and may dispatch the fire ships, under cover of the smoke, upon the disabled ships of the lee line; or wheresoever they may occasion perplexity and disorder, by obliging the enemy to break the line and bear away.

The weather line has nevertheless its defects, which sometimes counterbalance the advantages above recited. If the sea is rough and the wind boisterous, it cannot readily fight with the lower deck battery. It cannot decline the action, without the dangerous expedient of forcing through the enemy's line; and if it keeps the wind, the lee line may inclose, and totally destroy it, especially if it is inferior in number to the latter; or if the ships

thereof are in bad condition; for it then can find no other resource but in the dexterity of its manœuvres, unless it is favored by the wind, or any oversight of the enemy. The disabled ships of the weather line must tack, to avoid falling into the enemy's fleet; and if they are much shattered, they may be altogether separated from their own fleet, particularly if they are in the rear of the line.

The line to leeward has also its advantages, which have occasionally been preferred to those of the weather line. The ships of the former may use the guns of their lower deck, without the hazard of taking in much water at the ports in stormy weather; whereas the line to windward dare not open them, without the greatest danger. If the lee line, although more numerous, cannot so easily double upon the van and rear of the enemy, and inclose them between two fires, it may nevertheless have opportunities of tacking, and cutting off a part of the enemy's rear, by obliging them to bear away, or separate from the rest. The disabled ships to leeward are much more readily removed from the line than those to windward, without being obliged to tack and continue exposed to the enemy's fire: they bear away, and remain at a competent distance from the fleet, in a state of safety. Finally, the lee line can with more facility avoid the action than its adversary; a circumstance which is extremely favorable to an inferior squadron.

The defects of the lee line on the contrary are, that it cannot decide the time and distance of the battle, which may commence before it is sufficiently formed; and it will perhaps be attacked by an enemy, who bears away upon it in regular order. The fire and smoke of the weather line are a great inconvenience to it; and it cannot easily break the enemy's line with its fire ships, which are very slowly and with great difficulty conveyed to windward.

LOG, a machine used to measure the ship's head way, or the rate of her velocity as she advances through the sea. It is composed of a reel and line, to which is fixed a small piece of wood, forming the quadrant of a circle. The term log, however, is more particularly applied to the latter.

It is usual to heave the log once every hour in ships of war and East Indiamen; and in all other vessels, once in two hours; and

if at any time of the watch, the wind has increased or abated in the intervals, so as to affected the ship's velocity, the officer generally makes a suitable allowance for it, at the close of the watch.

LOG BOOK, a book into which the contents of the log board is daily copied at noon, together with every circumstance deserving notice, that may happen to the ship, or within her cognizance, either at sea or in a harbour, &c. the intermediate divisions or watches of the log book, containing four hours each, are usually signed by the commanding officer thereof, in ships of war or East Indiamen.

LONG BOAT, the largest and strongest boat belonging to any ship. It is principally employed to carry great burthens, as anchors, cables, ballast, &c. See the article Boat.

LUFF, the order from the pilot to the steersman to put the helm towards the lee side of the ship, in order to make the ship sail nearer the direction of the wind. Hence, luff round, or luff alee, the excess of this movement, by which it is intended to throw the ship's head up in the wind, in order to tack her, &c.

LUG SAIL, a square sail, hoisted occasionally on the mast of a boat, or small vessel, upon a yard which hangs nearly at right angles with the mast. These are more particularly used in the barca longas, navigated by the Spaniards in the Mediterranean.

LYING TO, or **LYING BY**, the situation of a ship when she is retarded in her course, by arranging the sails in such a manner as to counteract each other with nearly an equal effort, and render the ship almost immoveable, with respect to her progressive motion, or head way. A ship is usually brought to by the main and fore-top sails, one of which is laid aback, whilst the other is full; so that the latter pushes the ship forward, whilst the former resists this impulse, by forcing her astern. This is particularly practised in a general engagement, when the hostile fleets are drawn up in two lines of battle opposite each other. It is also used to wait for some other ship, either approaching or expected; or to avoid pursuing a dangerous course, especially in dark or foggy weather, &c.

MAGAZINE, a close room or store house, built in the fore, or after part of a ship's hold, to contain the gunpowder used in battle, &c. This apartment is strongly secured against fire, and

no person is suffered to enter it with lamp or candle: it is therefore lighted, as occasion requires, by means of the candles or lamps, which are fixed in the light room contiguous to it.

MAST, a long round piece of timber, elevated perpendicularly upon the keel of a ship, to which are attached the yards, the sails, and the rigging.

A mast, with regard to its length, is either formed of one single piece, which is called a pole mast, or composed of several pieces joined together, each of which retains the name of mast separately. The lowest of these is accordingly named the lower mast, the next in height is the top mast, which is erected at the head of the former; and the highest is the top gallant mast, which is prolonged from the upper end of the top mast. Thus the two last are no other than a continuation of the first upwards.

The mast, which is placed at the middle of the ship's length, is called the main-mast; that which is placed in the fore part, the fore-mast; and that which is towards the stern is termed the mizen-mast.

MASTER of a ship of war, an officer appointed by the commissioners of the navy to assist in fitting, and to take charge of the navigating and conducting a ship from port to port, under the direction of the captain, or other his superior officer. The management and disposition of the sails, the working of the ship into her station, in the order of battle, and the direction of her movements in the time of action, and in the other circumstances of danger, are also more particularly under his inspection. He is to be careful that the rigging, sails, and stores, be duly preserved: to see that the log and log-book be regularly and correctly kept: accurately to observe the appearances of coasts, rocks, and shoals, with their depths of water and bearings, noting them in his journal. He is to keep the hawser clear when the ship is at anchor, and to provide himself with proper instruments, maps, and books of navigation. It is likewise his duty to examine the provisions, and accordingly to admit none into the ship but such as are sound, sweet, and wholesome. He is moreover charged with the stowage, or disposition of these materials in the ship's hold. And when she shall be laid up, he is to deposit a copy of the log book and journal with the commissioners of the navy. And to enable him

the better to perform these services, he is allowed several assistants, who are properly termed mates and quarter-masters.

MASTER at arms, an officer appointed by warrant from the board of admiralty, to teach the officers and crew of a ship of war, the exercise of small arms; to confine and plant centinels over the prisoners, and superintend whatever relates to them during their confinement. He is also, as soon as the evening gun shall be fired, to see all the fires and lights extinguished, except such as shall be permitted by proper authority, or under the inspection of centinels. It is likewise his duty to attend the gangway, when any boats arrive aboard, and search them carefully, together with their rowers, that no spirituous liquors may be conveyed into the ship, unless by permission of the commanding officer. He is to see that the small arms be kept in proper order. He is to visit all vessels coming to or going from the ship and prevent the crew from going from the ship without leave. He is also to acquaint the officer of the watch with all irregularities in the ship which shall come to his knowledge. In these several duties he is assisted with proper attendants, called his corporals, who also relieve the centinels, and one another at certain periods.

MATE of a ship of war, an officer under the direction of the master, by whose choice he is generally appointed, to assist him in the several branches of his duty. Accordingly he is to be particularly attentive to the navigation in his watch, &c. to keep the log regularly, and examine the line and glasses by which a ship's course is measured, and to adjust the sails to the wind in the fore part of the ship. He is also to have a diligent attention to the cables, seeing that they are well coiled and kept clean when laid in the tier, and sufficiently served when employed to ride the ship. Finally, he is to superintend and assist at the stowage of the hold, taking especial care that all the ballast and provisions are properly stowed therein.

MATE of a merchant ship, the officer who commands in the absence of the master thereof, and shares the duty with him at sea; being charged with every thing that regards the internal management of the ship, the directing her course and the government of her crew.

The number of mates allowed to ships of war and merchant-

men, is always in proportion to the size of the vessel. Thus a first rate man of war has six mates, and an East Indiaman the same number; a frigate of twenty guns, and a small merchant ship, have only one mate in each; and the intermediate ships have a greater or smaller number, according to their several sizes, or to the services on which they are employed.

MESS, a particular company of the officers or crew of a ship, who eat, drink and associate together.

MESS MATE, a companion or associate of the above division. See the article Birth.

MIDSHIP, a term of distinction, applied by shipwrights to several pieces of timber which lie in the broadest part of a vessel.

MIDSHIPMAN, a sort of naval cadet, appointed by the captain of a ship of war, to second the orders of the superior officers, and assist in the necessary business of a vessel, either aboard or ashore.

The number of midshipmen, like that of several other officers, is always in proportion to the size of the ship to which they belong. Thus a first rate man of war has twenty-four, and the inferior rates a suitable number in proportion. No person can be appointed lieutenant, without having previously served two years in the royal navy in this capacity, or in that of mate, besides having been at least four years in actual service at sea, either in merchant ships or in the royal navy.

MONSOON, a name given to the periodical or trade winds, which blow regularly in certain latitudes of the Indian ocean. They continue five or six months invariably in one direction, and then alter their course, and blow during an equal space of time, from a different point of the compass with the same uniformity.

MOORING, the act of confining and securing a ship in a particular station, by chains or cables, which are either fastened to the adjacent shore, or to anchors in the bottom.

A ship may be either moored by the head, or by the head and stern; that is to say, she may be secured by anchors before her, without any behind; or she may have anchors out; both before and behind her; or her cables may be attached to posts, rings, or moorings, which answer the same purpose.

MORTAR, a piece of artillery, shorter and wider than

the cannon, and having a chamber different from the size of its bore.

Mortars are used in the attack of a fortified place, by sea, to discharge shells, or carcasses amongst the buildings. The shell is a great hollow ball, filled with powder, which, falling into the works of a fortification, &c. destroys the most substantial buildings by its weight; and, bursting asunder, creates the greater disorder and mischiefs by its splinters.

As the sea-mortars, or those which are fixed in the bomb-vessels, are generally fixed at a much greater distance from the object than is ever required ashore, they are made somewhat longer, and much heavier, than the land-mortars.

NEAPED, the situation of a ship which is left aground on the heighth of a spring-tide, so that she cannot be floated off till the return of the next spring.

NETTING, a sort of fence, formed of an assemblage of ropes, fastened across each other, so as to leave uniform intervals between. These are usually stretched along the upper part of a ship's quarter, and secured in this position by rails and stanchions.

OAKHAM, or OAKUM, the substance into which old ropes are reduced, when they are untwisted, loosened, and drawn asunder. It is principally used to drive into the seams, or intervals, between the planks of a ship, to prevent the water from entering.

OFFING, implies out at sea; or at a competent distance from the shore, and generally out of anchor-ground.

ORDINARY, the establishments of the persons employed by the government to take charge of the ships of war, which are laid up in the several harbours adjacent to the royal dock-yards. These are principally composed of the warrant-officers of the said ships, as the gunner, boatswain, carpenter, deputy purser, and cook, and their servants. There is besides a crew of labourers enrolled in the list of the ordinary, who pass from ship to ship occasionally to pump, moor, remove, or clean them, whenever it is necessary.

The term ordinary is also applied, sometimes, to the ships them-

selves ; it is likewise used to distinguish the inferior sailors from the more expert and diligent.

PENDENT, a sort of long narrow banner, displayed from the mast-head of a ship of war, and usually terminating in two ends or points.

PILOT, the officer who superintends the navigation, either upon the sea coast, or on the main ocean. It is, however, more particularly applied by our mariners to the person charged with the direction of a ship's course, on or near the sea-coast, and into the roads, bays, rivers, havens, &c. within his respective district.

PINK, a name given to a ship with a very narrow stern; whence all vessels, however small, whose sterns are fashioned in this manner, are called pink-sterned.

PINNACE, a small vessel, navigated with oars and sails, and having generally two masts, which are rigged like those of a schooner.

PINNACE is also a boat, usually rowed with eight oars. See the article Boat.

PITCHING, may be defined the vertical vibration which the length of a ship makes about her centre of gravity; or the movement, by which she plunges her head and after-part alternately into the hollow of the sea.

PLYING, the act of making, or endeavouring to make, a progress against the direction of the wind. Hence a ship, that advances well in her course in this manner of sailing, is said to be a good plying, boulinier.

POOP, the highest and aftmost deck of a ship.

PORT is a name given, on some occasions, to the larboard, or left side of the ship, as in the following instances :—

The ship heels to **PORT**, *i. e.* stoops or inclines to the larboard side.

Top the yard to **PORT**! the order to make the larboard extremity of a yard higher than the other. See Topping.

PORT the helm! the order to put the helm over to the larboard side of the vessel.

In all these senses this phrase appears intended to prevent any mistakes happening from the similarity of sounds in the words starboard and larboard, particularly when they relate to the helm,

were a misapprehension might be attended with very dangerous consequences.

PORTS, the embrasures or openings in the side of a ship of war, wherein the artillery is ranged in battery upon the decks above and below.

The ports are formed of a sufficient extent to point and fire the cannon, without injuring the ship's side by the recoil; and as it serves no end to enlarge them beyond what is necessary for that purpose, the shipwrights have established certain dimensions, by which they are cut in proportion to the size of the cannon.

The ports are shut in at sea by a sort of hanging-doors, called the port-lids, mantelets, which are fastened by hinges to their upper edges, so as to let down when the cannon are drawn into the ship. By this means the water is prevented from entering the lower-decks in a turbulent sea. The lower and upper edges of the ports are always parallel to the deck, so that the guns, when levelled in their carriages, are all equally high above the lower extremity of the ports which is called the port-cells.

PRATIC, a term used in the European part of the Mediterranean sea, implying free intercourse or communication with the natives of the country, after a limited quarantine has been performed, in consequence of a voyage to Barbary or Turkey.

PRIVATEER, a vessel of war, armed and equipped by particular merchants, and furnished by a military commission by the admiralty, or the officers who superintend the marine department of a country, to cruise against the enemy, and take, sink, or burn their shipping, or otherwise annoy them as opportunity offers.

PROTEST, an instrument, drawn up in writing, and attested before a justice of peace, by the master and a part of the ship's crew, the expiration of a voyage, describing the severity of the said voyage, occasioned by tempestuous weather, heavy seas, and insufficient crew, or any other circumstances by which the ship has suffered, or may suffer, either in her hull, masts, rigging, or cargo. It is chiefly intended to shew, that such damage or misfortunes did not happen through any neglect or ill conduct of the master or his officers.

PROW, a name given by the seamen to the beak, or pointed cutwater of a polacre, xebec, or galley. The upper part of the

prow in those vessels, is usually furnished with a grating platform for the convenience of the seamen who walk out to perform whatever is most necessary about the sails or rigging in the bowsprit.

PUMP, a well known machine, used to discharge the water from the ship's bottom into the sea.

The common pump is so generally understood, that it hardly requires any description. It is a long wooden tube, whose lower end rests upon the ship's bottom, between the timbers, in an apartment called the well, inclosed for this purpose near the middle of the ship's length.

This pump is managed by means of the break, and the two boxes, or pistons. Near the middle of the tube, in the chamber of the pump, is fixed the lower box, which is furnished with a staple, by which it may at any time be hooked and drawn up, in order to examine it. To the upper box is fixed a long bar of iron, called the spear, whose upper end is fastened to the end of the break, by means of an iron bolt passing through both. At a small distance from this bolt the break is confined by another bolt between two cheeks, or ears, fixed perpendicularly on the top of the pump. Thus the brake acts upon the spear as a lever, whose sulcrum is the bolt between two cheeks, and discharges the water by means of the valves, or clappers, fixed on the upper and lower boxes.

These sort of pumps, however, are very rarely used in ships of war, unless of the smallest size. The most useful machine of this kind, in large ships, is the chain pump, which is universally used in the navy. This is no other than a long chain, equipped with a sufficient number of valves, at proper distances, which passes downward through a wooden tube, and returns upward in the same manner on the other side. It is managed by a roller or winch, whereon several men may be employed at once; and thus it discharges, in a limited time, a much greater quantity of water than the common pump, and that with less fatigue and inconvenience to the labourers.

PUNT, a sort of flat bottomed boat, whose floor resembles the platform of a floating stage. It is used by the naval artificers, either in caulking, or breaming, or repairing the bottom of a ship.

PURCHASE, a name given by sailors to any sort of mechanical power employed in raising or removing heavy bodies, or in fixing or extending the ship's rigging. Such are the tackles, windlasses, capsterns, screws, and handspikes.

PURSER, an officer appointed by the lords of the admiralty, to take charge of the provisions of a ship of war, and to see that they are carefully distributed to the officers and crew, according to the instructions which he has been received from the commissioners of the navy for that purpose.

QUADRANT, an instrument used to take the altitude of the sun or stars at sea, in order to determine the latitude of the place; or the sun's azimuth, so as to ascertain the magnetical variation.

QUARANTINE, the state of the persons who are restrained within the limits of a ship, or lazaretto; or otherwise prevented from having a free communication with the inhabitants of any country, till the expiration of an appointed time, during which they are repeatedly examined with regard to their health. It is chiefly intended to prevent the importation of the plague, from the countries under the dominion of the Turks.

QUARTER of a ship, that part of a ship's side which lies towards the stern; or which is comprehended between the aft-most end of the main chains and the sides of the stern, where it is terminated by the quarter pieces.

QUARTER-GUNNER, an inferior officer under the direction of the gunner of a ship of war, whom he is to assist in every branch of his duty; as keeping the guns and their carriages in proper order, and duly furnished with whatever is necessary; filling the powder into cartridges; sealing the guns, and keeping them always in a condition for service. The number of quarter-gunners in any ship is always in proportion to the number of her artillery, one quarter gunner being allowed to every four cannon.

QUARTER-MASTER, an inferior officer appointed by the master of a ship of war, to assist the mates in their several duties; as stowing the ballast and provisions in the hold, coiling the cables on their platforms, overlooking the steerage of the ship, and keeping the time by the watch glasses.

QUARTERS, a name given, at sea, to the several stations

where the officers and crew of a ship of war are posted in action.

The number of men appointed to manage the artillery is always in proportion to the nature of the guns, and the number and condition of the ship's crew. They are in general as follow, when the ship is well manned, so as to fight both sides occasionally:

Nature of the gun.

Pounder	Number of men.
To a 42	15
32	13
24	11
18	9
12	7
9	6
6	5
4	4
3	3

This number, to which is often added a boy to bring powder to every gun, may be occasionally reduced, and the guns nevertheless well managed. The number of men appointed to the small arms, on board His Majesty's ships and sloops of war, by order of the admiralty, are,

Rate of the ship.	Number of men to the small arms.
1st	150
2nd	120
3rd of 80 guns	100
3rd of 70 guns	80
4th of 60 guns	70
4th of 50 guns	60
5th	50
6th	40
Sloops of war	30

The lieutenants are usually stationed to command the different batteries, and direct their efforts against the enemy. The master superintends the movements of the ship, and whatever relates to the sails. The boatswain and a sufficient number of men, is stationed to repair the damaged rigging; and the gunner and

carpenter, wherever necessary, according to their respective offices.

The marines are generally quartered on the poop and fore-castle or gangway, under the direction of their officers; although, on some occasions, they assist at the great guns, particularly in distant cannonading.

QUARTERS! is also an exclamation to implore mercy from a victorious enemy.

RAKING a ship, the act of cannonading a ship on the stern, or head, so as that the balls shall scour the whole length of her decks; which is one of the most dangerous incidents that can happen in a naval action. This is frequently called raking fore and aft, being the same with what is called enfilading by engineers.

RATES, the orders or classes into which the ships of war are divided, according to their force and magnitude.

The British fleet is distributed into six rates, exclusive of the inferior vessels that usually attend on naval armaments; as sloops of war, armed ships, bomb ketches, fire ships, and cutters, or schooners commanded by lieutenants.

Ships of the first rate, mount 100 cannon, having 42 pounders on the lower deck, 24 pounders on the middle deck, 12 pounders on the upper deck, and 6 pounders on the quarter-deck and fore-castle. They are manned with 850 men, including their officers, seamen, marines, and servants.

In general, the ships of every rate, besides the captain, have the master, the boatswain, the gunner, the chaplain, the purser, the surgeon, and the carpenter; all of whom, except the chaplain, have their mates or assistants, in which are comprehended the sail maker, the master at arms, the armourer, the captain's clerk, the gunsmith, &c.

The number of other officers are always in proportion to the rate of the ship. Thus a first rate has six lieutenants, six master's mates, twenty-four midshipmen, and five surgeon's mates, who are considered as gentlemen; besides the following petty officers: quarter-masters and their mates, fourteen; boatswain's mates and yeomen, eight; gunners mates and assistants, six; quarter-gunners, twenty-five; carpenter's mates, two, besides

fourteen assistants; with one steward, and steward's mate to the purser.

The first rates are generally 222 feet 6 inches in length, from the head to the stern; the length of her keel, 151 feet 3 inches; that of her gun deck, or lower deck, 186 feet; her extreme breadth is 51 feet 10 inches; her depth in the hold, 21 feet 6 inches; her burthen 2162 tons; and her poop reaches 6 feet before the mizen mast.

Ships of the second rate carry 90 guns upon three decks, of which those on the lower battery are 32 pounders; those on the middle 18 pounders; on the upper deck, 12 pounders; and those on the quarter deck, 6 pounders, which usually amount to four or six. Their complement of men is 750, in which there are six lieutenants, four master's mates, twenty-four midshipmen, and four surgeon's mates, fourteen quarter-masters and their mates, eight boatswain's mates and yeomen, six gunner's mates and yeomen, with twenty-two quarter-gunners, two carpenter's mates, with ten assistants, and one steward and steward's mate.

Ships of the third rate carry from 64 to 80 cannon, which are 32, 18, and 9 pounders. The 80 gun ships, however, begin to grow out of repute, and to give way to those of 74, 70, &c. which have only two whole batteries; whereas the former have three, with 28 guns planted on each, the cannon of their upper deck, being the same as those on the quarter-deck and fore-castle of the latter, which are 9 pounders. The complement in a 74 is 650, and in a 64, 500 men; having in peace, four lieutenants, but in war, five; and when an admiral is aboard, six. They have three master's mates, sixteen midshipmen, three surgeon's mates, ten quarter masters and their mates; six boatswain's mates and yeomen, four gunner's mates and yeomen, with eighteen quarter gunners, one carpenter's mate, with eight assistants, and one steward and steward's mate under the purser.

Ships of the fourth rate mount from 60 to 50 guns, upon two decks, and the quarter deck. The lower tier is composed of 24 pounders, the upper tier of 12 pounders, and the cannon on the quarter deck and fore-castle are 6 pounders. The complement of a 50 gun ship, is 350 men, in which there are three lieutenants, two master's mates, ten midshipmen, two surgeon's mates, eight

quarter masters and their mates, four boatswain's mates and their yeomen, one gunner's mate and one yeoman, with twelve quarter gunners, one carpenter's mate and six assistants, and a steward and steward's mate.

All vessels of war, under the fourth rate, are usually comprehended under the general names of frigate, and never appear in the line of battle. They are divided into the fifth and sixth rates, the former mounting from 40 to 32 guns, and the latter from 28 to 20. The largest of the fifth rate have two decks of cannon, the lower batteries being of 18 pounders, and that of the upper deck 9 pounders; but those of 36 and 32 guns have only one complete deck of guns, mounting 12 pounders, besides the quarter deck and fore-castle, which carry 6 pounders. The complement of a ship of 44 guns, is 280 men; and that of a frigate of 36 guns, 240 men. The first has three, and the second two lieutenants; and both have two master's mates, six midshipmen, two surgeon's mates, six quarter masters and their mates, two boatswain's mates, and one yeoman, one gunner's mate and one yeoman, with ten or eleven quarter gunners, and one purser's steward.

Frigates of the sixth rate carry 9 pounders, those of 28 guns, having 3 pounders on their quarter deck, with 200 men for their complement; and those of 24, 160 men; the former has two lieutenants, the latter one; and both have two master's mates, four midshipmen, one surgeon's mate, four quarter masters and their mates, one boatswain's mate, and one yeoman, one gunner's mate and one yeoman, with six or seven quarter gunners, and one purser's steward.

The sloops of war carry from 18 to 8 cannon, the largest of which have 6 pounders; and the smallest, viz. those of 8 and 10 guns 4 pounders. Their officers are generally the same as in the sixth rates, with little variation; and their complements of men are from 120 to 60, in proportion to their force or magnitude.

N.B. Bomb vessels are on the same establishment as sloops; but fire ships and hospital ships are on that of fifth rates.

REACH, the line or distance, comprehended between any two points or stations on the banks of a river, wherein the current flows in a straight uninterrupted course.

REAR, a name given to the last division of a squadron, or the last squadron of a fleet, and which is accordingly commanded by the third officer of the said fleet or squadron.

REEF, a certain portion of a sail, comprehended between the top or bottom, and a row of eyelet holes, parallel thereto.

REEFING, the operation of reducing a sail, by taking in one or more of the reefs, which is performed by lines.

RIDING, when expressed of a ship, is the state of being retained in a particular station, by means of one or more cables with their anchors, which are for this purpose sunk into the bottom of the sea, &c. in order to prevent the vessel from being driven at the mercy of the wind or current. A rope is said to ride, when one of the turns by which it is wound about the capstern or windlass lies over another, so as to interrupt the operation of heaving.

RIDING athwart, the position of a ship which lies across the direction of the wind and tide, when the former is so strong as to prevent her from sailing into the current of the latter.

RIDING between the wind and tide, the situation of a vessel at anchor, when the wind and tide act upon her in direct opposition; in such a manner as to destroy the effort of each other upon her hull; so that she is in a manner ballanced between their reciprocal force, and rides without the least strain on her cables.

RIGGING, a general name given to all the ropes employed to support the masts; and to extend or reduce the sails, or arrange them to the disposition of the wind.

The former, which are used to sustain the masts, remain usually in a fixed position, and are called standing rigging; such are the shrouds, stays, and back stays. The latter, whose office is to manage the sails, by communicating with various blocks or pulleys, situated in different places of the masts, yards, shrouds, &c. are comprehended in the general term of running rigging. Such are the braces, sheets, haliards, clue lines, brails, &c.

RIGHTING, the act of restoring a ship to her upright position, after she has been laid on a careen, by the mechanical powers usually applied in that operation.

A ship is also said to right at sea when she rises, with her masts

erected, after having been pressed down on one side by the effort of her sails, or a heavy squall of wind.

RIGHTING, when expressed of the helm, implies the replacing it in the middle of the ship, after having produced the required effect, of wheeling her to the right or left, as much as appeared necessary.

ROAD, a bay or place of anchorage, at some distance from the shore, on the sea coast, whither ships or vessels occasionally repair, to receive intelligence, orders, or necessary supplies; or to wait for a fair wind, &c.

ROYAL, a name given to the highest sail which is extended in a ship. It is spread immediately above the top gallant sail, to whose yard arms the lower corners of it are attached. This sail is never used but in light and favourable breezes.

RUNNING RIGGING, all that part of a ship's rigging which passes through the blocks, to dilate, contract, or traverse the sails.

SALUTE, a testimony of defence or homage rendered by the ships of one nation to another; or by ships of the same nation to a superior or equal.

This ceremony is variously performed, according to the circumstances, rank, or situation of the parties. It consists in firing a certain number of cannon, or vollies of small arms; in striking the colours or top sails; or in one or more general shouts of the whole ship's crew, mounted on the masts or rigging for that purpose.

SCALING the guns, the act of cleaning the inside of a ship's cannon, by the explosion of a small quantity of powder; which effectually blows out any dirt or scales of iron which may adhere to the interior surface.

SCANTLING, the dimensions of any piece of timber, with regard to its breadth and thickness in ship building.

SCHOONER, a small vessel with two masts, whose main sail and fore sail are suspended from gaffs reaching from the mast towards the stern; and stretched out below by booms, whose foremost ends are hooked to an iron, which clasps the mast so as to turn therein as upon an axis, when the after ends are swung from one side of the vessel to the other.

SCUD, a name given by the seamen to the lowest and lightest clouds, which are most swiftly wafted along the atmosphere by the winds.

SCUDDING, the movement by which a ship is carried precipitately before a tempest.

A ship either scuds with a sail extended on her foremast, or, if the storm is excessive, without any sail, which in the sea phrase is called scudding under bare poles. In sloops and schooners, and other small vessels, the sail employed for this purpose, is called the square sail. In large ships, it is either the fore sail, at large, reefed, or with its goose wings extended, according to the degree of the tempest; or it is the fore top sail close reefed, and lowered on the cap: which last is peculiarly used when the sea runs so high as to becalm the foresail occasionally; a circumstance which exposes the ship to the danger of broaching to.

SEA ROOM, implies a sufficient distance from the coast, as well as from any rocks or shallows, whereby a ship may drive or scud without danger of shipwreck.

SEAMS, the intervals between the edges of the planks in the decks and sides of a ship; or the places where the planks join together. These are always filled with a quantity of oakum, and covered with hot pitch, to prevent the entrance of the water.

SETTLED, lowered in the water; as, we have settled the land, or sunk it lower, by sailing further out to seaward. This phrase is usually opposed to raising; the former being occasioned by departing from the object understood, and the latter by approaching it; however, the sense is more commonly expressed laying.

SHEATING, a sort of casing or covering laid on the outside of a ship's bottom, to protect the planks from the pernicious effects of the worms, particularly in hot climates, as between the tropics.

Sheathing either consists of a number of boards or deals of fir, or of sheets of lead or copper.

SHEERING, in navigation, the act of deviating or straying from the line of the course, either to the right or left, so as to form a crooked and irregular path through the water. It is commonly occasioned by the ship's being difficult to steer, but very

often from the negligence or incapacity of the helmsman. Hence to sheer off is to remove at a great distance.

SHEET, a rope fastened to one or both the lower corners of a sail, to extend and retain it in a particular station.

SHIP of the line is usually applied to all men of war mounting sixty guns and upwards. Of late, however, our fifty gun ships have been formed sufficiently strong to carry the same metal as those of sixty, and accordingly may fall into the line in cases of necessity.

HOSPITAL SHIP, a vessel fitted up to attend on a fleet of men of war, and receive their sick or wounded; for which purpose her decks should be high, and her ports sufficiently large. The gun deck is entirely appropriated for the reception of the sick, and is flush without cabins or bulk heads, except one of deals, or canvas, for separating those in malignant distempers. Two pair of chequered linen sheets are allowed to each bed, and scuttles cut in the sides for inlets of air. The sick are visited by a physician, and constantly attended by a surgeon, a proportionable number of mates, assistants, servant to him, a baker and washerwomen. Her cables ought also to run upon the upper deck to the end, that the beds or cradles may be more commodiously placed between decks, and admit a free passage of the air, to disperse that which is offensive or corrupted.

STORE SHIP, a vessel employed to carry artillery or naval stores for the use of a fleet, fortress, or garrison.

TRANSPORT SHIP is generally used to conduct troops from one place to another.

To **SHIP**, is either used actively, as to embark any person, or to put any thing aboard ship: or passively, to receive any thing into a ship; as, we shipped a heavy sea at three o'clock in the morning.

To **SHIP**, also implies to fix any thing in its place; as to ship the oars, *i. e.* to fix them in their row locks. To ship the swivel guns, is to fix them in their sockets, &c.

SHIVERING, the state of a sail when it shakes or flutters in the wind, as being neither full nor aback, but in a middle degree between both, as well with regard to its absolute position, as to its relative effect on the vessel.

SHOT, a massive weapon, discharged by force of enflamed powder from a fire arm in battle.

The shot used in the sea service is of various kinds, as bullets, bar shot, chain shot, case shot, and grape shot; all of which are used in the royal navy. There is besides other shot, of a more pernicious kind, used by privateers, and other piratical rovers; such are langrage, star shot, fire arrows, &c.

The first and most simple is the round shot, which is a ball or globe of iron, whose weight is in proportion to the size of the cannon, or to the diameter of its bore.

The double headed, or bar shot, are balls cut into two equal parts, and joined together by a kind of iron bar. In the French service the middle is sometimes filled with a composition, and the whole covered with linen dipped in brimstone; the cannon in firing also inflames the combustibles or composition of this ball which sets fire to the sails of the vessel. One of the heads of this ball has a hole to receive a fuse, which communicating with the charge of the cannon, sets fire to the bullet.

The chain shot consists of two balls chained together, being principally designed to destroy the masts and rigging, which they are better fitted to perform than the single bullets.

Grape shot is a combination of balls, put into a thick canvas bag, and corded strongly together, so as to form a sort of cylinder, whose diameter is equal to that of the ball which is adapted to the cannon

Case shot, is formed by putting a great quantity of musket bullets into a cylindrical tin box called a canister. They are principally used by the French to scour the decks of the enemy.

SHROUDS, a range of large ropes extended from the mast head to the right and left sides of the ship, to support the masts, and enable them to carry sail, &c.

SIGNALS, certain alarms or notices used to communicate intelligence to a distant object at sea.

Signals are made by firing artillery, and displaying colours, lanthorns, or fire works: and these are combined by multiplication and repetition. Thus, like the words of a language, they become arbitrary expressions, to which we have previously an-

nexed particular ideas: and hence they are the general sources of intelligence throughout a naval armament, &c.

As the extent of the line of battle, and the fire and smoke of the action, or other circumstances in navigation, will frequently prevent the admiral's signal from being seen throughout the fleet, they are always repeated by the officers next in command; by ships appointed to repeat signals; and, finally, by the ship or ships for which they are intended.

To preserve order in the repetition of signals, and to favour their communication, without embarrassment, from the commander-in-chief, to the ship for which they are calculated, the commanders of the squadrons repeat after the admiral; the chiefs of the divisions, according to their order in the line, after the commanders of the squadrons; and the particular ships after the chiefs of the division; and those in return, after the particular ships, *vice versa*, when the object is to convey any intelligence from the latter to the admiral.

SKIFF, a small boat resembling a yawl, also a wherry without masts or sails, usually employed to pass a river.

SLACK WATER, the interval between the flux and reflux of the tide; or between the last of the ebb and the first of the flood, during which the current is interrupted; and the water apparently remains in a state of rest.

SLOOP, a small vessel furnished with one mast, the main sail of which is attached to a guff above, to the mast on its foremost edge, and to a long boom below; by which it is occasionally shifted to either quarter. See Vessel.

SNOW, is generally the largest of all two masted vessels employed by Europeans, and the most convenient for navigation.

The sails and rigging on the main mast and fore mast of a snow, are exactly similar to those on the same masts in a ship; only that there is a small mast behind the mizen mast of the former, which carries a sail nearly resembling the mizen of a ship. The foot of this mast is fixed in a block of wood on the quarter deck abaft the main mast; and the head of it is attached to the after part of the main top. The sail, which is called the try sail, is extended from its mast towards the stern of the vessel.

SOUNDING, the operation of trying the depth of the water, and the quantity of the ground, by means of a plummet, sunk from a ship to the bottom.

There are two plummets used for this purpose in navigation; one of which is called the hand lead, weighing about eight or nine pounds; and the other the deep sea lead, which weighs from twenty-five to thirty pounds, and both are shaped like the frustum of a cone or pyramid. The former is used in shallow waters, and the latter at a great distance from the shore; particularly on approaching the land, after a sea voyage. Accordingly the lines employed for this purpose are called the deep sea lead line, and the hand lead line.

The hand lead line, which is usually twenty fathoms in length, is marked at every two or three fathoms; so that the depth of the water may be ascertained either in the day or night. At the depth of two and three fathoms, there are marks of black leather; at five fathom, there is a white rag; at seven a red rag; at ten black leather; at thirteen black leather; and fifteen a white rag; and at seventeen a red rag.

Sounding with a hand lead, which is called heaving the lead by seamen, is generally performed by a man who stands in the main chains to windward. Having the line all ready to run out, without interruption, he holds it nearly at the distance of a fathom from the plummet, and having swung the latter backwards and forwards three or four times, in order to acquire the greater velocity, he swings it round his head, and thence as far forward as is necessary so that, by the leads sinking while the ship advances, the line may be almost perpendicular when it reaches the bottom. The persons sounding then proclaims the depth of the water in a kind of song resembling the cry of hawkers in a city. Thus, if the mark of five fathoms is close to the surface of the water, he calls "by the mark five!" and as there is no mark at four, six, eight, &c. he estimates those numbers, and calls "by the dip four," &c. If he judges it to be a quarter, or an half more than any particular number, he calls, "and a quarter five! and a half four!" &c. If he conceives the depth to be three quarters more than a particular number, he calls it a quarter less than the next: thus, at

four fathom and three quarters, he calls "a quarter less five!" and so on.

The deep sea lead is marked with two knots at twenty fathom, three at thirty, four at forty, and so on to the end. It is also marked with a single knot in the middle of each interval, as at twenty-five, thirty-five, forty-five fathoms, &c. To use this lead more effectually at sea, or in deep water on the sea coast, it is usual previously to bring to the ship, in order to retard her course; the lead is then thrown as far as possible from the ship on the line of her drift, so that, as it sinks, the ship drives more perpendicularly of it. The pilot, feeling the lead strike the bottom, readily discovers the depth of the water by the mark on the line nearest its surface. The bottom of the lead being also well rubbed over with tallow, retains the distinguishing marks of the bottom, as shells, ooze, gravel, &c. which naturally adhere to it.

The depth of the water, and the nature of the ground, which is called the soundings, are carefully marked in the log book, as well to determine the distance of the place from the shore, as to correct the observations of former pilots.

To **SPLICE**, to join the two ends of a rope together, or to unite the end of a rope to any other part thereof.

SPLIT, the state of a sail which is rent asunder by the violence of a tempest, or by sustaining a greater effort on one part of its surface than the rest.

SPRING, a crack or breach running transversely or obliquely through any part of a mast or yard, so as to render it unsafe to carry the usual quantity of sail thereon.

SPRING, is also a rope passed out of one extremity of a ship, and attached to a cable preceding from the other, when she lies at anchor. It is usually performed to bring the ship's broadside, or battery of cannon, to bear upon some distant object; as another ship, or a fortress on the coast, &c.

SPUN YARN, a small line or cord formed of two or three rope yarns twisted together by a winch. The yarns, of which it is usually made at sea, are drawn out of the strands of old cables or other ropes, and are knotted together and tarred. It is employed for several purposes; particularly to fasten one rope to

another, to seize block strops to the shrouds, and to serve ropes which are liable to be chafed by rubbing one against another, &c.

SQUALL, a sudden and violent blast of wind, usually occasioned by the interruption and reverberation of the wind from high mountains. These are very frequent in the Mediterranean; particularly that part of it which is known by the name of the Levant, as produced by the repulsion, and new direction which the wind meets with in its passage between the various islands of the Archipelago.

SQUARE-RIGGED, an epithet applied to a ship whose yards are very long. It is also used in contradistinction to all vessels whose sails are extended by stays or lateen yards; or by booms and gaffs; the usual situation of which is nearly in the plane of the keel.

STARBOARD, the right side of the ship when the eye of the spectator is directed forward.

STAY, a large strong rope employed to support the mast on the fore part, by extending from its upper end towards the fore part of the ship, as the shrouds are extended to the right and left, and behind it.

STEERAGE, an apartment without the great cabin of a ship, from which it is separated by a thin partition. In large ships of war it is used as a hall through which it is necessary to pass, to arrive at, or depart from, the great cabin. In merchant ships it is generally the habitation of the inferior officers and ship's crew.

STEM, a circular piece of timber, into which the two sides of a ship are united at the fore end: the lower end of it is scarfed to the keel, and the bowsprit rests upon its upper end.

STERN, the posterior face of a ship; or that part which is presented to the view of a spectator, placed on the continuation of the keel behind.

STERNMOST, usually implies that part of a fleet of ships which is in the rear, or furthest astern, as opposed to head most.

STEWARD, an officer in a ship of war, appointed by the purser, to distribute the different species of provisions to the

officers and crew ; for which purpose he is furnished with a mate and proper assistants.

STORE ROOM, an apartment or place of reserve, of which there are several in a ship, to contain the provisions, or stores of a ship, together with those of her officers, during a sea voyage.

STOWAGE, the general disposition of the several materials contained in a ship's hold, with regard to their figure, magnitude, or solidity.

STRETCHING, in navigation, is generally understood to imply the progression of a ship under a great surface of sail, when close hauled. The difference between this phrase and standing, is apparently in the quantity of sail, which, in the latter, may be very moderate, but in stretching, generally signifies excess : as, we saw the enemy at day-break stretching to the southward, under a crowd of sail, &c.

To **STRIKE**, in navigation, to run ashore, or to beat upon the ground in passing over a bank or shallow.

To **STRIKE** also implies to lower or let down any thing ; as an ensign, or top sail, in saluting ; or, as the yards and topmasts in tempestuous weather. It is, however, more particularly used to express the lowering of the colours, in token of surrender, to a victorious enemy.

STUDDING SAILS, certain light sails extended, in moderate and steady breezes, beyond the skirts of the principal sails, where they appear as wings upon the yard arms.

SUPERCARGO, an officer charged with the accounts of the cargo, and all other commercial affairs in a merchant ship.

SWELL, generally denotes an heavy and continued agitation of the waves, according to a particular direction ; as there is a great swell setting into the bay. It is, however, more particularly applied to the fluctuating motion of the sea, which remains after the expiration of a storm : as also, to that which breaks on the sea shore ; or upon rocks, or shallows.

To **SWING**, to turn round the anchors, or moorings, at the change of the wind or tide ; it is usually expressed of a ship, either when she is moored by the head, or riding at a single anchor.

TACK, a rope used to confine the foremost lower corners of the courses and stay sails in a fixed position, when the wind crosses the ship's course obliquely. The same name is also given to the rope employed to pull out the lower corner of a studding sail or driver to the extremity of its boom.

TACK is also applied, by analogy, to that part of any sail to which the tack is usually fastened.

A ship is said to be on the starboard or larboard tack, when she is close hauled, with the wind upon the starboard or larboard side; and in this sense the distance which she sails in that position is considered as the length of the tack; although this is more frequently called a board.

To **TACK**, to change the course from one board to another, or turn the ship about from the starboard to the larboard tack, in a contrary wind. Tacking is also used, in a more enlarged sense, to imply that manœuvre, in navigation, by which a ship makes an oblique progression to the windward, in a zigzag direction. This, however, is more usually called beating or turning to windward.

TACKLE, pronounced taicle, a machine formed by the communication of a rope, with an assemblage of blocks, and known in mechanics by the name of pulley.

TENDER, a small vessel employed in the king's service, on various occasions; as, to receive volunteers and impressed men, and convey them to a distant place; to attend on ships of war or squadrons; and to carry intelligence and orders from one place to another, &c.

TIMBERS, the ribs of a ship, or the incurvated pieces of wood, branching outward from the keel in a vertical direction, so as to give strength, figure, and solidity, to the whole fabric.

TOP, a sort of platform, surrounding the lower mast head, from which it projects on all sides like a scaffold.

TORNADO, a violent squall or gust of wind rising suddenly from the shore, and afterwards veering round the compass like a hurricane. These are very frequent on the coasts of Guinea and South Barbary.

To **TOW**, to draw a ship forward in the water, by means of a rope attached to another vessel or boat, which advances by means

of a rope attached to another vessel or boat, which advances by the effort of rowing or sailing.

Towing is either practised when a ship is disabled, and rendered incapable of carrying sail at sea; or when her sails are not fixed upon the masts, as in a harbour; or when they are deprived of their force of action by a cessation of the wind.

When a ship of war is dimasted, or otherwise disabled from carrying sail at sea, she is usually towed by a cable, reaching from her bow to another ship a head. In a harbour, towing is practised by one or more boats, wherein all the force of the oars are exerted to make her advance.

TRADE WINDS, certain regular winds blowing within or near the tropics, and being either periodical or perpetual. Thus, in the Indian ocean, they blow alternately from different points of the compass, during a limited season; and, in the Atlantic ocean, continue almost without intermission in the same direction. They are accordingly called trade winds, from their great utility in navigation and commerce.

TRIM, implies, in general, the state or disposition by which a ship is best calculated for the several purposes of navigation.

Thus the trim of the hold denotes the most convenient and proper arrangement of the various materials contained therein, relatively to the ship's motion or stability at sea. The trim of the masts and sails is also their most apposite situation, with regard to the construction of the ship, and the effort of the wind upon her sail.

Speaking TRUMPET, a trumpet of brass or tin used at sea, to propagate the voice to a great distance, or to convey the orders from one part of the ship to another, in tempestuous weather, &c. when they cannot otherwise be distinctly heard by the persons to whom they are directed.

TRYING, the situation in which a ship lies nearly in the trough or hallow of the sea in a tempest, particularly when it blows contrary to her course.

TURNING to windward, that operation in sailing wherein a ship endeavours to make a progress against the direction of the

wind, by a compound course, inclined to the place of her destination. This method of navigation is otherwise called plying.

VAN, the foremost division of any naval armament, or that part which usually leads the way to battle; or advances first in the order of sailing.

VANE, a thin slip of bunting hung to the mast head, or some other conspicuous place in the ship, to show the direction of the wind.

VEERING, the operation by which a ship, in changing her course from one board to the other, turns her stern to windward. Hence it is used in opposition to tacking, wherein the head is turned to the wind, and the stern to leeward.

UNBENDING, generally implies the act of taking off the sails from their yards and stays; of casting loose the anchors from their cables, or of untying one rope from another.

To UNMOOR, is to reduce a ship to the state of riding by a single anchor and cable, after she has been moored or fastened by two or more cables.

UPPER DECK, the highest of those decks which are continued throughout the whole of a ship of war, or merchantman, without any interruption of steps or irregular ascents.

UPPER WORK, a general name given to all that part of a ship which is above the surface of the water, when she is properly balanced for a sea voyage; hence it may be considered as separated from the bottom by the main wale.

WAD, a quantity of old rope yarns, hay, &c. rolled firmly together into the form of a ball, and used to confine the shot or shell, together with its charge of powder, in the breech of a piece of artillery.

WAIST, that part of a ship which is contained between the quarter deck and forecastle, being usually a hallow space, with an ascent of several steps to either of those places.

WAKE, the print or track impressed by the course of a ship on the surface of the water. It is formed by the re-union of the body of the water, which was separated by the ship's bottom whilst moving through it; and may be seen to a considerable distance behind the stern, as smoother than the rest of the sea.

A ship is said to be in the wake of another, when she follows her on the same track, or on a line supposed to be formed on the continuation of her keel.

WARP, a small rope employed occasionally to remove a ship from one place to another, in a port, road, or river. And hence

To WARP, is to change the situation of a ship, by pulling her from one part of a harbour, &c. to some other, by means of warps, which are attached to buoys; to anchors sunk in the bottom; or to certain stations upon the shore, as posts, rings, trees, &c. The ship is accordingly drawn forwards to those stations, either by pulling on the warps by hand, or by the application of some purchase, as a tackle, windlass, or capstern upon her deck.

WATCH, the space of time wherein one division of a ship's crew remains upon deck, to perform the necessary services, whilst the rest are relieved from duty, either when the vessel is under sail or at anchor.

The length of the sea watch is not equal in the shipping of different nations. It is always kept four hours by our British seamen, if we except the dog watch between four and eight in the evening, that contains two reliefs, each of which are only two hours on deck. The intent of this is to change the period of the night watch every twenty-four hours; so that the party watching from eight to twelve in one night, shall watch from midnight till four in the morning on the succeeding one. In France the duration of the watch is extremely different, being in some places six hours, and in others seven or eight; and in Turkey and Barbary, it is usually five or six hours.

A ship's company is usually classed into two parties; one of which is called the starboard and the other the larboard watch. It is however occasionally separated into three divisions, as in a road, or in particular voyages.

In a ship of war the watch is generally commanded by a lieutenant, and in merchant ships, by one of the mates; so that if there are four mates in the latter, there are two in each watch; the first and third being in the larboard, and the second and fourth in the starboard watch; but in the navy, the officers who

cominand the watch, usually divide themselves into three parts, in order to lighten their duty.

WATCH GLASSES, a name given to the glasses employed to measure the period of the watch, or to divide it into any number of equal parts, as hours, half hours, &c. so that the several stations therein may be regularly kept and relieved; as at the helm, pump, look out, &c.

To set the **WATCH**, is to appoint one division of the crew to enter upon the duty of the watch; as at eight o'clock in the evening. Hence it is equivalent to mounting the guard in the army.

WATER LOGGED, the state of a ship when, by receiving a great quantity of water into her hold, by leaking, &c. she has become heavy and inactive upon the sea, so as to yield without resistance to the efforts of every wave rushing over her decks. As, in this dangerous situation, the centre of gravity is no longer fixed, but stuctuating from place to place, the stability of the ship is utterly lost; she is therefore almost totally lost deprived of the use of her sails, which would operate to upset her, or press the head under water. Hence there is no resource for the crew, except to free her by the pumps, or to abandon her by the boats as soon as possible.

WAY of a ship, the course or progress which she makes on the water under sail. Thus, when she begins her motion, she is said to be under way; and when that motion increases, she is said to have fresh way through the water. Hence also she is said to have head way or stern way.

To **WEATHER**, is to sail to windward of some ship, bank, or head land.

WEATHER SHORE, a name given by seamen to the shore lying to the windward.

To **WEIGH**, denotes in general, to heave up the anchor of a ship from the ground, in order to prepare her for sailing.

WELL, an apartment formed in the middle of a ship's hold to inclose the pumps, from the bottom to the lower deck. It is used as a barrier to preserve those machines from being damaged by the friction or compression of those materials contained in the hold,

and particularly to prevent the entrance of ballast, &c. by which the tubes would presently be choaked, and the pumps rendered incapable of service. By means of this inclosure, the artificers may likewise more readily descend into the hold, in order to examine the state of the pumps, and repair them as occasion requires.

WINCH, a cylindrical piece of timber, furnished with an axis, whose extremities rest in two channels, placed horizontally or perpendicularly. It is turned about by means of a handle resembling that of a draw well, grindstone, &c. and is generally employed as a purchase, by which a rope may be more conveniently or more powerfully applied to any object, than when used singly, or without the assistance of mechanical powers.

WIND, a stream or current of air, which may be felt; and usually blows from one part of the horizon on its part.

The horizon, besides being divided into three hundred and sixty degrees, like all other circles, is by mariners, supposed to be divided into four quadrants, called the north-east, north-west, south-east, and south-west quarters. Each of these quarters they divide into eight equal parts, called points, and each point into four equal parts, called quarter-points. So that the horizon is divided into thirty-two points, which are called rhumbs or winds; to each wind is assigned a name, which shows from what point of the horizon the wind blows. The points of north, south, east, and west, are called cardinal points; and are at the distance of ninety degrees, or eight points from one another.

To **WINDWARD**, towards that part of the horizon from whence the wind bloweth.

WINDLASS, a machine used in merchant ships to heave up the anchors from the bottom, &c.

WINDSAIL, a sort of wide tube or funnel of canvas, employed to convey a stream of fresh air downward into the lower apartments of a ship.

To **WORK**, to direct the movements of a ship, by adapting the sails to the force and direction of the wind.

A ship is also said to work, when she strains and labours heavily in a tempestuous sea, so as to loosen her joints or timbers.

WORKING to windward, the operation by which a ship endeavours to make a progress against the wind.

WORMING, the act of winding a rope spirally about a cable, so as to lie close along the interval between every two strands. It is generally designed to support and strengthen the cable, that it may be enabled to sustain a greater effort when the ship rides at anchor; and also to preserve the surface of the cable, where it lies flat on the ground, near the station of the anchor, particularly in moderate weather.

YACHT, a vessel of state, usually employed to convey princes, ambassadors, or other great personages, from one kingdom to another.

YARD, a long piece of timber suspended upon the masts of a ship, to extend the sails to the wind.

YAW, a name given by seamen to the movement by which a ship deviates from the line of her course towards the right or left in steering.

YAWL, a wherry or small ship's boat, usually rowed by four or six oars.

APPENDIX,

No. 2.

TABULAR ILLUSTRATIONS

OF

The State & Progress of the British Navy,

FROM THE

MIDDLE OF THE FOURTEENTH CENTURY,

TO THE

Battle of Trafalgar.

Ships furnished by the various Ports of England for the Siege of Calais, 1346.

	Ships.	Mars.		Ships.	Mars.
London	25	662	Boston	17	361
Dunwich.....	43	1095	Shoreham.....	20	329
Fowey.....	47	770	Looe.....	20	325
Dartmouth.....	31	757	Harwich.....	14	283
Bristol.....	24	608	Weymouth.....	20	264
Plymouth.....	26	603	Ipswich.....	12	239
Winchelsea.....	21	596	Isle of Wight.....	13	220
Southampton.....	21	572	Hooke.....	11	208
Sandwich.....	22	504	Exmouth.....	10	193
Lynn.....	16	482	Grimsby.....	11	171
Hull.....	16	466	Margate.....	15	160
Newcastle.....	17	414	Lymington.....	9	159
Gosford*.....	13	403	Rye.....	9	156
Dover.....	16	366	Hartlepool.....	5	145

* The names of several ports occur, whose situations are unknown.

The following list of all Henry VIII.'s ships in the ninth year of his reign, is taken from Mr. Pepys's Miscellanies.

	Men in Harbour.
The Henry Grace de Dieu	12
Katherine Fortune	4
Gabriel Royal	4
Great Barbara	4
John Baptist	4
Mary Rose	4
Great Bark	4
Peter Pomegranate	3
Mary George	4
Mary John	3
Less Bark	3
Mary James	1
Henry Hampton	3
Lizard	2
Two Row Barges (one man each)	2
The Rose Galley	1
Katherine Galley	1
Sovereign	1
Great Nicholas	1
Great Galley	10

In all 21 ships and vessels.

From the same source from which the foregoing list was obtained, the following is also taken, being an account of the names and tonnage of all the king's ships, according to a general survey, dated 1st June, in the thirteenth year of his reign :

	Tons.
The Henry Grace de Dieu . .	1500
Sovereign	800
Gabriel Royal	650
Katherine Forteless	550
Mary Rose	600
John Baptist	400
Barbara	400
Great Nicholas	400
Mary George	250

	Tons.
Mary James	240
Henry Hampton	120
Great Bark	250
Less Bark	180
Two Row Barges (60 tons each)	120
The Great Galley.....	800

In all 16 ships and vessels. •7260

The following list of the navy on the 5th of January, 1548, is taken from the 6th vol. of the Archæologia, p. 218.

Names.	Where at	Tons.	Soldiers Marins. &c.	Pieces of Ordn.	
				Brass.	Iron.
The Henry Grace de Dieu	Woolwich	1000	700	19	103
Peter	} Portsmouth.	600	400	12	78
Matthew		600	300	10	121
Jesus		700	300	8	66
Pauncy.....		450	300	13	69
Great Bark		500	300	12	85
Less Bark.....		400	250	11	98
Murryan		500	300	10	53
Shruce of Dawske		450	250	0	39
Christopher		400	246	2	51
Trinity Henry		250	220	1	63
Sweepstake		300	230	6	78
Mary Willoughby		140	160	0	23

Names.	Where at	Tons.	Soldiers Marins. &c.	Pieces of Ordn.	
				Brass.	Iron.
The Anne Gallant	Galley's at Portsmouth.	450	250	16	46
Salamander		300	220	9	40
Hart		300	200	4	52
Antelope		300	200	4	40
Swallow		240	100	8	45
Unicorn		240	140	6	30
Jeannet		180	120	6	35
New Bark		200	140	5	48
Greyhound		200	140	8	37
Tiger		200	120	4	39
Bull		200	120	5	42
Lion		140	140	2	48
George		60	40	2	26
Dragon	Pinnaces at Portsmouth	140	120	3	42
Falcon		83	55	4	22
Black Pinnace		80	44	2	15
Hind		80	55	2	26
Spanish Shallop		20	26	0	7
Hare		15	30	0	10
Sun		Row Barges at Portsmouth.	20	40	2
Cloud in the Sun	20		40	2	7
Harp	20		40	1	6
Maidenhead	20		37	1	6

Names.	Where at.	Tons.	Soldiers Marins. &c.	Pieces of Ordn.	
				Brass.	Iron.
The Gilley Flower	Row Barges at Portsmouth.	20	38	0	0
Ostridge Feather ..		20	37	1	6
Rose Lip		20	37	2	6
Flower de Luce ..		20	43	2	7
Rose in the Sun ..		20	40	3	7
Portcullis		20	38	1	6
Falcon in the Featherlock		20	45	3	8
Grand Mrs.	Deptford Strand.	450	250	1	22
Marlyon		40	50	4	8
Galley Subtil, or Row Galley		200	250	3	28
Brigantine		40	44	3	19
Hoy Bark		80	60	0	5
Hawthorn	In Scotland.	20	37	0	0
Mary Hamburg ..		400	246	5	67
Phœnix		40	50	4	33
Saker		40	50	2	18
Double Rose		20	43	3	6
Total		11268	7731	237	1848

In all 53 Ships and Vessels.

In the second year of His Majesty's reign on the 22nd of January, the following ships were "thought meet to keep the seas with their tonnage, number of men, wages and victuals for the same for every month of twenty-eight days,

"As a summer guard:"

Names.	Tons.	Soldiers	Marins.	Gunnrs.	Total. No. of Men.
The Great Bark	500	136	138	26	300
Less Bark	400	105	112	23	240
Sweepstake	300	100	109	21	230
Hart.....	300	0	180	20	200
Antelope	300	0	180	20	200
Swallow	240	0	142	18	160
New Bark	200	0	124	16	140
Grayhound	200	0	124	16	140
Flower de Luce	50	0	56	4	60
Double Rose	50	0	56	4	60
	2540	341	1221	168	1730

Wages	£640	5	0	} For one month.
Victuals	720	16	8	
	£1361	1	8	

“ And the following as a winter guard :”

Names.	Tons.	Soldiers	Marins.	Gunnrs.	Total No. of Men.
The Paunsey	450	136	140	24	300
Murrian	500	138	142	20	300
Mary Hamborough ..	400	108	120	18	246
Jennet	180	0	104	16	120
Dragon.....	140	0	104	16	120
Lion.....	140	0	104	16	120
Faulcon	80	0	62	8	70
Hinde	80	0	54	6	60
Phcenix	40	0	44	6	50
Ma. Willoughby	140	36	80	14	130
	2150	418	954	144	1516

Wages £543 14 0

Victuals 631 13 4

£1175 7 4

Per month.

GENERAL STATE OF THE KING'S SHIPS.

The state of the King's Majesty's ships, 26th August, An. 6.
R. R. Edward VI.

- The Edward
- Great Bark
- Paunsey
- Trinity
- Salamander
- Bull
- Tiger
- Willoughby
- Primrose
- Antelope
- Hart
- Greyhound
- Swallow
- Jennet
- New Bark
- Falcon
- Sacre
- Phoenix
- Jer Falcon
- Swift
- Sun
- Moon
- Seven Stars
- Flower de Luce ..

All these ships and pinnaces are in good case to serve, so that they may be grounded and caulked once a year to keep them tight.

To be so ordered,

By the King's command.

- The Peter
- Matthew
- Jesus
- Sweepstakes
- Ma. Hambrough ..
- Ann Gallant
- Hynde

These ships must be docked and new dubbed, to search their treenails and iron work.

To be ordered likewise.

Less Bark }
 Lion }
 Dragon } These ships be already dry-docked
 to be new made at your lordship's
 pleasure.

To prepare things ready for
 the same.

Grand Mrs. Dry-docked—not thought worthy
 of new making.

To lie still, or to take that
 which is profitable of her
 for other ships.

Struse }
 Unicorn }
 Christopher }
 George } Thought meet to be sold.
 The George kept, and the other
 three to be sold.

Maidenhead }
 Gilly Flower }
 Port Cullis }
 Rose Slip }
 Double Rose }
 Rose in the Sun } Not worth keeping.
 To be preserved, as they may
 with little charge.

Bark of Bullen In Ireland whose state we know not.

Item. The two galleys and brigantine must be yearly repaired,
 if your lordship's pleasure be to have them kept.

To be repaired and kept.

Forty-five to be kept.

A list of ships appointed 29th May, 1557, to serve under the lord admiral, together with the number of soldiers and gunners in the same.

Names.	Burthen Tons.	Hacbu- ters, or Acque- busiers.	Soldiers	Marins.	Gunnrs.
The Great Bark	500	50	80	190	30
Jesus	700	50	80	190	30
Trinity	300	20	40	140	20
Swallow	240	20	40	140	20
Salamander	300	20	40	140	20
Hart.....	300	20	40	140	20
Antelope	300	20	40	140	20
Ann Gallant.....	300	20	40	140	20
New Bark	200	10	20	84	16
Mary Willoughby....	160	10	20	84	16
Bull	180	10	20	84	16
Tiger	180	10	20	84	16
Greyhound	180	10	20	84	16
Jer Falcon	120	8	20	66	14
Falcon.....	80	6	16	54	10
George.....	100	6	16	54	10
Bark of Bullen.....	60	4	8	44	8
Saker	60	4	8	44	8
Sonne	50	4	0	34	6
Double Rose	40	0	0	26	4
Flower de Luce	30	0	0	26	4
	4380	302	568	1988	324

In all 21 ships, &c.

Anno Regni Reginae Eliza. Octavo.

The names of all her highnesses ships and other vessels, with the several numbers appointed for their safe keeping in harbour, as hereafter appeareth.

Names.	Men in harbour	Names.	Men in harbour
Triumph	21	Willoughby	7
White Bear	21	Falcon	3
Eliza. Jonas	21	Phoenix	3
Victory	18	Sacre	3
Mary Rose	13	Bark of Bullen	3
Hope	13	Hare	3
Philip and Mary	13	Sun	3
Lion	13	George	3
Jesus	13	Speedwell	3
Minion	10	Tryright	3
Primrose	10	Eleanor	3
Antelope	10	Makeshift	1
Jennet	10	Post	1
Swallow	10		
New Bark	7	In all 29 ships & vessels	
Aid	7		

A list of the royal navy, in 1578, with the burthen of the ships,
and their number of men.

Ships names.	Burthen Tons.	Marins.	Gunnrs.	Soldiers	total no. of Men.
Triumph	1000	450	50	200	780
Elizabeth Jonas	900	300	50	200	600
White Bear	900	300	50	200	600
Victory	803	330	40	100	500
Primrose	803	330	40	100	500
Mary Rose	600	200	50	100	350
Hope	600	200	50	100	350
Bonaventure	600	160	30	110	300
Philip and Mary	600	160	30	110	300
Lion (or Golden Lion)	600	150	30	110	290
Dreadnought	400	140	20	80	250
Swiftsure	400	140	20	80	250
Swallow	350	120	20	60	200
Antelope	350	120	20	60	200
Jennet	350	120	20	60	200
Foresight	300	120	20	60	200
Aid	240	90	20	50	160
Bull	160	70	10	40	120
Tiger	160	70	10	40	120
Falcon	0	60	10	20	80
Achates	80	30	10	10	60
Handmaid	80	30	10	10	60
Bark of Bullen	60	30	10	0	50
George	60	40	10	0	50
	10506*	3760	630	1900	6570

In all 24 ships, &c.

* Estimating the Falcon at 120, and the George at 50 tons.

When the Spanish fleet arrived in the Channel, in July, 1588, it appears from several accounts, that in the English fleet there were 34 ships belonging to her majesty, to which the following is a list:—viz.

Names.	Burthen Tons.	Men.
Ark Royal	800	425
Elizabeth Bonadventure	600	250
Rainbow	500	250
Golden Lion	500	250
White Bear	1000	500
Vanguard.....	500	250
Revenge	500	250
Elizabeth Jonas	900	500
Victory.....	800	400
Antelope	400	160
Triumph	1100	500
Dreadnought	400	200
Mary Rose	600	250
Nonpareil.....	500	250
Hope	600	250
Galley Bonavolia	250	250
Swiftsure	400	200
Swallow	360	160
Foresight	300	160
Aid	250	120

Names.	Burthen Tons.	Men.
Bull	200	100
Tiger	200	100
Tramontana	150	70
Scout	120	70
Achates	100	60
Charles	70	40
Moon	60	40
Advice	50	40
Spy	50	40
Marline	50	35
Sun	40	30
Cygnets	30	20
Brigantine	90	35
George, Hoy	120	24
	12590	6279

Total 34 ships, &c.

In the *Archæologia*, there is a complete list of the navy on the 23rd of May, 1599, taken from an original and beautiful manuscript in the possession of Dr. Leith, which was exhibited to the Antiquarian Society, and read on the 5th of May, 1796; with the number of brass and cast iron ordnance of the different species then appropriated to the respective ships: viz.

Cannon	Falconets
Demi Cannon	Port-peece Halls
Culverins	Port-peece Chambers

Demi Culverins	Fowler Halls
Sakers	Fowler Chambers
Mynions	and
Falcons	Curtalls

taken by the queen's commission, dated the 3rd of March, in the thirty-seventh year of her reign, and directed to Lord Burleigh, lord high treasurer, Lord Howard, lord high admiral, Lord Hunsdon, &c. &c. and subsequent orders of the said commissioners, the last whereof is dated the 6th of April, 1599.

As this is an authentic and curious piece of information, with respect to the ordnance which the ships carried, a matter about which historians seem, till of late, to have been almost totally in the dark, and which is now by no means generally known, it will be proper to insert the list in this place.

Names.	Cannon.	Demi Cannon.	Culverins.	Demi Culverins.	Sakers.	Mynions.	Falcons.	Falconets.	Port piece Halls.	Port piece chambers.	Fowler Halls.	Fowler Chambers.	Curtalls.	Total Number of Pieces of Ordnance.
Achatis	0	0	0	6	0	2	5	0	0	0	0	0	0	13
Adventure	0	0	4	11	5	0	0	0	0	0	2	4	0	26
Advantage	0	0	0	6	8	4	0	0	0	0	0	0	0	18
Amity of Harwich..	0	0	0	4	2	0	0	0	0	0	0	0	0	6
St. Andrew.....	0	0	8	21	7	2	0	0	0	0	3	7	2	50
Antelope	0	0	4	13	8	0	1	0	2	4	2	4	0	38
Advice	0	0	0	0	4	2	3	0	0	0	0	0	0	9
Arke	4	4	12	12	6	0	0	0	4	7	2	4	0	55

Names:	Cannon.	Demi Cannon.	Culverins.	Demi Culverins.	Sakers.	Mynions.	Falcons.	Falconets	Port-piece Halls,	Port-piece Chambers.	Fowler Halls.	Fowler Chambers.	Curtalls.	Total Number of Pieces of Ordnance
Answer	0	0	0	5	8	2	0	0	0	0	2	4	0	21
Ayde	0	0	0	8	2	4	4	0	0	0	0	0	0	18
Bear	0	0	0	0	2	0	0	0	0	0	0	0	0	2
White Bear	3	11	7	10	0	0	0	0	2	0	7	0	0	40
Charles	0	0	0	0	8	0	2	0	0	0	2	4	0	16
Crane.....	0	0	0	6	7	6	0	0	0	0	2	3	0	24
Cygnets	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Due Repulse	2	3	13	14	6	0	0	0	2	4	2	4	0	50
Dreadnought	2	0	4	11	10	0	2	0	0	0	4	8	0	41
Defiance.....	0	0	14	14	6	0	0	0	2	4	2	4	0	46
Daysey	0	0	0	0	4	0	0	0	0	0	0	0	0	4
Elizabeth Jonas	3	6	8	9	9	1	2	0	1	2	5	10	0	56
Eliza Bonaventure ..	2	2	11	14	4	2	0	0	2	4	2	4	0	47
Foresight	0	0	0	14	8	3	2	0	0	0	3	0	0	37
Guardland	0	0	16	14	4	0	0	0	2	4	2	3	0	45
Hope	2	4	9	11	4	0	0	0	4	8	2	4	0	48
Lion	0	4	8	14	9	0	1	0	0	0	8	16	0	60
Mary Rose	0	4	11	10	4	0	0	0	2	7	0	0	0	39
Mere Honora	0	4	15	10	4	0	0	0	0	0	2	0	0	41
St. Matthew	4	4	16	14	4	4	2	0	0	0	0	0	0	48
Marlin	0	0	0	0	0	0	7	0	0	0	0	0	0	7

An account of the royal navy which the queen left at her death,
with the number of men, and tonnage of the ships.

Ships Names.	Burthen Tons.	Marins.	Gunnrs.	Soldiers	total no. of Men.
Elizabeth Jonas	900	340	40	120	500
Triumph	1000	340	40	120	500
White Bear	900	340	40	120	500
Victory	800	268	32	100	400
Mer-honneur <i>or</i> Mary Honora	800	268	32	100	400
Ark Royal	800	268	32	100	400
St. Matthew	1000	340	40	120	500
St. Andrew	900	268	32	100	400
Due Repulse	700	230	30	90	350
Garland	700	190	30	80	300
Warspight	600	190	30	80	300
Mary Rose	600	150	30	70	250
Hope	600	150	30	70	250
Bonaventure	600	150	30	70	250
Lion	500	150	30	70	250
Nonpareil	500	150	30	70	250
Defiance	500	150	30	70	250
Rainbow	500	150	30	70	250
Dreadnought	400	130	20	50	200
Antelope	350	114	16	30	160
Swiftsure	400	130	20	50	200

Ships Names.	Burthen Tons.	Marins.	Gunnrs.	Soldiers	total no. of Men.
Swallow	330	114	16	30	160
Foresight	300	114	16	30	160
Tide	250	88	12	20	120
Crane	200	70	10	20	100
Adventure	250	88	12	20	120
Quittance	200	70	10	20	100
Answer	200	70	10	20	100
Advantage	200	70	10	20	100
Tiger	200	70	10	20	100
Tramontane	140	52	8	10	70
Scout	120	48	8	10	66
Catis	100	42	8	10	60
Charles	70	32	6	7	45
Moon	60	30	5	5	40
Advice	50	30	5	5	40
Spy	50	30	5	5	40
Merlin	45	26	5	4	35
Sun	40	24	4	2	30
Synnet	20	0	0	0	0
George, Hoy	100	0	0	0	0
Penny Rose, Hoy	80	0	0	0	0
	17055	5534	804	2008	8246

In all 42 ships, &c.

A list of the king's ships and pinnaces, with their respective tonnages and men, anno dom. 1603.

Names.	Burthen	Marins.	Gunnrs.	Soldiers	total no. of Men.
Elizabeth Jonas	900	340	40	120	500
Triumph	1000	340	40	120	500
Bear.....	900	340	40	120	500
Victory.....	700	230	30	90	350
Honour	800	268	32	100	400
Ark	800	268	32	100	400
Due Repulse	700	230	30	90	350
Garland	700	190	30	80	300
Warspight.....	600	190	30	80	300
Mary Rose	600	150	30	70	250
Bonaventure.....	600	150	30	70	250
Assurance.....	600	150	30	70	250
Lion	500	150	30	70	250
Defiance	500	150	30	70	250
Rainbow	500	150	30	70	250
Nonsuch	500	150	30	70	250
Vanguard	500	150	30	70	250
Dreadnought	400	130	20	50	200
Swiftsure	400	130	20	50	200
Antelope	350	114	16	30	160
Adventure	250	88	12	20	120
Crane	200	76	12	12	100

Names.	Burthen	Marins.	Gunns.	Soldiers	total no. of Men.
Quittance.....	200	76	12	12	100
Answer.....	200	76	12	12	100
Advantage.....	200	76	12	12	100
Tramontane.....	140	52	8	10	70
Charles.....	70	32	6	7	45
Moon.....	60	30	5	5	40
Advice.....	50	30	5	5	40
Spy.....	50	30	5	5	40
Merlin.....	50	30	5	5	40
Lion's Whelp.....	90	50	6	4	60
La Superlativa.....	0	84	8	243	335
La Advantagia.....		84	8	233	223
La Volatillia.....		84	8	233	223
La Gallarita.....		84	8	233	223
Mercury.....Galleon..	80	34	6	100	140
George.....Carvel..	100	10	0	0	10
Primrose.....Hoy.....	80	2	0	0	2
A French Frigate.....	15	14	2	0	16
Disdain.....	0	3	0	0	3

} Galleys. }

Rowers.

In 1618, there were but thirty-nine ships and vessels, as follow:
whose tonnage amounted only to 14700 tons, viz.

Names of Ships.	Tons.
Prince Royal.....	1200
White Bear	900
More Honour	800
Ann Royal.....	800
Due Repulse	700
Defiance	700
Warspight	600
Assurance	600
Vanguard	600
Red Lion	500
Nonsuch	500
Rainbow	500
Dreadnought.....	400
Speedwell	400
Antelope	350
Adventure	250
Crane.....	200
Answer	200
Phoenix	150
Lion's Whelp.....	90
Moon.....	100
Seven Stars	100

May be made serviceable.

Names of Ships.	Tons.	
Desire	50	} May be made serviceable.
George, Hoy	100	
Primrose, Ditto	80	
Eagle Lighter	200	
Elizabeth Jonas	500	} Decayed and Unserviceable.
Triumph	or 900	
Garland	1000	
Mary Rose	700	
Quittance	600	
Tramontane	200	
Primrose, Pinnace	160	
Disdain	30	
Ketch	30	
Superlative	10	
Advantagia	100	
Vollatilla	100	
Gallerita	100	
Total	14700	
Or	15100	

} Galleys.

A list of the royal navy, in 1624.

Names.	Burthen Tons.	No. of pieces of Ord- nance.	Particulars of Ordnance.								
			Cannon Petro.	Demi Cannon.	Culverines.	Demi Culverines.	Sakers.	Minions.	Faulcons.	Port pieces	Fowlers.
Prince	1200	55	2	6	12	18	13	0	0	4	0
Bear	900	51	2	6	12	18	9	0	0	4	0
More Honour	800	44	2	6	12	12	8	0	0	4	0
Ann	800	44	2	5	12	13	8	0	0	4	0
Repulse	700	40	2	2	14	12	4	0	0	2	0
Defiance	700	40	2	2	14	12	4	0	2	0	0
Triumph	921	42	2	2	16	12	4	0	2	0	0
St. George	880	42	2	2	16	12	4	0	2	0	0
St. Andrew	880	42	2	2	16	12	4	0	2	0	0
Swiftsure	876	42	2	2	16	12	4	0	2	0	0
Victory	870	42	2	2	16	12	4	0	2	0	0
Reformation	750	42	2	2	16	12	4	0	2	0	0
Warspight	650	38	2	4	12	13	4	0	2	0	0
Vanguard	651	40	2	0	14	12	4	0	2	0	0
Rainbow	650	40	2	0	14	12	4	0	2	0	4
Red Lion	650	38	2	0	14	12	4	0	2	0	4
Assurance	600	38	2	0	10	12	10	0	0	0	4
Nonsuch	600	38	2	0	12	12	6	0	2	0	4
Bonadventure	674	34	0	0	4	14	10	2	0	0	4
Garland	680	32	0	0	4	12	10	2	0	0	4

Abstract of the royal navy, when the rebellion broke out, in 1641.

Rates or Classes.	Number	Burthen Tons.
1st.	5	5306
2nd.	12	8771
3rd.	8	4897
4th.	6	2206
5th	2	600
6th.	9	631
Total	42	22411

A list of all ships, frigates, and other vessels, belonging to the state's navy, on 1st March, 1651.

Rate.	Names.	Length of keel.		Breadth		Depth.	Tons.	Highest no.	
		Feet.	In.	Feet.	In.			Men.	Guns
1st.	Sovereign	127	46	6	19	4	1141	600	100
..	Resolution	115	43	0	18	0	976	580	85
..	Triumph	110	36	0	14	6	586	300	60
2nd.	George	110	36	5	14	10	594	280	52
..	Andrew	110	36	5	14	8	587	280	52
..	James	110	36	10	16	2	654	280	52
..	Vanguard	112	36	4	13	10	563	260	54
..	Rainbow	112	36	3	13	6	548	260	54
..	Victory	106	35	0	15	0	541	260	52
..	Parigon	106	35	9	15	8	593	260	52

Rate.	Names.	Length of keel.	Breadth		Depth.		Tons	Highest no.	
			Ft.	In.	Ft.	In.		Men.	Guns
..	Unicorn	107	35	8	15	1	575	260	50
..	Fairfax	116	34	9	17	4½	745	260	52
..	Speaker	106	34	4	16	4	691	260	52
..	Swiftsure.....	106	36	0	14	8	559	260	36
..	New Frigate, building	0	0	0	0	0	0	0	0
3rd.	Garland	96	32	0	13	10	424	180	40
..	Entrance.....	96	32	2	13	1	403	130	40
..	Lion	95	33	0	15	0	470	180	40
..	Leopard	98	33	0	12	4	387	180	40
..	Bonadventure.....	96	32	5	13	5	479	180	40
..	Worcester	112	32	8	16	4	661	180	46
..	Laurel.....	103	30	1	15	0	489	180	46
..	Antelope, frigate....	0	0	0	0	0	600	200	50
4th.	Tiger	99	29	4	14	8	442	150	32
..	Advice	100	31	2	15	7	516	150	34
..	Reserve	100	31	1	15	6½	513	150	34
..	Adventure	94	27	9	13	10	385	150	32
..	Phoenix	96	28	6	14	3	414	150	32
..	Elizabeth	101½	29	8	14	10	474	150	32
..	Centurion	104	31	0	15	6	531	150	34
..	Foresight.....	101½	30	10	15	5	513	150	34
..	Pelican	100	30	8	15	4	500	150	34
..	Assurance	89	26	10	13	6	342	150	32

Rate.	Names.	Length of keel.	Breadth		Depth.		Tons.	Highest no.	
			Ft.	In.	Ft.	In.		Men.	Guns
..	Nonsuch	98	28	4	14	2	418	150	34
..	Portsmouth, frigate ..	99	28	4	14	2	422	150	34
..	Dragon	96	28	6	14	3	414	150	32
..	President	100	29	6	14	9	462	150	34
..	Assistance	101½	30	10	15	5	513	150	34
..	Providence	90	26	0	13	0	228	120	30
..	Expedition	90	26	0	13	0	228	120	30
..	Ruby	105½	31	6	15	9	556	150	40
..	Diamond	105½	31	3	15	7½	547	150	40
..	Sapphire	100	28	10	14	5	442	140	0
..	Constant Warwick ..	85	26	5	13	2	315	140	32
..	Anity	0	0	0	0	0	0	140	0
..	Guinea, frigate	0	0	0	0	0	0	140	0
..	John	0	0	0	0	0	0	120	0
..	Satisfaction.....	0	0	0	0	0	0	100	0
..	Success	0	0	0	0	0	0	150	0
..	Discovery	0	0	0	0	0	0	120	0
..	Gilliflower	0	0	0	0	0	0	120	0
..	Marygold	0	0	0	0	0	0	100	0
..	Fox	0	0	0	0	0	0	80	0
..	Convertine	0	0	0	0	0	0	180	0
5th	10th Whelp.....	62	25	0	12	6	180	60	18
..	Mermaid.....	86	25	1	12	6	287	90	24

not measured.

ABSTRACT.

Rates.	Guns.	Number.
1st.	100	1
	85	1
	60	1
2nd.	54	2
	52	7
	50	1
	36	1
	Guns not known.	1
3rd.	50	1
	46	2
	40	5
4th.	40	2
	34	9
	32	7
	30	2
	Guns not known.	11
5th.	24	4
	18	1
	Guns not known.	15
6th.	18	1
	10	1

Rates.	Guns.	Number.
	7	1
	Guns not known.	20
Shallops.	0	2
Hulks.	0	3
		102

Abstract of the ship and vessels belonging to the Protector and the Commonwealth, on the 20th of November, 1658

Rates or Classes.	Guns.	No. of Ships.	Total number of	
			Guns.	Men.
1st.	100	1	} 250	1600
	80	1		
	70	1		
2nd.	66	1	} 694	3930
	64	4		
	56	1		
	54	2		
	52	4		
3rd.	52	1	} 776	4010
	50	10		
	46	2		
	44	3		

Rates or Classes.	Guns.	No. of Ships.	Total number of	
			Guns.	Men.
4th.	44	1	} 1476	6630
	40	4		
	38	3		
	36	19		
	34	6		
	32	3		
	30	3		
	28	8		
5th.	34	1	} 873	4080
	30	2		
	28	1		
	26	5		
	25	1		
	24	4		
	22	13		
	20	9		
	18	1		
16	1			

Rates or Classes.	Guns.	No. of Ships.	Total number of	
			Guns.	Men.
6th.	16	1	} 321	1660
	14	5		
	12	8		
	11	1		
	10	3		
	8	5		
	6	8		
	4	2		
	2	1		
Hulks	0	8	0	0
Building, force not known	0	4	0	0
Total		157	4390	21910

Exclusive of the guns and men for the four ships building.

Navy at the restoration.

Rates.	Number	Burthen.
1st.	3	4139
2nd.	12	10047
3rd.	15	10086
4th.	46	21520
5th.	37	8663
6th.	41	3008
Total, exclusive of hulks	154	57463

Abstract of the royal navy, on the 24th of April, 1675.

Rates or Classes.	Guns.	Number	Burthen Tons.
1st.	102	1	1416
	100	5	6954
	98	1	1102
	96	1	1328
2nd.	100	1	1004
	84	1	1038
	80	1	868
	78	1	1082
	75	1	906
	70	1	891
	68	2	1724

Rates or Classes.	Guns.	Number.	Burthen Tons.
	56	1	866
3rd.	74	1	994
	72	1	859
	70	2	2044
	68	2	1790
	66	2	1967
	64	3	2228
	60	7	5612
	58	3	2199
	52	1	734
4th.	60	1	666
	56	3	1852
	54	5	3163
	52	3	1652
	50	8	4479
	48	7	3744
	46	3	1438
	44	1	470
	42	2	651
	40	4	1652
5th.	40	2	615
	34	2	563
	42	2	599

Rates or Classes.	Guns.	Number	Burthen Tons.
	30	6	1740
	28	3	764
	24	1	180
6th.	20	1	141
	18	2	328
	16	1	182
	14	2	330
	8	1	90
	4	1	35
Sloops	0	13	554
Dogger	0	1	73
Fire ships	0	3	584
Galley	0	1	260
Ketches	0	2	194
Smacks	0	5	57
Yachts	0	14	1064
Hoyes	0	4	234
Hulks.....	0	8	4628
Total.....		151	70587

Abstract of the royal navy, at the demise of Charles II. on the 6th
of February, 1685.

Rates or Classes.	Guns.	Number	Burthen. Tons.
1st.	100	5	12547
	96	4	
2nd.	90	10	17364
	84 and 80	3	
	70 .. 60	2	
3rd.	74 .. 70	31	38161
	66 .. 60	8	
4th.	54 .. 44	32	22680
	42 .. 30	13	
5th.	34 .. 28	11	2977
6th.	18 .. 4	8	1041
Fire ships		12	2288
Sloops.....		4	210
Yachts.....		19	1762
Small vessels		10	301
Hulks		7	4227
	Total.....	179	103558

Abstract of the royal navy on the 18th of December, 1688.

Rates or Classes.	Number	Burthen Tons.	Force.		Highest value of rigging and sea stores for one ship of each class.
			Men.	Guns.	
1st.	9	13041	6705	878	£5181
2nd.	11	14905	7010	974	4296
3rd.	39	37993	16545	2640	2976
4th.	41	22301	9480	1908	2195
5th.	2	562	260	60	1031
6th.	6	932	420	90	634
Bombs	3	445	120	34	634
Fire ships	26	4983	905	218	1031
Ketches	3	243	115	24	391
Smacks	5	89	18	0	0
Yachts	14	1409	353	104	550
Hoys	6	480	22	0	0
Hulks	8	4509	50	0	0
Total	173	101892	42003	6930	0

Abstract of the royal navy at the demise of King William, the 8th
of March, 1702.

Rates or Classes.	Number	Burthen Tons.
First	7	10955
Second	14	19447
Third	47	51988
Fourth	62	42940
Fifth	30	11469
Sixth	15	3611
Bombs	13	2105
Fire ships	11	2956
Sloops	10	629
Ketches	2	132
Smacks	3	45
Brigantines	6	456
Advice Boats	4	339
Tow Boats	2	182
Pink	1	89
Store ships	3	911
Yachts	14	1371
Hoys	16	1177
Hulks	12	8218
Total	272	159020

Abstract of the royal navy, at the death of Queen Ann, on the 1st of August, 1714.

Rates or Classes.	Guns.	Number	Burthen Tons.
1st.	100	7	11703
2nd.	90	13	19323
3rd.	80	16	} 47768
	70	26	
4th.	60	19	} 51379
	50	50	
Line.....		131	130173
5th.	40	24	} 19836
	30	18	
6th.	20	24	6435
	10	1	196
Sloops		7	869
Bombs		4	597
Fire ship.....		1	263
Store ship		1	546
Yachts		15	1521
Hoys, transports and lighters		13	1009
Hulks.....		8	5774
Of forty guns and under		116	37046
Total.....		247	167219

Abstract of the royal navy, at the death of George I. on the 11th of June, 1727.

Rates or Classes.	Guns.	Number	Burthen Tons.
1st.	100	7	12945
2nd.	90	13	20125
3rd.	80	16	21122
	70	24	26836
4th.	60	18	16925
	50	46	33829
Line		124	131782
5th.	40	24	13801
	30	3	1264
6th.	20	27	9760
Sloops		13	1390
Bombs		2	417
Fire ships		3	1057
Store ships.....		1	546
Hospital ship.....		1	532
Yachts		12	1378
Hoys, transports, and lighters		14	1216
Hulks.....		9	7719
Of 40 guns and under		109	39080
Total.....		233	170862

Abstract of the royal navy, at the accession of His present Majesty,
on the 25th of October, 1760.

Rates or Classes.	Guns.	No.	Burthen. Tons.
1st.	100	5	9958
2nd.	90	12	20907
	84	1	1918
3rd.	80	7	11398
	74	28	45422
	70	11	15639
	68	1	1567
	66	3	4350
	64	24	31117
4th.	60	35	40553
	Line.....	127	182829
	50	28	27348
5th.	44	25	18623
	38	2	1887
	36	5	3655
	32 & 30	22	15008
6th.	30 .. 28	25	14730
	24	22	10831
	22 & 20	14	6057

Rates or Classes.	Guns.	No.	Burthen Tons.
Frigates	18&under	8	2498
Sloops	16 to 8	47	10361
Bombs		14	4117
Fire ships		8	2337
Busses		3	242
Store ships		2	1554
Hospital ships		3	2791
Yachts		12	1518
Hoys, lighters, and transports		33	2761
Hulks		12	11957
of 50 guns and under		285	138275
Total		412	321104

Abstract of the royal navy, on the 1st of January, 1775, at the beginning of the American war.

Rates or Classes.	Guns.	Number
1st.	100	4
2nd.	90	16
	84	1
3rd.	80	3
	74	57
	70	7

Rates or Classes.	Guns.	Number
	64	32
4th.	60	11
Line		131
	50	12
5th.	44	4
	36	3
	32	35
6th.	28	24
	24	7
	22 & 20	13
Sloops	18 to 12	22
	10 & 8	16
Sloops on survey		6
Cutters		10
Bombs		2
Fire ship		1
Schooners		7
Store ship		1
Yachts		13
Hoys, lighters, and transports		25
Hulks		8
Of 50 guns and under		209
Total		340

Abstract of the royal navy as it stood on the 20th of January, 1783,
on the peace.

Rates or Classes.	Guns.	Number
1st.	10	5
2nd.	98 & 60	19
3rd.	84	1
	80	4
	76	1
	74	81
	70	4
	68	2
	64	49
	60	1
4th.	60	7
Line.....		174
	56	2
	52	1
	50	20
5th.	44	28
	40	2
	38	7
	36	17
	34	1
	32	59

Rates or Classes.	Guns.	Number
	30	1
	22	1
6th.	28	33
	26	1
	24	11
	22	2
	20	12
Sloops	18 to 14	72
	12 .. 8	13
Sloops on survey		2
Brigs		8
Armed ships and vessels		4
Transports		7
Galleys		6
Store ships		12
Store ships (not included above)		3
Cutters		28
Bombs		4
Fire ships		17
Schooners		6
Lugger		1
Hospital ships		5
Prison ship.....		1

Rates or Classes.	GUNS.	Number
Tender		1
Yachts		11
Hoys, lighters, and transports		34
Hulks.....		10
Of 56 guns and under....		443
Total....		617

The tonnage of the beforementioned ships, &c. was as follow :

	Tons.
Of the line.....	278134
Of 56 guns and under, including 6000 tons as the estimated tonnage of the under- mentioned ships and vessels, whose real tonnage was never ascertained	222647
Total about.....	500781

Hence it appears, that the navy at this period exceeded what it was at the end of the war, in 1762,

	No.	Tons.
Ships of the line	33.....	71070
Under ditto	152.....	86405
Total increase....	185	157475

Abstract of the royal navy, on the 1st of January, 1786.

Rates or Classes.	Guns.	Number
1st.	100	5
2nd.	98 & 90	20
	84	1
3rd.	80	5
	76	1
	74	70
	68	1
	64	43
4th.	60	3
Line		149
	52	1
	50	16
5th.	44	25
	40	1
	38	7
	36	15
	32	48
6th.	28	28
	24	7
	22 & 20	8

Rates or Classes.	Guns.	Number
Sloops rigged as ships		27
brigs		15
Nature of their rigging unknown		2
On survey		3
Brigs		6
Armed transports		1
Store ship		1
Galleys		6
Cutters		27
Bombs		2
Fire ships		9
Schooners		4
Yachts		11
Hoys, lighters, and transports		32
Receiving ships.....		11
Hulks.....		9
Of 52 guns and under.....		322
Total.....		471

Abstract of the royal navy, on the 1st of January, 1789.

Rates or Classes.	Guns.	Number	Burthen. Tons.
1st.	100	6	13325
2nd.	98 & 90	21	40261
	84	1	1918
3rd.	80	4	7847
	76	1	} 120878
	74	72	
	68	1	1934
	64	40	55414
4th.	60	2	2489
Line.....		148	244066
	52	1	} 17783
	50	16	
5th.	44	23	20597
	38	7	6691
	36	15	13542
	32	47	33120
6th.	28	28	16697
	24	7	3681
	22 & 20	7	3068
	10	1	512

Rates or Classes.	Guns.	Number	Burthen. Tons.
Sloops		42	12870
Brigs		6	1225
Bombs		2	609
Fire ships		9	3821
Store ships		2	1772
Armed vessels		1	220
Tender		1	175
Cutters		23	3923
Slop ship ..		1	300
Yachts		11	1435
Hoys, lighters, and transports ..		33	3158
Receiving ships		12	14131
Hulks		9	10271
Of 52 guns and under		304	169601
Total		452	413667

Abstract of the royal navy, on the 1st of September, 1793.

Rates or Classes.	Guns.	Number	Burthen. Tons.
1st.	110	2	4664
	100	5	11000
2nd.	98 & 90	21	41125
3rd.	80	3	6232
	76	1	} 115763
	74	69	
	64	39	54067
4th.	60	1	1285
Line.....		141	234136
	52	1	} 21128
	50	19	
5th.	44	21	18306
	40	1	1020
	38	14	13597
	36	14	12700
	32	53	37992
6th.	28	29	17206
	24	6	3069
	22 & 20	6	2636
	12	1	406
Floating battery.....		1	386
Sloops rigged as ships		42	14400
brigs.....		11	2939

Rates or Classes.	Guns.	Number	Burthen. Tons.
Brigs		6	1225
Surveying vessels		1	64
Bombs		2	609
Fire ships		9	3820
Store ships		2	1772
Armed vessel		1	123
Tender		1	not known.
Tenders		4	606
Vessels rigged as sloops		2	84
Cutters		18	3254
Armed schooners		3	270
Lugger		1	111
Hospital ship		1	1781
Yachts		11	1450
Hoys, lighters, and transports ..		50	4926
Receiving ships		16	21092
Hulks		10	11618
Of 52 guns and under ..		357	199090 Exclusive of the tonnage of one tender.
Total		498	433226 Exclusive of the tonnage of one tender.

Abstracts of the royal navy on the 1st of January, 1795, 1797, and 1799, and as it stood on the 1st of October, 1801.

Rates or Classes.	Guns.	Number on			
		1st Jan. 1795.	1st Jan. 1797.	1st Jan. 1799.	1st Oct. 1801.
1st.	120	1	2	2	2
	114	0	0	1	1
	112	0	0	1	1
	110	2	2	2	2
	100	5	5	5	5
2nd.	98 & 90	21	20	21	21
3rd.	84	2	2	2	3
	82	0	0	1	1
	80	5	4	7	8
	78	3	1	1	1
	76	1	1	1	1
	74	70	82	81	89
	72	0	0	2	1
	64	34	41	46	43
	60	1	1	3	1
4th.	60	1	1	3	1
Line		145	161	176	180
	56	0	2	2	2
	54	0	4	4	2
	52	1	1	0	1
	50	17	16	15	15
5th.	44	23	21	21	20

Rates or Classes.	Guns.	Number on			
		1st Jan. 1795.	1st Jan. 1797.	1st Jan. 1799.	1st Oct. 1801.
	40	1	4	7	7
	38	21	33	33	36
	36	20	24	33	43
	34	0	2	3	3
	32	51	58	54	52
	30	0	0	0	1
6th.	28	26	26	27	26
	26	0	2	2	2
	24	5	5	6	8
	22 & 20	8	9	13	14
	16	1	1	1	1
	guns unknown.	0	1	0	0
Floating batteries		2	2	2	2
Sloops rigged as ships		44	54	80	88
brigs		16	42	38	44
Sloops, rig. unknown		1	1	2	2
Brigs		6	5	2	1
Armed brigs		0	2	3	2
Advice boats		0	0	0	2
Surveying vessels		1	1	1	1
Bombs		2	2	14	13
Fire ships		8	7	13	7

Rates or Classes.	Guns.	Num ber on			
		1st Jan. 1795.	1st Jan. 1797.	1st Jan. 1799	1st Oct. 1801.
Fire vessels		12	9	10	8
Store ships		3	4	3	9
Armed vessels		3	4	6	6
Vessels rigged as sloops		2	1	1	1
Armed tenders		0	0	1	2
Tenders		4	4	4	4
Cutters		16	17	17	16
Armed schooners.....		3	5	5	6
Galleots		1	1	1	1
Schooners, exclusive } of the above..... }		5	3	2	3
Luggers		1	1	1	1
Hospital ships		2	2	2	3
Prison ships		1	3	4	8
Gun vessels		54	54	93	114
Barge magazines		1	1	1	1
Latteen settee		0	0	0	1
Yachts		11	11	11	11
Hoys, lighters, transps.		55	60	63	67
Receiving ships		16	15	16	17
Hulks		10	10	10	10
Of 56 guns and under		454	530	627	684
Total.		599	691	803	864

Abstract of the royal navy, as it stood on the 15th of May, 1803.

Rates or Classes.	Guns.	Number
1st.	120	1
	114	1
	112	1
	110	2
	100	5
2nd.	98 & 90	20
3rd.	84	3
	82	1
	80	8
	78	1
	76	2
	74	87
	72	1
	64	43
4th.	60	1
Line.....		177
	56	3
	54	2
	52	1
	50	14
5th.	44	16
	40	7

Rates or Classes.	Guns.	Number
	38	39
	36	43
	34	2
	32	50
6th	28	24
	26	1
	24	6
	22 & 20	11
	16	1
Sloops rigged as ships		83
Brigs		43
Nature of rigging not known		2
Armed brig		1
Advice boats		2
Surveying vessels		1
Bombs		12
Fire ships		4
Fire vessel		1
Store ships		9
Armed vessels		6
Vessel rigged as a sloop		1
Armed tenders		2
Tenders		4

Rates or Classes.	Guns.	Number
Cutters		12
Armed schooners		5
Galleot		1
Schooners, exclusive of the above.....		3
Lugger		1
Hospital ships		3
Prison ships		6
Gun vessels		70
Barge magazine		1
Latteen settee		1
Yachts		11
Hoys, lighters, and transports		63
Receiving ships		15
Hulks.....		10
Of 56 guns and under.....		593
Total.....		770

Abstract of the royal navy, on the 1st of January, 1805.

Rates or Classes.	Guns.	Number
1st.	120	1
	114	1
	112	1
	110	2
	100	5
2nd.	98 & 90	18
3rd.	84	3
	82	1
	80	8
	78	1
	76	2
	74	87
	72	1
	64	43
4th.	60	1
Line.....		175
	56	5
	54	4
	52	2
5th.	50	13
	44	20
	40	7

Rates or Classes.	Guns.	Number
	38	45
	36	43
	34	2
	32	59
6th	28	27
	26	1
	24	5
	22 & 20	13
Sloops rigged as ships		104
brigs		64
Nature of rigging unknown		3
Armed brigs		2
Surveying vessels		1
Bombs		19
Mortar boats		2
Fire ships		5
Fire vessels		16
Store ships		8
Advice boats		2
Armed vessels		7
Tenders		2
Galleot		1
Tenders		4

Rates or Classes.	Guns.	Number
Cutters		25
Armed schooners		11
Schooners		4
Lugger		1
Hospital ships		4
Prison ships		5
Gun vessels		125
Barge magazine		1
Latteen settee		1
Yachts		11
Gun schooners		12
Receiving ships		15
Hoys, lighters, and transports		62
Hulks		11
Of 56 guns and under		774
Total		949

An account of the sums voted for the extra and ordinary of the navy, from the revolution to the year 1805: also, of the number of seamen, including marines, voted for each year, during the said period.

Year voted for.	Extra.	Ordinary.	No. of Seamen & Marines.
	£	£	
1689	7040
1690	21695
1691	570000	100000	29027
1692	15890	..	30000
1693	102714	..	33010
1694	27580	108552	40000
1695	70000	102712	40000
1696	204260	102712	40000
1697	..	162197	40000
1698	..	302733	10000
1699	..	220000	15000
1700	90000	184342	7000
1701	148497	190353	30000
1702	..	129314	40000
1703	..	129314	40000
1704	40000
1705	..	100000	40000
1706	..	120000	40000
1707	..	120000	40000
1708	..	120000	40000

Year voted for.	Extra.	Ordinary.	No. of Seamen & Marines.
	£	£	
1709	..	120000	40000
1710	..	120000	40000
1711	..	120000	40000
1712	..	180000	40000
1713	..	217000	{ 1st 6 months 30000 7 months.....10000
1714	..	245700	10000
1715	237277	233471	{ 10000 to Midsummer 6000 in addn. to Dec. 31
1716	230623	233849	10000
1717	200761	226799	10000
1718	165317	224857	10000
1719	88494	212638	13500
1720	79723	217918	13500
1721	50200	219049	10000
1722	..	218799	7000
1723	..	216388	10000
1724	..	214622	10000
1725	..	214295	10000
1726	..	212181	10000
1727	..	199071	20000
1728	..	205561	15000
1729	..	206025	15000
1730	120618	213168	10000

Year voted for.	Extra.	Ordinary.	No. of Seamen & Marines.
	£	£	
1731	..	212034	10000
1732	60000	212885	8000
1733	104003	211495	8000
1734	..	202670	20000
1735	..	198914	30000
1736	30167	217269	15000
1737	50000	219201	10000
1738	40000	222885	{ 10000 to 10th April. 10000 addl. to Decr.
1739	..	222689	12000
1740	..	199704	35000
1741	..	184691	40000
1742	..	188756	40000
1743	..	188558	40000
1744	..	192834	40000
1745	..	200479	40000
1746	..	198048	40000
1747	..	196259	40000
1748	..	208827	40000
1749	..	285878	17000
1750	197396	293625	10000
1751	140257	290302	8000
1752	100000	277718	10000

Year voted for.	Extra.	Ordinary.	No. of Seamen & Marines.
	£	£	
1753	..	280206	10000
1754	100000	278747	10000
1755	100000	280288	12000
1756	200000	219021	50000
1757	200000	223939	55000
1758	200000	224421	60000
1759	200000	238491	60000
1760	200000	232629	70000
1761	200000	258624	70000
1762	200000	272226	70000
1763	100000	380661	30000
1764	200000	398568	16000
1765	200000	407734	16000
1766	277300	412983	16000
1767	328144	409177	16000
1768	274954	416403	16000
1769	282413	410255	16000
1770	283687	406380	16000
1771	423747	378752	40000
1772	375939	394725	25000
1773	421554	424019	20000
1774	420729	444188	20000

Years voted for.	Extra.	Ordinary.	No. of Seamen & Marines.
	£	£	
1775	297379	444680	18000
1776	322151	426904	28000
1777	465500	400805	45000
1778	488605	389200	60000
1779	579187	369382	70000
1780	697903	385381	85000
1781	670016	286261	90000
1782	915359	409766	100000
1783	311843	451989	110000
1784	1100000	701369	26000
1785	940000	675307	18000
1786	800000	692326	18000
1787	650000	700000	18000
1788	600000	700000	18000
1789	575570	713000	20000
1790	490360	703276	20000
1791	506010	689395	24000
1792	350000	672432	16000
1793	387710	669205	45000
1794	547310	553021	85000
1795	525840	589683	100000
1796	708400	624152	110000

Years voted for.	Extra.	Ordinary.	No. of Seamen & Marines.
	£	£	
1797	768100	653573	120000
1798	639530	689858	120000
1799	693750	729063	120000
1800	772140	806939	{ 120000 for 2 1. months 110000 for 11 ditto
1801	933900	842418	{ 120000 for 3 ditto 135000 for 10 ditto
1802	773500	1058524	{ 130000 for 5 ditto 88000 for 1 ditto 70000 for 7 ditto
1803	901140	1228238	{ 50000 for 13 ditto 10000 for 11 ditto 40000 for 7 ditto
1804	948520	1020670	100000
1805	1553690	1004940	120000

THE END.





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