

The engraving is by J. Smith.

*A Gold Medal given by the Parliament to CAP. WILLIAM HADDOK as a reward for his Gallantry in the
Memorable Action with the Dutch Fleet, in 1653.*

*Captain William Haddock was the Grandfather of Admiral Nicholas Haddock. The Medal is now in the possession of Charles Haddock Esq.
of Wrexham, in Kent, Son, to the Admiral above-mentioned.*

Published as the act directs, 1790, by R. Faulder Bond St.

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BIOGRAPHIA NAVALIS;
OR,
IMPARTIAL MEMOIRS
OF THE
LIVES AND CHARACTERS
OF
OFFICERS OF THE NAVY OF GREAT BRITAIN,

FROM THE YEAR 1660 TO THE PRESENT TIME;

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

By JOHN CHARNOCK, Esq.

WITH PORTRAITS, AND OTHER ENGRAVINGS,
By BARTOLOZZI, &c.

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

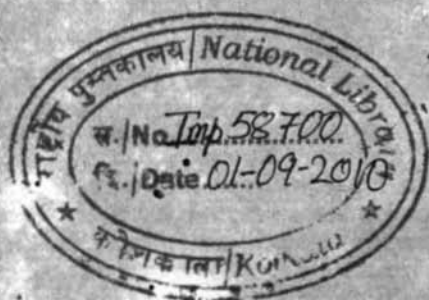
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IN FOUR VOLUMES.
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1795.



BIOGRAPHIA NAVALIS, &c.

1693.

ANDERSON, John,—was, on the 24th of February 1693, appointed captain of the *Hawke* fireship, one of the vessels sent in that year, under the command of sir Francis Wheeler, to the West Indies. He was very soon afterwards removed into the *Quaker Ketch*. Having never, during the reign of king William, attained any higher command than that of a small frigate, in which he had no opportunity of distinguishing himself, it is by no means wonderful that there is not any mention made of him till after the accession of queen Anne, when we find him captain of the *Reserve*, a fourth rate, lost off Yarmouth, in the Great Storm, November the 27th, 1703. Captain Anderson and near fifty of her people, the poor remains of two hundred and twenty, were happily saved. We hear nothing more of this gentleman till we find him, in 1706, commanding the *Bristol*, a fourth rate, employed on the Jamaica station under sir William Whetstone, with whom captain Anderson went out in the preceding year.

Information being received, from the commander of the *Montague*, of sixty guns, that he had just before met at sea two French ships of war, one mounting forty-eight

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the other thirty-six guns, and had very spiritedly resolved to encounter them; but that both unhappily escaped, as well from the want of conduct as of proper discipline in his officers and men: it was resolved, by sir William, to endeavour at repairing this misfortune by sending the Bristol and Folkitone, two fourth rates, in quest of the above-mentioned enemy*. The English ships very soon overtook those they were in pursuit of, and with them a number of merchant-ships under their convoy. These captain Anderson is said to have been much more eager to secure, than he was those who escorted them: five or six of the former were taken, while the ships of war, which were the principal object of his pursuit, escaped. On his return to Jamaica he was immediately put under an arrest by sir William, and soon afterwards tried by a court-martial for this misconduct. He was sentenced to be dismissed from his command, and is said, by some, to have been declared incapable of farther service.

This sentence was, however, not rigidly carried into execution, for, on the 12th of April 1707, he had half-pay granted him, as a superannuated captain of a fourth rate. This pension he enjoyed till his death, which happened on the 15th of April 1724.

ATHY, Richard, — was appointed commander of the Canterbury, by some called a sloop of war, but most probably a store-ship, on the 31st of May 1693. He was promoted to this command by sir Francis Wheeler, having gone out under that admiral to the West Indies as second lieutenant of the Advice, of forty-two guns, belonging to his squadron. Returning from this station in the ensuing autumn, he was, not long after his arrival in England, promoted to the command of the Mermaid frigate. We find this vessel to have been employed as a cruiser during the whole of the year 1695. These particulars, scanty as they are, are all we have been able to collect relative to this gentleman, except that he was unhappily killed, some little time after this, in a duel, fought

* Campbell reports, from Oldmixon, that the enemy's force was one ship of thirty-six, and one of twenty-four guns.

at one of the isles of Scilly. The cause, as well as the precise time when it took place, are not known. At the time of his death he commanded the *Chester*.

ATKINS, James, — was made first lieutenant of the *Restoration*, of seventy guns, in the year 1692. On the 11th of December 1693, he was promoted to the command of the *Greyhound*. In this vessel he continued till the month of May or June 1695, when he was removed into the *Katherine* storeship. He afterwards returned back to his old ship the *Greyhound*, which he commanded during the year 1696. Nothing farther relative to him has come to our knowledge, nor have we even been able to discover the time of his death.

AUDLEY, Robert, — was appointed lieutenant of the *Greenwich*, by lord Dartmouth, on the 30th of October 1688. On the 29th of November following he was removed to the same station on-board the *Tyger*, by commission, granted also by lord Dartmouth. We find nothing more of him till he was promoted, on the 11th of November 1693, to be made commander of the *Lightening* fireship. These are the only particulars concerning him known to us, except that he unhappily fell in a duel on the 28th of February 1696.

BLAKE, Thomas, — the son of captain John Blake, an old commander in the first Dutch war, was appointed captain of the *Canterbury* storeship on the 14th of December 1693. It is a very singular circumstance, and highly deserving remark, that we have every reason to believe this gentleman continued in the same vessel during his life, a period of ten years. He was unhappily lost in this ship, at Bristol, during that tremendous hurricane generally known by the name of the Great Storm, on the 27th of November 1703. He was much esteemed by sir Richard Haddock; and it is certainly no slender proof of a man's real worth, to have been countenanced by so good an officer, and so intelligent a man. Sir Richard, in a letter to his son Richard, then a captain in the navy, laments the unhappy fate of this gentleman in the following familiar, artless, and simply pathetic manner—"POOR Tom Blake was drowned, at Bristol, in the

Canterbury storeship. A more sincere and, perhaps, more just eulogium than the most elegant and well-turned panegyric from the pen of the historian.

BREHOLT, George, — was, on the 22d of May 1693, appointed commander of the Grenada bomb-ketch. On the 25th of September following he was promoted to the Pearl, a frigate of thirty guns; from the latter of which dates only, he took rank as a captain in the navy. We have no other intelligence relative to him till the month of March 1703-4; at which time he commanded the Charlotte yacht, which vessel was then employed on the Dublin station, and it appears for the express purpose of attending the lord lieutenant. We suppose captain Breholt to have continued in the same command as long as he remained in service, as we do not find any farther mention made of him, except that he is said, in rear-admiral Hardy's list of the navy, to have died on the 24th of June 1741, in Greenwich-hospital. Admitting this intelligence to be true, we have to observe by the way that he was not there with the rank of captain.

BUTLER, Thomas, — served in the beginning of the year 1693 as second lieutenant of the London, sir John Ashby's flag ship. From this station he was promoted, on the 3d of October in the same year, to the command of the St. Julian Prize. In 1696 he was captain of the Dunkirk, of sixty guns, one of the ships belonging to the main fleet; and continued in commission, as commander of a two-decked ship, during the peace, which took place not long afterwards. On the accession of queen Anne he was appointed to the Worcester. This ship, which was a third rate, was, as we believe, wholly employed as a cruiser, in the Channel, and round the British coast. In this occupation captain Butler appears to have been particularly diligent, active, and fortunate *, having captured several

* The following account of a little enterprize, commanded by captain Butler, is extracted from the Annals of queen Anne, Vol. 3d. It got so completely successful as he himself could have wished, no person can deny, but that every thing was effected which the several circumstances attending it would permit.

several very valuable prizes, and some privateers of considerable force, which had done much previous mischief to the British commerce*. About the year 1706, he was again appointed to command his old ship the *Dunkirk*, and sent to the Mediterranean not long afterwards. While employed on this station he had, in 1708, a signal opportunity of distinguishing himself, which he appears to have very eagerly embraced.

Being detached, by sir Edward Whitaker, to batter fort Fornelle, on the island of Minorca, in company with captain Fairborne, who at that time commanded the *Centurion*, he behaved, as well as his brave associate, with so much spirit and gallantry, that the fort was, after a very obstinate resistance, compelled to surrender. A footing was by this success first established on the island, and the landing of the troops and safe anchorage of the transports secured, circumstances which led to the complete reduction of the whole country immediately afterwards. He continued to command the same ship till the year 1711, when he was appointed to sail, under the command of sir

"An express came to Whitehall, from commodore Butler, captain of her majesty's ship the *Worcester*, dated in the bay of Cherbourg the 8th of April, with an account, that having received advice, that about thirty-five sail were come out of St. Malo, he stood over with his own ship, and her majesty's ships the *Dunwich* and *Maidstone*, to Cape Cartwright, and got sight of them. The *Maidstone*, being foremost, chased twenty-one sail of them into Cherbourg, with two small ships of war, their convoys, one of twenty and the other of twenty-two guns. Captain Butler then made a signal to the *Dunwich* to stand in to the southward of Grandance bay, while the commodore himself stood in to the north end of it, and chased the French commodore, a ship of twenty-two guns, and another frigate of fourteen, with eight sail of merchant-men, which were all destroyed, the commodore and two more being burnt, and the rest sunk. Some Guernsey privateers, who were with commodore Butler, carried off two prizes. A privateer of eight guns, was taken afterwards by the *Maidstone*, between Meneville and Cherbourg. Commodore Butler soon after took a small ketch; and, with her majesty's ships above-named, came to anchor before this place, and saw the twenty-three sail before-mentioned hauled in close under the castle."

This account was taken by Mr. Boyer, the editor, almost verbatim from the official one published in the *Gazette*, No. 4009.

* See *Gazettes*, No. 3825, 4088, and 4091; and *Boyer's Ann. of Q. Anne*, Vol. VI. Appendix, page cxliii, and cxlv.

Hovenden Walker, on the expedition against Quebec and the province of Canada. During the passage of the squadron to Boston, unluckily for captain Butler, it fell in with a small ship, to which he immediately gave chase; and, after having ran out of sight of his companions, captured; but did not again rejoin the fleet till its arrival at Nantasket. This conduct was, however, a most flagrant violation of his admiral's orders, by which he was enjoined never to chase without a signal, and in no case whatever to hazard losing sight of the fleet. This breach of duty was rendered the more reprehensible, by captain Butler being one of the commanders appointed, by the flag, to repeat all signals, for the purpose of keeping the transports better together.

Sir Hovenden Walker, immediately on his arrival at Boston, convened a court-martial, by which captain Butler being found guilty of having "amused himself in taking the said small vessel, and preserving her for his private interest, contrary to the common good of the expedition, and in direct opposition to all order and naval regulations;" was consequently sentenced to be discharged, and dismissed from his command. He never appears to have been reinstated in the service; and as we find ourselves totally incapable of defending, or even palliating so violent a breach of discipline, we can only lament that an old officer, who had on every former occasion acquitted himself so honourably to his own reputation, and successfully to the service of his country, should be so far forgetful of both, as to lose, as it were in an instant, the justly earned honours attendant on a faithful service of so many years continuance. He survived this event many years, not dying till the 24th of July 1727.

CARTER, William,—was appointed, by sir Francis Wheeler, to be commander of the Owners Love fireship, on September 18, 1693*. We know nothing farther

of

* Rear-admiral Hardy has, in the list of officers published by him, inserted this gentleman's name twice, and, with much propriety, added a query as to the real time from whence he took post. The naval lists, which have been transcribed from the best authorities that could be procured, almost uniformly agree in the date above-mentioned, which we have consequently adopted: but in an official paper, presented

of this gentleman than what will be found in the note inserted beneath, and that he commanded the *Blast* bomb-ketch in the year 1695. After the accession of queen Anne he was promoted to the *Newcastle*, a fourth rate. He unhappily perished in the Great Storm on the 27th of November 1703, this ship being lost at Spithead, and with her the greatest part of her crew.

CLEMENTS, John,—was the son of the captain John Clements of whom we have given a short account, vol. i. p. 279. We are happy in being able to seize this opportunity of correcting an error, or rather supplying an omission made in it. The death of captain Clements the elder is there said to be unknown as to the time when it happened, as also that no particulars of his life could be collected later than the year 1698; by subsequent information we are now enabled to supply this deficiency—he was appointed lieutenant-governor of Greenwich-hospital in the year 1704, and died during the following year in this honourable station.

John Clements, his son, served, in the year 1693, as first lieutenant of the *Britannia*, the ship which bore the flag of the joint commanders-in-chief. He was on the 13th of July, in the above year, promoted to the command of the *Portsmouth* frigate, which was afterwards wholly stationed as a cruiser in the Channel. He was employed in this species of service, and in the same vessel, till the month of July 1694, when, being at that time in company with the *Canterbury*, he fell in with a large French ship mounting thirty-six guns, bound from St. Maloe's to Marseilles, with a valuable cargo, consisting principally of sugar. The enemy endeavoured to escape; and the better to effect it, fired their stern-chace guns, without intermission, at the pursuers. The *Portsmouth*, being the headmost, had very nearly got up with them, when, as it were as a last effort, they fired all their aftermost guns that bore, accompanied by a volley of small shot, one of which unhappily took place and occasioned the instant death of captain Clements, he being the only

sent to the house of commons by order, on the 2d of Feb. 1698-9, we find his name inserted as then commanding a ship of the line, and taking rank from the 3th of December 1698.

person

person who fell, or was even wounded in this petty encounter. The enemy immediately afterwards surrendered.

CROW, Leonard,—the brother of captain Josiah Crow of whom we have already given some account*, was appointed commander of the Machine fireship on the 11th of January 1693. This vessel was one of those belonging, during the ensuing summer, to the main fleet. No farther mention is made of him till after the accession of queen Anne; and it is, from many circumstances, to be concluded, he never attained the command of any ship of consequence till that time; however, in 1702, he was promoted to the Shrewsbury, of eighty guns. In the month of July following he was one of the members of the court-martial assembled for the purpose of trying sir John Munden, and in a short time afterwards accompanied sir Cloudesley Shovel, who was sent out with a reinforcement to the fleet under sir George Rooke, which had, just before the arrival of this additional strength, attacked and taken Vigo.

In 1703 he attended his former commander on the expedition to the Mediterranean, undertaken, as it was said, for the relief of the Cevenois. In the following year, still remaining in the same ship, he very conspicuously distinguished himself at the battle off Malaga. Sir George having taken notice, in his Journal of the action, that, "owing to several ships of the different divisions being obliged to quit the line for want of shot, the weight of the action fell on his own ship, the Royal Katherine, the St. George, the Shrewsbury, and Eagle. Indeed, the loss of men † sustained by those ships, in this great encounter, fully proves the truth of sir George's assertion. After the return of the fleet into port, captain Crow was removed into the Portland, and sent to the West Indies, where he died on the 9th of September 1705.

Some people have asserted he was dismissed the service in the year 1702, he then commanding the Dartmouth.

* Vol. ii. p. 387.

† The Shrewsbury had her third lieutenant and boatswain, together with thirty-one men killed, and seventy-three wounded.

This opinion is strengthened by a minute inserted against his name in rear-admiral Hardy's list of naval officers. The same error has been continued through several MS. papers and lists of the same description; to what accident this mistake has been owing we cannot pretend to decide. It is sufficient for us to point out that it is one.

DAWES, Philip*,—was, in 1692, appointed lieutenant of the *Falcon*, of thirty-six guns, one of the squadron sent, under the command of sir Francis Wheeler, to the West Indies; and, on the first of July 1693, was appointed to command the same vessel as successor to his captain, Nathaniel Brown, who died a few days before: but we have some, although not positive, reason to believe his rank, as a captain, was not confirmed till the 13th of September 1695. In the early part of this year he commanded the *Machine* fireship, and was, not long afterwards, promoted to the command of a ship of the line, whose name or station we are not acquainted with: it was, however, put out of commission at the ensuing peace: and no farther mention is made of this gentleman, but that he was dismissed the service, at Jamaica, by the sentence of a court-martial, held there on the 27th of June 1710. His particular offence does not appear: all that is transmitted to us is, that he had been guilty of some misdemeanours and irregularities. At the time of his discharge he commanded the *Crown*.

DESBOROUGH, Charles,—having, in 1693, been appointed first lieutenant of the *Dover*, at that time commanded by captain Cross, behaved with much spirit in an action with a French privateer, taken by that ship off Cape Clear in the month of June. He was, as a very proper reward for that conduct, appointed, on the 7th of July, commander of the ship he had been so instrumental to the capture of. It is most probable he never either

* The following short heraldic account of the family of Dawes is principally taken from a copy of the visitation of Staffordshire, by Robert Glover, Somerset herald. "Of this family the first we find mentioned is, Thomas Dawes, of Bedford, temp. Hen. VI. Ed. IV. and Rich. III. He had two sons, first, Thomas Dawes, of the county of Stafford, living temp. Hen. VII. and Hen. VIII. and, second, John Dawes, sheriff of London, 5th of Henry VIII. whose son, Richard, was of Stapleton, in Leicestershire, and was heir to those of that place." attained

attained the command of any powerful ship, or was ever employed in any service where he had an opportunity of distinguishing himself, his name never occurring after this time, even in any line of battle where the names of the several commanders are given. No farther mention is made of him, except that he commanded the Fubbs yacht, at the time of his death, on the 8th of March 1722.

DOVE, Francis,—was, on the 7th of January 1693, made captain of the Pearl prize, a small frigate of eighteen guns, stationed, during the ensuing summer, to protect the fishery off Yarmouth. How long he continued in this vessel is not known, but before the conclusion of the war he was advanced to the command of a ship of the line. Being put out of commission after the peace, which was concluded at Ryfwic, he had no other appointment till the year 1699, when he was made captain of the Carlisle. This ship was unfortunately blown up in the Downs, by some unknown accident, on the 19th of September 1700, all the crew then on board unhappily perishing: but captain Dove himself escaped this fatal stroke being on shore at the time. He was, not long after the accession of queen Anne, made captain of the Nassau, of seventy guns, one of the ships sent to Vigo with sir Cloudesley Shovel, whom he also accompanied in the following year to the Mediterranean, on his expedition to the relief of the Cevenois.

In 1704 he still continued commander of the Nassau, and was engaged, under sir George Rooke, both in the attack of Gibraltar and the engagement with the French fleet off Malaga. In the latter encounter he was one of the commanders compelled to quit the line merely for want of shot to continue the action. This being an ostensible breach of duty, a court-martial was ordered to be convened for the trial of captain Dove, and such other brave men as were unfortunately in the same predicament with him. The enquiry ended, as in the conduct of a gallant man it always must, much to his honour. Fully, and in the strictest sense of the word, acquitted of every part of the charge, which appears to have been preferred only for form sake, and for the better preservation of the rules and discipline of the navy, he continued in that service, from which he could never be said to have been suspended,
and

and was principally, if not wholly employed on the Mediterranean station. We find frequent mention of his name as being in that part of the world, although, from the general poverty of events which attended the naval operations in that part of the world after the memorable engagement just mentioned, we have nothing to relate but the bare circumstance of his having been thus occupied.

Retiring from the line of active service, he was, in 1716, appointed commissioner of the navy, resident at Plymouth, an office he continued to enjoy till his death, which happened on the 12th February 1726.

FOGG, Christopher,—was, on the 24th of January 1693, appointed to command the Mariana Prize, a vessel employed only to attend the muster-master of the fleet. Captain Fogg is, indeed, said to have taken rank, as a naval commander, from the 8th of September 1692; but if so, we have been totally unable to find out what particular ship he commanded. We hear nothing of him after this time till the year 1695, when we find him captain of the Oxford, and employed in convoying the trade bound from Newfoundland to Spain. He was, almost immediately afterwards, promoted to the Northumberland, of seventy guns, one of the ships belonging to the main fleet. After the peace at Ryswic he was, for a considerable time, out of commission: but on its being deemed necessary, in 1701, to send a stout squadron to the West Indies, under the command of vice-admiral Benbow, captain Fogg was appointed to command the Bredah, on board which ship the commander-in-chief hoisted his flag. The several previous events which led to, and took place during the engagement with the French chef d'escadre, Du Casle, having been already given at length in the life of Mr. Benbow*, it is needless to enter a second time into any detail even of such part of the encounter as Mr. Fogg was more materially connected with.

On reviewing that account it will appear very evident that the captain behaved with the utmost coolness and true spirit during that long encounter, which was rendered partially desperate by the infamous desertion of those commanders whose adherence, in any degree to their duty,

* Vol. II. p. 233, et seq.

would have rendered victory certain and decisive. The captain did not, however, wholly escape censure, although he appears to have been little deserving of it, except on the ground that *no consideration whatever ought to influence the mind of a private commander, even for a single moment, to swerve from that strict line of duty which alone can render him respectable, both in the eyes of his fellow-countrymen and all the rest of the world.* From the conduct of many of the commanders engaged in that business little co-operation of any kind, except in flight, could be expected from them. They were hardy enough to deliver their sentiments openly against continuing the engagement, in something like a council of war, called by the admiral on the occasion: and those who continued true to their trust, of which number captain Fogg was one, were fearful lest should they not appear to coincide with the delinquents in opinion, these might not be content with acting timidly only, but, converting their cowardice into treason, decidedly join that enemy whom they hitherto had only hesitated to oppose.

It was, however, thought necessary, by vice-admiral Benbow, who, while he extremely loved and valued his captain, was also highly jealous of his country's honour, that his conduct in formally signing a paper in which he declared against a continuance of the encounter, should undergo the enquiry and legal investigation of a court-martial. The admiral himself bore the most honourable testimony to his great courage and gallantry; and the plea, as above stated, used by him in justification of this alledged breach of duty, were together held so exculpatory that, although he was sentenced to be suspended from the service, it was, as a kind of palliative to this decision, added, that such suspension should not take place till prince George, then lord high admiral, should have made known his pleasure as to its being carried into execution. We have every reason to believe this punishment which, although among the slightest in the whole code, must be a grievous mortification to a brave and honourable man, was wholly remitted. No farther mention is made of captain Fogg, except that he died commander of the *Rupert* on the 24th of November 1708.

HAMILTON,

HAMILTON, Lord Archibald,—was the seventh and youngest son of William and Anne, duke and duchess of Hamilton. Having entered very early in life into the navy, and passed through those necessary subordinate stations which it is necessary all men, however high their rank, should progressively fill before they attain a command, he was, in the beginning of the year 1693, appointed first lieutenant of the *Duke*, the ship on board which rear-admiral Mitchell had hoisted his flag. He was from thence promoted, on the 17th of September following, to be commander of the *Sheerness*. In this vessel he had little or no opportunity of distinguishing himself; but in the latter end of the following year, being promoted to the *Litchfield*, as no man met with greater opportunities of distinguishing himself in the *petite guerre*, so did no one ever exert himself more to improve them. He was not, however, exempt from encountering those occasional strokes of misfortune which have chequered the lives of the bravest, and most successful commanders. The most material of these befel him in the month of August 1695, he having, at different times between the 17th and 21st, chased four large privateers; all of which, through the intervention of some unforeseen and irreparable accident, escaped him*.

In the month of January following, fortune made him some amends, he having captured a very large privateer belonging to St. Maloe's, called the *Tyger*, mounting twenty-four guns, and several other prizes of inferior note. In the month of April, being ordered to cruise off the coast of France, he fell in with a fleet of sixty merchant ships off Cherbourg. He captured five of them, and drove several others on shore. We find nothing material relative to him between this time and the peace at Ryswic; after which, his ship being put out of commission, he does not appear to have been appointed to any other till after the accession of queen Anne, when he was made captain of the *Boyne*, of eighty guns, one of the

* One by the wind suddenly flattening to a calm, another by altering her course in the night during a thick squall, a third by an accidental change of the wind, and a fourth by the *Litchfield's* losing her main-top-mast when she had nearly got alongside of the enemy.

ships sent, under sir George Rooke, on the expedition against Cadiz. Nothing material occurs during the time he held this command.

On the return of the fleet to England he was removed into the *Eagle*, of seventy guns, and accompanied sir C. Shovel to the Mediterranean in the following year, where, of the little that was done by that fleet, his lordship was among those who held the most conspicuous share*. In the year 1704, sailing again for the Mediterranean under sir George Rooke, he bore a very distinguished part both in the assault of Gibraltar, and the memorable battle off Malaga. His great expenditure of shot on the former occasion, compelled him to quit the line towards the end of the latter action, merely for want of the means of any longer annoying the enemy. Sir George Rooke, in his private journal†, mentions the *Eagle* as one of the ships which sustained the heaviest part of the action till two hours before night, when it was obliged to be towed off. In this desperate conflict the *Eagle* had sixty-five men killed and wounded. But though sir George was, as we have already noticed, very ready to pay every possible private tribute to his lordship's gallantry, and he also was perfectly well convinced of the necessity of the measure, the rule of the service rendered it indispensibly necessary that his conduct, as well as that of the rest of the commanders who were, we can hardly say unhappily, in the same predicament, should undergo the regular investigation of a court-martial. It is almost needless to add, they were most honourably acquitted. Lord Archibald continued in constant service; but owing to the poverty of events which followed through the war, after the defeat of the count De Thoulouse, without having it ever in his power to distinguish himself in the manner his former conduct gave

* "It being resolved to put into Alca, the *Eagle*, commanded by lord Archibald Hamilton, and the *Hampton Court*, were sent before; but the governor fired upon them with two guns planted on a tower, which, however, were soon silenced, and dismounted, by the shots from those two ships."—*Ann. of Q. Anne*, Vol. II.

† The Archduke Charles, who was convoyed by that fleet to Lisbon, presented his lordship with his picture elegantly set with diamonds, and a purse of one hundred guineas.

‡ See Vol. I. p. 425.

the world every reason to be certain he would, when the opportunity was not wanting.

The only circumstance worth relating is, that in the year 1707 he was left commander-in-chief at Spithead and Portsmouth, by sir John Leake, who had struck his flag for a short time. In Aug. 8, 1710, he retired altogether from the naval service, being appointed governor of Jamaica. Returning in 1714 to England, he appeared no more in public life till the year 1729, when he was appointed one of the commissioners for executing the office of lord high admiral. This he continued to hold till the 13th of March 1738; after which time he had no appointment of any kind till the 25th of March 1746, when he was made governor of Greenwich-hospital, as successor to the unfortunate sir John Balchen. In this very honourable station he died, on the 5th of April 1754.

He married lady Jane Hamilton, daughter of James, earl of Abercorn. By her he had three sons, two of whom survived him; and a daughter, named Elizabeth, married to Francis, lord Brooke, afterwards earl of Warwick.

HARDY, Sir Thomas,—was a native of the island of Guernsey. His first entrance into the navy was under the patronage of admiral Churchill, to whom he is said to have been clerk, and who afterwards procured him to be appointed a lieutenant. We can find no other particulars relative to this gentleman prior to his being promoted, on the 6th of January 1693, to be commander of the Charles fireship. He did not long remain captain of this vessel, being, in the month of May following, removed into the Swallow Prize, a small frigate of eighteen guns, stationed to protect the trade of Guernsey from the depredations of the French privateers.

The early part of this gentleman's life is singularly barren of incident. We find not the smallest mention made of him, notwithstanding we are well persuaded he attained to the command of a ship of the line very soon after his entrance into the service, and never appears to have been unemployed. The only occupation we have any certain proof of his being engaged in, during the reign of king William, is, that when captain of the Pendennis, of forty-eight

guns, in the month of October 1696, he was employed to convoy the mast ships from Norway. Soon after the accession of queen Anne we find him captain of the *Pembroke*, of sixty guns. After the failure of the expedition against Cadiz, whither he had accompanied sir George Rooke, he happily became among the first causes of that very important conquest * immediately after-

* Mr. Leake, the editor of the life of sir John Leake, has taken rather extraordinary pains to depreciate the character of this gentleman. He is pleased to represent him as "so ignorant of sea affairs that he did not know one rope from another." After sinking every thing relative to the important service captain Hardy afforded on this occasion, and which was rendered still more worthy of popular and public applause by the several circumstances which attended it, Mr. Leake adds very invidiously, "having the good fortune to be sent to England with the news of the success of sir George Rooke at Vigo, he was knighted and received a reward of one thousand pounds, without having signalised himself by any action."—*Leake's Life*, page 296.

What documents Mr. Leake might be in possession of, that could induce him to treat the character of sir Thomas so harshly we know not, but we think it a bare act of justice to his memory to observe, the highest opinion was universally entertained of his conduct on this occasion, and the applause bestowed on him was not exceeded by those public honours, munificently and most deservedly bestowed on such commanders, as afterwards had the greatest opportunity of acquiring fame in the enterprise itself.

Other historians have borne the most honourable testimony to his merit, which, in justice to that, as well as to their candour, we shall give in their own words. "He, (captain Hardy) was put upon so difficult a piece of work, that had he not been a very experienced sea-officer, and eminently zealous for her majesty's service, he had never compassed it, for not to mention that the fleet had made many various courses, by reason of the variableness of the weather, of which he must have a journal in his head, the head of his ship was loose which endangered his masts, his ship very leaky, and himself and all his men were reduced to two biscuits a day; however, notwithstanding all these difficulties, and the pressing instances of his men to bear away for England, he cruised till the 6th of October, when he found the fleet, and acquainted sir George Rooke with his news."

The following concise and truly honourable account of his services was given in the *Gazette*, No. 3858, with the notification of his having received the honour of knighthood.

"St. James's, October 31, 1702.

"Her majesty has been pleased to confer the honour of knighthood upon Thomas Hardy, Esq; captain of her majesty's ship *Pembroke*, in consideration of his good service, in gaining and giving to admiral Rooke

afterwards effected at Vigo. Sir George Rooke himself was so highly pleased with his conduct on this occasion, that he chose him to be the messenger of that success which his active conduct had most eminently tended to produce.

He received, in consequence, the rewards mentioned by Mr. Leake, and justly; he was also promoted to the Bedford, a third rate of seventy guns. In this ship he accompanied sir Cloudesley Shovel to the Mediterranean in the following year, and appears to have been highly entrusted by that great commander. While the fleet was on its passage to the Mediterranean, sir Thomas was detached with the Bedford, (his own ship) the Montague, Pembroke, and Lizard, to Lagos, in order to procure intelligence, but unhappily without success. The Portuguese, either being ignorant of the motions of the French, or wilfully refusing to communicate what knowledge they did possess, though the governor is said to have received positive

Rooke the intelligence, which was the occasion of our great success at Vigo."

The reader will be naturally led to enquire in what manner sir Thomas became possessed of this intelligence, which he procured in the following manner.—His chaplain, a Mr. Beauvoir, a native of Jersey, happening to go on shore at Lagos, where the Eagle, Pembroke, Sterling Castle, and some transports had put in to water, fell, by accident, into company with the French consul, who incautiously boasted of the arrival of the Spanish galleons, under convoy of Monsieur Chateau Renaud, but without mentioning at what port. Fortune still continuing in a favourable mood—a day or two after this, a messenger arrived from Lisbon, with dispatches from the Imperial minister for the prince of Hesse, who was supposed to be still on board the fleet. By him the intelligence was confirmed, with the addition that Vigo was the place where the fleet in question, consisting of thirty ships of war and twenty-two galleons, had put in for security. The chaplain with much adroitness contrived to decoy the messenger to go on board the Pembroke, although he knew the prince of Hesse, whom he was in search of, had proceeded to Lisbon, in order that captain Hardy might be the better satisfied of the truth of the information, and take his measures accordingly. The chaplain the instant he got on board, although it was then the middle of the night, went to the captain and informed him what he had learnt. This being confirmed in the morning by the oral testimony of the messenger, captain Hardy communicated the whole to captain Wilmart, the senior officer of the detachment. The happy and glorious result is well known.

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The following concise and truly honourable account of his services was given in the Gazette, No. 2853, with the notification of his having received the honour of knighthood.

"St. James's, October 31, 1702.

"Her majesty has been pleased to confer the honour of knighthood upon Thomas Hardy, Esq; captain of her majesty's ship Pembroke, in consideration of his good service, in gaining and giving to admiral Rooke

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orders from the king, to give sir Clouesley all the information in his power*. He met with no very memorable occurrence during the continuance of the fleet in the Mediterranean, or on its passage thither. The only circumstance which occurs, beyond the ordinary routine of duty and service is, that he had the good fortune to capture a valuable ship from St. Domingo, laden with sugar. When the fleet was about to return to England, it being then the latter end of October, sir Thomas was detached with the Bedford, Somerset, and Lizard, to Tangier, where, having executed his instructions, which were only to carry thither some papers relative to the treaty at that time negotiating with the emperor of Morocco; he returned to England, and anchored in Plymouth found on the 12th of November, a few days before the arrival of sir Clouesley with the remainder of the fleet.

He continued in the same ship during the following year, and accompanied sir George Rooke on the ever memorable expedition to the Mediterranean, his ship being one of the division under the command of rear-admiral Dilkes. Sir George Rooke, who sailed, with a part of the fleet only, in the month of January, having resisted his ships, sailed from the Tagus, on a cruise, the beginning of March. Rear-admiral Dilkes's division formed a part of his force; and advice being received, by a Dutch privateer, that three Spanish ships were seen to the southward the night before, the rear-admiral was ordered to proceed in search of them, with the Kent, Bedford, and three other ships of the line. On the 12th they got sight of the enemy, who were all captured after some resistance: but sir Thomas does not appear to have been personally engaged in this encounter, as there is great reason to suppose the enemy had surrendered before either himself or Mr. Dilkes could get up. He also was not concerned in the attack of Gibraltar, but was eminently so at the battle

* Sir Thomas however is said, both by Mr. Secretary Burchet, and Mr. Leake, to have procured intelligence, "that twenty-two great ships had passed by Faro, from West France, into the Streights; and that the consul there was informed, they had above forty ships of war at Toulon."—Leake's Life, page 66.

off Malaga, which presently succeeded it, having had seventy-four men killed and wounded.

During the succeeding year no particular mention is made of him; but we believe him to have returned to the Mediterranean, in the Bedford, under the command of sir Thomas Dilkes, who was dispatched, in the month of February, with a reinforcement of five ships of the line for the squadron on that station, then under the command of sir John Leake. He was removed into the Kent at the end of the year, and returned to England with sir C. Shovel. In the early part of the year 1706, he was appointed to serve under sir Stafford Fairborne, whom he attended in his expedition to the river Charente, and afterwards in that more successful one against Ostend*. At the latter end of the year he was appointed to command, with the rank of commodore only, a small squadron ordered to cruise in Soundings, as well for the protection of trade as in the hope of intercepting some of the enemy's cruising frigates and privateers, which had for some time past done considerable mischief. He met with but small success while employed in this service. The most consequential, and, indeed, only instance we find related of it is, his having, in about ten days after he sailed, captured a French letter of marque, mounting twenty guns, which proved not only a very valuable prize to himself, and those under him, but was of considerable advantage to the nation, as it was a remarkable fast sailer, and had done considerable injury to the British commerce, having taken two prizes but a very few days before.

The rest of the operations of this squadron were confined merely to the duties of keeping out as much on his station as the weather, his stock of water and provisions would permit, and in occasionally convoying to England such fleets as had put into Ireland, afraid to enter the British Channel without a considerable escort. He continued uninterruptedly occupied in this kind of service till the beginning of the month of July, when he was ordered to escort, to a certain latitude, and under given restrictions, the outward-bound Lisbon fleet. His conduct, in the execution of these orders, excited against him much

* See the life of sir Stafford, vol. ii. p. 150, et seq.

popular clamour *, which did not, in the smallest degree, affect his reputation. The fire of truth purged away the calumny

* We cannot, perhaps, give a better and more impartial account of this transaction, than by laying before the reader sir Thomas Hardy's case, presented to the house of lords for them to decide upon, together with an abstract of the proceedings of the court-martial held on the occasion, and its decision.

" That naval commander (sir Thomas Hardy) received an order from his royal highness, the lord high admiral, dated the 2d of July 1707, directing him to convoy, with several men of war, all the outward-bound trade that were ready to sail, and see them safe about one hundred and twenty leagues beyond the Land's End. He was then to detach with them some men of war, under the command of captain Kirktown; and he himself, with the rest of the ships under his command, to cruise in such station or stations as should be thought, upon advising with the several captains with him, the most proper for meeting with and protecting the homeward bound Lisbon trade. This order farther directed, that in case sir Thomas Hardy should, in his passage from Spithead into the Soundings, get sight of the Squadron of French ships, which had been lately seen off the Lizard, he was forthwith to detach captain Kirktown from him on his voyage to Lisbon, as before-directed; and he, with the rest of the ships under his command, to give chase to, and use his utmost endeavours to come up with, and take, and destroy the said ships of the enemy; but if he found that he could not come up with them, he was to cruise in the Soundings as before directed.

" Sir Thomas Hardy, pursuant to this order, sailed with the Squadron under his command, and the outward-bound merchant-men; but being several times forced back by contrary winds, it was the 27th of August 1707, before they got 93 leagues from the Lizard. About half an hour past two that afternoon captain Kirktown, in the *Defiance*, that was in the rear of the fleet, made the signal of seeing six sail; which being also seen about three, right ahead from the mast-head of the *Kent*, sir Thomas Hardy brought-to for the rear, that were a great way off, and spread very much, to come up with the body of the fleet, consisting in all of about two hundred sail.

" Between three and four o'clock, sir Thomas Hardy perceiving that the six sail came up with him apace, notwithstanding it was little wind, and thereby judging they might be seekers, made the signal for the ships that were to continue with him to chase to windward, and also chased himself with them, both to prevent these six sail from taking some of the heavy frigates, and to try to come up with them in case they were enemies.

" About five the six sail were seen from the *Kent's* deck, making all the sail they could, before the wind, after the fleet: soon after, they shortened sail, and brought-to to speak with one another: whereupon sir Thomas Hardy, believing them to be the French Squadron mentioned in his orders, made the signal for the Lisbon fleet to part, while

calumny and drofs, leaving the genuine character, like pure metal, unalloyed, valuable, and perfect.

Sir

whilst he with his own Squadron continued to chase, to windward, the enemy, who had formed themselves into a line of battle.

"About six, the six sail bore away and stood to the eastward from him. He with his Squadron made after them, and continued the chase till near seven o'clock; but then considering that it was almost night, that the six sail were then hawled to, and almost in the wind's eye, he saw no probability of coming up with, or keeping fight of them, it being little wind; and therefore made the signal for the captains with him to come on board, that he might advise with them, according to the order before-mentioned.

"The result of this consultation, which was signed by fourteen captains, was, that Sir Thomas Hardy should leave off chase, and left the enemy (supposed to be Du Guais Squadron, of whose strength he was informed by a letter from the admiralty, dated the 8th of July 1707) should pass by him in the night, and fall upon the trade, which could not be protected by the convoys directed to be left with them; all the captains unanimously agreed, that it was for her majesty's service to bear away, and keep company with the Lisbon fleet till they got 120 leagues, at least, from the Lands End, according to his royal highness's orders.

"Sir Thomas Hardy complied with their advice, and saw all the fleet safe as far as he was directed: but upon the complaint of some merchants, surmizing that Sir Thomas Hardy had not chased the six sail, a court-martial was ordered to examine his conduct therein. The court having examined him, and taken the depositions upon oath of captain Rosley, of the Northumberland; captain Strickland, of the Nassau; captain Walton of the Canterbury; Edmond Hook, first lieutenant of the Kent; William Efford, master of the Kent; George Hill, master of the Nassau; John Parrot, master of the Canterbury; and Stephen Self, first mate of the Kent, gave the following sentence:

"At a court-martial held on board her majesty's ship Albemarle, on Friday the 10th day of October 1707, in Portsmouth harbour,

Present,

Sir JOHN LEAKE, Knt.

Vice-admiral of the white Squadron of her majesty's fleet, &c. President,

Captains	{	Walker,
		Lumley,
		Martin,
		Meads,
		Gore,
		Steward,
		Paul,

All duly sworn pursuant to a late act of parliament, &c.

"Inquiry was made by the court into the proceedings and conduct of Sir Thomas Hardy, captain of her majesty's ship the Kent, and commander of a Squadron of her majesty's ships appointed to cruise

Sir Thomas, completely and honourably acquitted of this

in the soundings, with relation to the six ships they saw on the 27th day of August last, about 93 leagues south-west from the Lizard, supposed to be a squadron of the enemy's ships under the command of Du Gouai Trouin, it being laid to his charge that he did omit and forbear to chase the said ships of the enemy, notwithstanding that, by his royal highness the lord high admiral's orders of the 2d of July last, he is required, on sight of any ships of the enemy, to detach captain Kirktown, with the store-ships, victuallers, &c. bound for Lisbon, but with the rest of the ships under his command to give chase to, and use his utmost endeavours to come up with, and to take and destroy the enemy.

"The court having strictly examined into the matter, it appeared by evidence, upon oath, of the officers and others of several of the ships then in company of sir T. Hardy, that soon after their seeing the ships aforesaid, he did make the signal for the ships that were to continue with him to chase, and then the signal for captain Kirktown, and the trade with him, to pursue their voyage; and that he with his squadron continued to chase till near seven in the evening; at which time, finding that they did not gain any thing upon them, the said ships being then about nine miles distant from him in the wind's eye, and night coming on, he called a consultation of the captains, where it was agreed to be most for the service to proceed in company of captain Kirktown, and the trade with him, 120 leagues, as his instructions direct, rather than continue an uncertain chase, which might give the enemy an opportunity of getting by, and falling in with the trade after separation. The court having fully considered his whole proceedings therein, are of opinion that sir Thomas Hardy hath complied with his royal highness, the lord high admiral's orders, both with regard to chasing the enemy as also protecting the trade; and, accordingly, the court doth acquit the said sir Thomas Hardy from the charge laid against him.

Signed

J. LEAKE,
HOVENDEN WALKER,
HENRY LUMLEY,
STEPHEN MARTIN,
T. MEADS,
HENRY GORE,
CHARLES STEWART,
J. PAUL.

"This sentence was transmitted to his royal highness, with the depositions upon oath of the several witnesses. And some time after these papers were sent for, and read before her majesty in council; but though it then appeared that sir Thomas Hardy was fairly acquitted by the court-martial, yet the proceedings of that court were, on the 15th day of November 1707, read before his royal highness, the lord high admiral, and the following flag officers, admiral Churchill, sir Stafford Fairbourn, sir John Leake, sir George Byng, sir John Norris, sir James Wisheart, who all approved the sentence of the court-martial, and gave their opinions under their hands.

" All

this charge, continued to command the Kent till the

"All this not satisfying some gentlemen of the city, the papers relating to sir Thomas Hardy's trial were laid before the house of commons; but when they were read before the committee, those very gentlemen who had called for them, finding sir Thomas Hardy so clearly justified therein, would not pursue the business as they had designed.

"Afterwards, upon a complaint, to the house of lords, made by the master of a Canary ship, that sir T. Hardy had refused to convoy him from Plymouth to Portsmouth, their lordships ordered sir Thomas to attend the house, which directed him to attend the committee. The latter took occasion to examine likewise the papers relating to his trial: and after they had read them on the 9th of February 1707-8, sir Thomas Hardy, with two merchants and the master of the Canary ship were called in before their lordships. Sir Thomas having shewed his orders to warrant his refusal of convoy, he was ordered to withdraw; and soon after captain Philips, deputy-usher of the black rod, came out to sir Thomas, and told him that their lordships found he had fully justified himself, and done his duty in every respect, and therefore that he was discharged from any farther attendance upon that committee."

The editor of sir John Leake's life, who certainly is rather biassed in sir Thomas Hardy's disfavour, has, nevertheless, candour enough to make the following remark on this occasion.

"It naturally occurs upon this trial to observe, how vexatious and troublesome the merchants have frequently been, and may be to the officers of the navy; for when their ends of gain are not fully answered, then follow heavy complaints, and, right or wrong, some person must suffer to appease them. If the admiralty cause the strictest inquiry, and it does not suit them, then to be sure they favour their own officers: if a court-martial acquits, they are censured as favouring one another: lastly, if they are disappointed in what they would have, if no person can be convicted LEGALLY, they fly to parliament, to be at least as vexatious as possible; and, after making a great bustle, it all comes to nothing, which has been the case of most of our merchants complaints against the officers of the navy, the fault being generally found to be in themselves or the masters they employ. This is a bad return to those brave officers, who freely expose their lives in time of war, for an uncertain reward, that these traders may in the mean time enjoy wealth and peace at home."

Campbell, who has given the above case almost verbatim, as his account of the foregoing affair concludes very properly.

"There never was, perhaps, a more just sentence than this, or pronounced upon fuller evidence, and yet sir Thomas Hardy had his conduct canvassed afterwards in every place where it was possible to call it in question, which in spite of all the prejudices that prevailed at that time, turned very much to his advantage, for he not only escaped all censure, but continued to be employed, and acquired greater honours from

the month of January 1707-8*, when he was appointed first captain to sir John Leake, who was just before invested with the chief command of the fleet bound to the Mediterranean. Mr. Leake, the editor of sir John's life, uses much argument in endeavouring to convince the world, that this appointment was not the effect of that admiral's free unbiassed choice; but we have little reason to think it otherwise, even from the author's own shewing.

In the first instance, he gives us in the memoirs alluded to, two years before this time, an extract from a confidential letter, written by sir Thomas† to sir John Leake, then at Lisbon, wherein he expresses himself in terms too affectionate and familiar to exist, except between men most truly, and cordially attached to each other.

Sir John had just before acted as president of the court-martial which, in the most unqualified and honourable manner, acquitted sir Thomas of the offence laid to his charge: and had the latter not been certain his conduct, both as a brave commander and an able seaman, had stood the most critical test; had he not well known that, in the scrutiny alluded to, it was impossible for the discerning eye of so able a man as sir J. Leake, to discover the smallest impropriety in his conduct, he never would have been weak enough to solicit so high and responsible a trust under the man, of all others in the world, most capable of representing to those, who are supposed to have recommended him on this occasion, the impropriety of their patronage. Sir John himself, had he not on his part been perfectly well

from the clearing up this charge, than he could have done by barely convoying the fleet if no such accident had happened."

Thus we see the conduct of mercantile people, aided by their constant and worthy coadjutors the mob, bath in all times raised them up as the scourge of honest bravery, and vikifiers of those who have gallantly defended them, and their property.

* He went out for a short cruise under the command of commodore Evans, in the *Burford*; and, with the *Dover*, captain Mathews, captured a French frigate, of twenty-six guns, which appears to have been the only remarkable circumstance which occurred during the time the squadron was out.

† See his life, page 214, his words are these, "they are hurrying what they can, to get sir George Byng to come to your relief; but he actually got a grant to go out in the *Royal Anne*, else I believe, he had come with these ships."

satisfied

satisfied both of the propriety of his conduct on the former occasion, and his ability to undertake the trust he is *said to have solicited* on the present, would, certainly, in that fair, open, and manly stile, which ever marked his conduct, have remonstrated against the injury of obtruding upon him for so high station, so intimately connected with his own, a person of whom he entertained an ill opinion, and who, of course, could not be entitled to his confidence.

As to captain Stephen Martin, to whom, according to Mr. Leake, sir Thomas was *injuriously* preferred, though no man possessed an higher character, which he always maintained; yet, at the time alluded to, he was, according to the custom of the service, a much less likely person to be appointed to so high a station, in rank equal to a rear-admiral, than sir Thomas. The date of the latter gentleman's first commission, as a captain in the navy, we have already given. Captain Martin did not attain the same rank till the month of March 1702, upwards of nine years after him; so that the compliment paid to captain Martin, for *submitting* to serve under sir Thomas, is too far strained, to do that gentleman, whom it is intended to honour, any credit.

The most probable state of the case is, that sir John Leake, being well acquainted with sir Thomas's sufficient abilities to undertake so high a trust, either actually did make choice of him on this occasion, or, at worst, most cordially acquiesced in the recommendation said to have been exerted in his favour. The event fully establishes the truth of this supposition, the most cordial confidence appearing to have always subsisted between them; a confidence that could not have arisen, had their mutual friendship been cooled, in the smallest degree, by the intervention of a compulsive connexion, or a private preference given to any other person as fitter to hold the station alluded to.

Sir Thomas did not officially take upon him the duties of his station till the fleet arrived at Lisbon. The circumstances which prevented him were such as, in our opinion, reflect on him the highest honour, notwithstanding Mr. Leake expresses himself of a very different opinion. Having, as may naturally be supposed, much private business to arrange and settle, previous to his undertaking

dertaking a distant voyage, it was agreed between sir J. Leake and himself, that he should join him from Plymouth. Sir Thomas having concluded his private concerns, was on his way thither, when he received information that sir John, and the fleet, had proceeded down Channel the day before. In this dilemma he prudently and instantly determined to remedy his former delay as much as possible. The Burford was then laying in the Sound under orders to join sir John; and sir Thomas going on board sailed immediately for Lisbon, to which port he supposed sir John had proceeded. He arrived there several days before the admiral, and on their junction, first found, to his utter astonishment, his former information false.

The fleet having taken on board, at Lisbon, such necessities as were immediately needed, it was resolved, in a council of war, to proceed without delay for Vado, in order to convoy from thence a large body of cavalry destined for the service of the ensuing campaign in Catalonia. Sir John, soon after his arrival, dispatched sir Thomas to wait on the consort of the arch-duke Charles, at that time contending for the crown of Spain, to learn her pleasure relative to the embarkation of herself and suite, which it was resolved should be convoyed to Spain by the British fleet. He returned from his embassy on the 9th of June, with her majesty's resolution to embark, in ten or twelve days, just without the city of Genoa, which she determined not to enter, because the republic had refused to acknowledge her as queen of Spain.

Sir Thomas was appointed to receive her majesty; and sir John having, on this occasion, removed his flag from the Albemarle to the Cornwall, ordered him to take under his command the Albemarle, with four other ships of the line, and a yacht for that purpose. The queen having embarked on the 2d of July, the admiral re-hoisted his flag on board the Albemarle, and soon afterwards sailed for Barcelona, where sir Thomas had the honour of receiving a valuable diamond ring as a present from her majesty, the then queen of Spain, in testimony of her high esteem and approbation of the care, attention, and respect he had shewn her during her short voyage. Nothing material occurs relative to sir Thomas during his
con-

continuance in the Mediterranean with the major part of the fleet, with which he returned to England in the month of October.

We find no mention made of sir Thomas after this time till the beginning of January 1710-11, when he was promoted to be rear-admiral of the blue. We have, no other way of accounting for this non-employment, which we believe to have been the case, but from sir John Leake's having himself been in the same predicament. Mr. Leake's account confirms us in the propriety of this suggestion, for he quaintly, and seemingly forgetful of his severe animadversion on sir Thomas's former appointment, says, that "when that admiral (sir John Leake) was on the 26th of January 1710-11, nominated admiral-in-chief of her majesty's fleet for the third time, he made choice of his brother-in-law, captain Step. Martin, to be his first captain in the room of sir Thomas Hardy, who had lately been made rear-admiral of the blue."

The first command sir Thomas was invested with, after his promotion, was of a squadron of four small ships of the line, and as many frigates, destined for the blockade of Dunkirk. Having hoisted his flag on board the *Canterbury*, of sixty guns, he arrived off the above port on the 21st of May, and immediately ordering three of his light ships into Flemish road, they drove into the harbour two privateers of twenty guns each, and a dogger of eight, which, with some difficulty, effected their escape, covered by a very heavy fire, which the enemy opened from the pier heads, on their pursuers. There were at this time four ships of sixty guns each, and two frigates, laying in the harbour dismantled, besides a small squadron which sir Thomas soon after received information was fitting for sea. To intercept this, as well as a convoy that was daily expected from Bretagne, now became his principal objects. Both, however, escaped his vigilance; not from any want of activity or diligence in himself, but from a strong southerly and south-west wind, which obliged him to quit his station and put into Yarmouth roads. — Here he was laying on the 8th of August, when he received orders to convoy the outward-bound Russia fleet to the northward, as far as the Orkneys, and then return with the utmost expedition into the Downs, advice being

being received at home that the French naval partizan, De Saus, was ready to put to sea from Dunkirk, with one two-decked ship and three frigates. Sir Thomas having executed the first part of his orders, by convoying the Russia fleet as far as the Shetland islands, and then making a detachment sufficient to protect them to their destined port, returned with the remainder to the Downs, from whence he was immediately afterwards ordered to sail to the westward, in search of Du Casse. Here he was again as unsuccessful as he had been when employed before Dunkirk, the enemy escaping; and the small squadron, commanded by De Saus, taking the opportunity of his absence, slipped out and fell in with the Virginia fleet, capturing sixteen out of twenty-two ships, which composed it.

No part, however, of this misfortune was imputed either to the misconduct or negligence of sir Thomas*, who put into Plymouth, with his squadron, for the winter, on the 23d of October. In the following year he was continued in the same command, and sailed from Plymouth on the 8th of January, with a squadron of six ships. He at first met with nothing either very memorable or successful, his good fortune being confined to the capture of three or four inconsiderable prizes in the month of February. The most remarkable event which marked this cruise was the second escape both of Du Casse and Trouin, whose squadrons he was principally stationed to intercept, but which were happy enough to elude his utmost vigilance: nevertheless, it is but justice to him, to declare he used every effort that ability and activity could possibly suggest; and, as Campbell very fairly observes, continued to act effectually, and take all the care in his power to distress the enemy in their naval concerns, till his diligence in this respect was superceded by the conclusion of the peace.

The month of August produced a scene somewhat more consequential: he fell in with six ships and a Tartan, to which he immediately gave chase. The largest of these hoisted a broad white pendant, and threw out a signal for

* It is said to have been at first intended, that the expedition sent this year against Quebec, under sir Hovenden Walker, should, in his stead, have been commanded by sir Thomas Hardy.

the rest to form a line, on the supposition, as they afterwards confessed, that their pursuers were four flushing privateers, and two prizes. On a nearer approach, finding their mistake, they hawled close to the wind, and crowded all the sail they could, hoping to escape. Their utmost efforts to effect this purpose were in vain, for about five o'clock *sir Thomas* was close up with the commanding ship, called the *Griffin*, a vessel of forty-four guns. She had been in the king's service, but was at the present time lent, by him, to the merchants, and was bound to *Vera Cruz* with a very valuable cargo of bale goods. The chevalier *D'Aire*, a knight of the order of *St. Louis*, her commander, immediately brought to, and sent his boat, with the first lieutenant and other officers, on board the flag, to inform *sir Thomas*, that, before he sailed from *Brest*, he had received an account from *Paris*, purporting, that in a few days the queen of England's pass would be sent him; but that the wind becoming suddenly fair, he was advised not to lose so good an opportunity of proceeding well on his voyage, to wait for what could only, in the situation of affairs at that time, be considered as a mere matter of form.

Sir Thomas, however, with much justice, told the French officer, that as the *Griffin* had no pass, he certainly should consider her as a legal prize, and accordingly sent his first lieutenant to take possession; he himself, with the rest of his squadron, continuing the chase. This he did with such success, that out of the remainder, three were captured, and one blown up just as her commander had given orders to strike. One of the ships captured producing the queen's pass, was immediately released. The remainder were brought into port; but such was the complaisance of the British ministers of that time, that *sir Thomas*, and the captors, after a long and expensive suit to obtain the condemnation of the vessels just mentioned, were obliged to compromise the matter by accepting, in lieu of their just prizes, a sum of money far inferior to their value. An ill compensation to those brave men who had taken them; and an act of ridiculous tenderness to an enemy who had, putting the want of the pass totally out of the question, sufficiently shewn by their conduct in shortning sail and drawing into a line, that, although to
a superior

a superior force they were ready to plead an ignorance of hostilities, yet they were at the same time perfectly ready to act offensively against those whom they thought themselves able to cope with.

The peace at Ryswic taking place immediately after the foregoing event, sir Thomas struck his flag and had no other appointment during the reign of queen Anne. At the accession of George the First he still continued rear-admiral of the blue, and was in so high an estimation, both for political integrity and professional ability, that, at that dangerous and critical time when none but men, whose principles and general conduct were thoroughly understood, and placed far beyond the reach of suspicion or envious malice, could expect to be singled out for a command, this gentleman, who has been so much aspersed by Mr. Leake, was invested with that at Plymouth, in order to forward the equipment of a squadron, lest France, or any other foreign power, should attempt some thing in favour of the pretender.

In the year 1715, it was judged necessary to send a powerful fleet into the Baltic, under the command of sir John Norris*: sir Thomas was appointed at the same time his second in command. The events of this expedition were totally uninteresting; but such as they were they will be found related in the life of the commander-in-chief. No mention whatever is made of sir Thomas, who is said, in a variety of MS. minutes relative to the transactions of the navy, to have been, in the following year, *dismissed the service*. If the above information is really true, we profess ourselves totally at a loss to account for this treatment. His former conduct never appeared to have deserved it; and his continuance in service under the new sovereign sufficiently prove him to have been thought not to have merited it, even by those who were most likely to have examined the former conduct of those they employed with a suspicious and wary eye. During the last expedition in which he appears to have been employed, there is not the smallest trait of any part of his behaviour that could, in any degree, render warrantable so harsh and violent a measure: nevertheless, from the mul-

* See his life, vol. ii. p. 349.

tiplicity of concurrent testimonies, we believe it to have been adopted. From the same kind of information as that on which we formed our foregoing opinion, we likewise learn that he was afterwards restored to his rank, and promoted to be vice-admiral of the red, most probably by the same capricious party that deprived him on the former occasion. He does not, however, appear to have ever been, after this time, called into active service, but to have died, in retirement, in the month of August 1732.

We have only to observe shortly on the life of this gentleman, that few men appear to have served more reputably, to have waited for promotion with less impatience, or to have been longer before he received it.

HILLSLEY, Francis,—was, on the 3d of January 1693, made captain of the Phoenix fireship. He was very soon afterwards removed into the Owner's Love, also a fireship; in which vessel he died on the 2d of May following.

HOCKADAY, William,—from being, in 1693, third lieutenant of the Britannia, on board which ship the joint admirals-in-chief, Killegrew, Delaval, and Shovel hoisted their flag, was promoted, on the 20th of September, to be commander of the Vulcan fireship. No other mention is, on any occasion, made of him, except that we have seen a MS. note relative to his death, which is said to have happened on the 23d of October 1724.

HORNE, or HERNE, John,—from being 2d lieutenant of the Oxford, a fourth rate, was promoted, on July 21, 1693, to the command of the Hunter fireship. He never attained the command of a ship of the line till some considerable time after the accession of queen Anne, nor is the smallest mention ever made of him; a circumstance, considering his rank in the service at that time, little to be wondered at. In 1704 we find him captain of the Centurion, of fifty guns, one of the ships, under sir G. Rooke, at the battle off Malaga, in which he bore a distinguished part, notwithstanding he commanded a ship little calculated, from its inferior size, to stand the shock of so rude an encounter. His gallantry was immediately afterwards rewarded with the command of the Grafton, of seventy guns, in the room of sir Andrew Leake, who was killed

in the above engagement. This promotion he did not long enjoy, dying at Lisbon on the 25th of December 1705.

HUNTINGTON, John,—having, in 1693, served as first lieutenant of the *St. Michael*, of ninety guns, at that time commanded by sir John Munden, was, on the 12th of December in the same year, promoted to be captain of the *St. Vincent* fireship. We believe he continued in this vessel many years, as we have no proof of his having held any other command; and we know him to have continued in commission, at least, till the end of the war. Nothing is said of him after this time, either in history or any of those documents we have been able to procure.

JULIUS, William,—was, on the 10th of June 1693, appointed commander of the *Chester*, of forty-two guns, at that time in the West Indies, under the command of sir Francis Wheeler. He continued on the same station after the principal part of the fleet had returned to England with the admiral, being left behind, together with some of the smaller ships, for the better protection of commerce. In the month of April 1694, being cruising off Dominica, he fell in with, and drove on shore, a large French privateer, mounting eighteen guns. The vessel, almost immediately afterwards, took fire, and blew up; her crew unhappily perishing, except a very small number, which were saved by the *Chester's* boats. Captain Julius had, in a short time after this, the good fortune to take several valuable prizes, and with this success returned to England about the close of the same year.

Early in the following spring, still remaining in the *Chester*, he was employed to cruise in the Channel, under the orders of sir Cloudesley Shovel; but does not appear to have met with any opportunity of distinguishing himself worth recounting. In 1696 he was promoted to the *Colchester*, a large fourth rate, and again sent to the West Indies under the command of the admirals, Neville and Mees. He was concerned in all the little land enterprises, under Mr. Mees*, which took place, and were rather numerous, during this expedition. Remaining behind

* See vol. ii. p. 281.

in the Colchester, after the rest of the fleet returned to England, he unhappily fell a victim, in the following year, to the climate, which had, in the preceding one, been so remarkably fatal to such a number of his cotemporaries. His body was brought back to England and interred in Westminster-abbey*.

KIDWELL, John.—Nothing is known to us, relative to this gentleman, but that he was appointed commander of the Julian Prize, a small frigate, on the 10th of June 1693. No mention is made even of the time of his death.

KIRKTOWN, or KIRKTAINE, Robert,—was, on the 23d of November 1693, made commander of the Roebuck fireship. He was quickly promoted to some ship of superior consequence; but in which he had no opportunity of distinguishing himself. In 1695 we find him captain of the Roebuck, a fourth rate, then employed to cruise in soundings. He had considerable success in this kind of service, having captured some privateers, which, notwithstanding they were not formidable in point of force, had done much mischief to the British Commerce. Towards the close of the year he was sent to the Mediterranean, under commodore Moody, to convoy the outward-bound Turkey fleet. He continued in the Mediterranean as a cruiser after his return from this service; and, in the month of August following, made prize of a very valuable ship, outward-bound, from Marseilles to Martinico, mounting twenty guns. On his return to England, and his original occupation as a cruiser in soundings, he had the good fortune, in the month of September 1697, to capture a French frigate of twenty-four guns. The peace at Ryswic taking place immediately after this time, the Rochester was put out of commission; and he had no other appointment till after the accession of queen Anne.

* Where a plain marble tablet has been erected to his memory, bearing the following inscription:

"Near this place lyeth the body of captain WILLIAM JULIUS, late commander of his majesty's ship the Colchester, who departed this life the 3d of Oct. 1693, aged 33 years."

Immediately on the prospect of a rupture with France, in 1702, captain Kirktown was appointed to the Plymouth, of sixty guns, one of the ships soon afterwards sent, under sir George Rooke, against Cadiz. Early in the following spring he was promoted to the Suffolk, a third rate, one of sir Cloudesley Shovel's fleet in the ensuing summer, on his expedition for the relief of the Cevenois. Continuing in the same vessel during the year 1704, he very much signalised himself, under sir George Rooke, both in the assault of Gibraltar, and the battle off Malaga, which presently succeeded it. In this engagement he himself, as well as his first, second, and third lieutenants, his master and his boatswain, were all severely wounded. This accident compelled him to retire, for a short time, from the service, in order to procure the better re-establishment of his health. We hear nothing of him after this time till we find him, in 1707, captain of the Defiance, one of the Squadron, under sir Thomas Hardy, appointed to convoy the outward-bound Lisbon fleet; a particular account of which service has already been given in the life of that commander. As no mention is made of him after this time, it is most probable he retired from the service on a pension. He died on the 9th of July 1718.

LAWRENCE, LAWNCE, or LANCE, James, — was, on the 12th of January 1693, appointed commander of the Charles fireship. After the return of sir G. Rooke's squadron from the Mediterranean he was promoted to the Sheerness, a frigate stationed as a cruiser in the Irish sea, in company with the St. Alban's and Virgin's Prize, commanded by the captains Gillam and Hales*, whose melancholy fate he beheld but could not prevent. In the beginning of the month of January 1693-4, he performed a piece of service too memorable and gallant to be passed over in silence. He fell in with two French privateers, one mounting thirty-two the other twenty-four guns, off the mouth of the river Kilmare, in which they had just before seized two prizes, one of them a very valuable ship from Barbadoes. Captain Lawrence immediately engaged them both for five hours, when night came on, and

* Vol. II. p. 253, and 314.

the enemy, happy in that advantage, crowded all the sail they could to escape: this the *Sheerness* was not able to prevent, though she had sustained but little damage in the night. The two prizes, separated in consequence of this encounter from their captors, and were very soon afterwards retaken by different ships. Soon after his return into port he was promoted to the *Reserve*, a fourth rate, employed also as a cruiser, but on a different station, from *Ushant* to *Cape Clear*. In the beginning of the month of September he took, in company with the *Forelight*, a large privateer belonging to *St. Maloe's*, mounting twenty-eight guns. This was a prize of considerable consequence, her force not only being so great as to render any merchant-ship she fell in with an easy conquest, but she was also one of the finest sailing vessels at that time fitted out of France, not having been captured till after a chase of upwards of eighteen hours.

Captain Lawrence was, not long after this time, removed into the *Experiment*, and sent to the West Indies, where he unfortunately died, in the very prime of life, on the 15th of September 1695.

LITTLETON, James, — was the great nephew of sir Thomas Littleton, baronet, of whom Boyer makes the following honourable mention, which we have thought it proper to insert, as being materially connected with the life of this gentleman*. He was, on the 27th of February 1692-3,

* "On the 1st of January died sir Thomas Littleton, baronet, whose father bore both his names. Having an elder brother, he was put an apprentice to sir John Moor, citizen, and sometime lord mayor of London, with whom, having continued for some time, during which his elder brother died, his father, with sir John's consent, took him away, and gave him a liberal education, so that, in 1688-9, he became member of the convention parliament, for Woodstock, in Oxfordshire, and one of the managers of the house of commons, at a free conference held with the lords, about the words abdicated and deserted, wherein he acquitted himself with applause. He was elected member for the same place in some of the ensuing parliaments, and once for *Caflerling*. He was chosen speaker of the house of commons in the parliament which sat in December 1698, and in the year 1700, upon the resignation of Edward, earl of Orford, he was made treasurer of the navy, which place he held till his death. Sometime before, having no child of his own, he procured the honour of the baronetage to be entailed on his great nephew, captain Littleton's son, whom he

1692-3, appointed captain of the *Swift Prize*, a small frigate of twenty-four guns. We hear nothing more of this gentleman till the beginning of the year 1695, when he commanded the *Portland*, of forty-eight guns, one of the ships employed, under sir Cloudesley Shovel, in the Channel service. He was removed soon after this into the *Bonadventure*, of fifty guns, in which ship he was employed to cruise, for the protection of trade, in the German Ocean. He met with some success, principally in capturing the small French privateers who infested that sea. He very soon afterwards returned back to his old ship, the *Portland*; in which he was sent, in the ensuing summer, to Newfoundland; and from thence sailed, towards the close of the year, with those vessels that were destined for the Mediterranean. Having escorted them to their several ports in safety, he prepared to return to England with such ships as were ready to accompany him. In his passage down towards the Straights he put into Algiers, where he was received with the highest respect. After a very short stay at this port he repaired to Cadiz, and from thence to England, where he arrived the beginning of May.

In the month of January 1698-9, he was ordered to the East Indies, under the command of commodore George Warren, who was sent thither to suppress a very formidable band of pirates, who had settled on the island of Madagascar, and had long infested those seas. The commodore dying not long after his arrival on the station, the command devolved on captain Littleton, whose spirit and activity, in destroying several of their principal ships and vessels, laid the first foundation of their suppression, which a proclamation of pardon, very timely issued, to such offenders as should voluntarily surrender, by totally disuniting and making each man jealous of his fellow, quickly afterwards completed. This business being happily concluded he returned to Europe: and, on the commencement of the war with France, in 1702, was appointed

then undoubtedly designed for his immediate heir; but altering his mind, he left his estate to the captain, upon condition he should pay his lady a large annuity out of it. Sir Thomas was a man of ready wit, as well as good understanding, and an useful member in the house of commons."

captain

captain of the *Medway*, of fifty guns: in which ship he was employed to cruise in the Channel, for the better protection of trade. While thus employed he had no greater success than that of taking two or three small sloops of war and privateers; but in the following year had much better fortune. In the month of August he was ordered to cruise in Soundings, together with the *Chatham* and *Worcester*, both of them fifty gun ships, commanded by the captains, Bokenham and Butler. The *Chatham* being a-head, fell in with two French ships of war, called the *Jafon* and the *August*, about two o'clock in the morning of the 28th, and engaged them both very close for a short time, till the day broke, when the enemy seeing the other ships coming up, bore away and endeavoured to escape. The *Chatham* and her companions gave chase. An interrupted action of some length took place, and the enemy at last surrendered, as soon as the *Medway* was able to get up and engage also*. In the month of September he brought into Plymouth two large privateers belonging to St. Maloe's, one mounting eighteen, the other twenty guns, which he had taken at the entrance of the Channel; and in the same month, a few days, as it is believed, before the above-related success, captured a French frigate mounting twenty-eight guns.

No mention is made of this gentleman, relative to the station on which he was employed, during the year 1704, most probably it was in the Channel. We find but little notice taken of him after this time till the year 1710, when he was appointed commodore of the West India Squadron. He was, notwithstanding this silence relative to him, constantly employed in active service, principally, if not wholly in the Mediterranean, where the torpid mode of carrying on a naval war, induced by the conduct of the enemy in the same part of the world, may well account

* Lediard, who is the only historian that has given any account of this transaction, has stated these ships as forming a part of the fleet under sir Cloudesley Shovel, who had before this time arrived in the Mediterranean. He is certainly however mistaken as to this part of the fact; they belonged to a squadron under rear-admiral Dilkes, sent to convoy an outward-bound fleet to a certain latitude, and ordered afterwards to cruise at the entrance of the Channel.

for our not being able to descend more into particulars. The most material and interesting circumstance we have been able to discover is, that in 1706 he was appointed colonel-commandant of a battalion of seamen, formed, by order of sir John Leake, to assist in the reduction of Alicant.

In the month of August 1710, he was appointed to command, as commodore, a small squadron, consisting of two fourth rates and a frigate, intended to be sent to the West Indies for the better protection of that part of the world. He sailed from St. Helen's on the 24th of August, and arrived at Jamaica on the 2d of November, without having met with any remarkable occurrence * during his passage. Campbell bestows the following just encomium on this appointment. "This gentleman was exceedingly well qualified for that station; he had all the abilities and experience that could be wished for in a sea-officer, and yet was as ready to ask and receive advice as if he had neither." The commodore's first step, after he had provided for the security of trade, by appointing such convoy as was requisite for the ships that were then laden for Europe, was to send the Roebuck and Nonsuch, two ships which he found in the West Indies, to reconnoitre the port of Carthagena, where, as it was reported, a squadron of six ships of the line had arrived a short time before. This intelligence was quickly discovered to be false. Captain Hardy, the senior officer of the ships just mentioned, had it also in orders from the commodore, to use every possible means of gaining some intelligence relative to the galleons, as well as to their intended time of sailing, as to the escort which was to accompany them. But, notwithstanding every endeavour was used to fulfil these instructions, no other information could be procured, but that the galleons had no escort.

The interval between this period and the month of May passed on in all the quietude of the profoundest peace: but about that time the commodore received repeated infor-

* The only one we meet with is, that the Medway Prize, which was his frigate, took a small privateer while the squadron was running down the British Channel.

mation, from different quarters*, that monsieur Du Casse had either actually arrived at Carthagena, or was on his passage thither, and hourly expected. Instantly, on his receiving this information, he dispatched a small vessel to captain Hardy, who still continued at sea, cruising though ineffectually, off the Spanish coast, and ordered him to return, without delay, to Jamaica, that he might concentrate his force, and attack, if it were possible, the French squadron and the galleons under their convoy.

On the 23d of May, a prize, taken by captain Vernon, of the *Jersey*, afforded more accurate intelligence of the motions and force of the enemy. This vessel had sailed from Port Louis on the 20th, in company with Du Casse, who had proceeded, with three ships of two decks, and two frigates, for Carthagena, where two French ships, one of fifty and another of forty-four guns, had arrived about ten days before, all of them intended to escort to the Havannah, and from thence to Cadiz, the commodore's hoped-for prize. The *Jersey* was immediately re-dispatched to sea to gain some farther intelligence, and to look, if possible, into the harbour of Carthagena. Capt. Vernon effected this service on the 28th of June; and returning to Jamaica on the 4th of July, brought the commodore advice that there were twelve ships and five small sloops in the harbour of Carthagena; that of the former there were only six rigged and in a condition for sailing, and two others which he believed to be fitting for sea. Those which were equipped were, the *St. Michael* of seventy-four, the *Hercules* of sixty, the *Griffin* of fifty, the Spanish vice-admiral of the galleons, which mounted sixty guns, all brass, and two small frigates.

The commodore, in consequence of this information, put to sea on the 15th with five two-decked ships, and a sloop of war. He arrived off the coast of New Spain on the 26th, and on that very day chased five large ships close

* First by a number of vessels which arrived from Madeira, and reported the French squadron had actually passed by that island before they sailed; and afterwards by a Spanish prize, on board which was found a letter from the governor of Carthagena, wherein he informed his correspondent, that he daily expected the arrival of Du Casse with a force, consisting, as he had every reason to hope, of seven ships of considerable force,

under Bocachica castle, which stands at the entrance of Carthagena harbour. Thus disappointed he stood off during the night; and the next morning, while running in for the land, got sight of four large ships, to which he immediately gave chase. One of these afterwards proved to be the vice-admiral of the galleons; who mistaking Mr. Littleton's ships for Du Casse's Squadron, lay-to for the greatest part of that day, so that, about six at night, the two headmost ships of the Squadron, the Salisbury and Salisbury's Prize, came up with and began to engage; the commodore himself, getting up very soon afterwards, was just preparing to fire, when the Spaniard hawled down his colours. The vice-admiral himself being wounded by a small shot, died soon after. This prize unfortunately proved much less valuable than was expected, Du Casse having, for better security, and through suspicion, as it is said, of her commander, removed all the public treasure on board his own ship, so that only an inconsiderable quantity of specie, belonging to private persons, was found in her. It appears, from the commodore's own letter, that the Squadron had only one man killed and six wounded in this encounter; and Campbell informs us, in a note, that although the commodore himself, as well as all English historians, have treated the foregoing as an inconsiderable capture, a Dutch author insists the two prizes, together with their cargoes, were worth one hundred thousand pounds. The Jersey took another of the ships in company, which belonged to the merchants, mounting twenty-six guns, and laden principally with cocoa and wool. The other two escaped.

Mr. Littleton learning, from the prisoners taken on board the prize, that the ships he had chased on the preceding day were ships that had come out of Carthagena with Du Casse, who had sailed from thence only on the 25th, and knowing that the French chef D'Escadre intended to put into the Havannah, he determined to cruise a small distance to leeward of Point Pedro shoals, as the most likely place to intercept him. His first care, however, was to dispatch to England, under a proper escort, all the merchant-ships that were laden and ready to sail. These he sent off about the beginning of August, under convoy of the Nonsuch; and returned, at the latter end of the

the same month, to his cruising station. He had not long been at sea before he received information, from the captain of the *Medway's Prize*, that the master of a trading vessel had just before deposed, on oath, before lord Archibald Hamilton, at that time governor of Jamaica, that a French fleet, consisting of eighteen ships of war, with a number of transports, full of troops, under their convoy, had just before arrived at Martinico, intended, as it was generally supposed, to attack the West India islands.

Induced by this information, which was afterwards found to be totally false, Mr. Littleton prudently determined to return to Jamaica, for the better defence of that island; and mons. Du Casse, in this unhappy interval, fortunately for him, got into the Havannah, an escape it would have been impossible for him to have effected, without an action, had not the British squadron been thus seduced, to quit its station. This disappointment, grievous as it must have been to the commodore, did not entirely blast his hopes of still ruining the French armament: he accordingly returned, and cruised for a considerable time off the Havannah, but without obtaining that happy reward his bravery, indefatigable industry, and activity, justly merited.

Although the commodore had thus failed in the grand object of his hopes and wishes, the ships under his command had seldom been so fortunate under any former officer in the same part of the world. Nothing at all memorable took place after this time during his continuance on the same station. He was relieved, in the month of July, by sir Hovenden Walker, and a force much superior to that which he himself had commanded. Soon after sir Hovenden's arrival he sailed for England in the *Defiance*, the ship on board which he had carried his pendant during his preceding command; this was in the month of August 1712; a large fleet of merchant-ships returning with him, under his convoy, which he conducted to England in the greatest safety. It is but justice to Mr. Littleton to add, in this place, the remarks made by Dr. Campbell, on his conduct during the time he remained on the station before-mentioned*. After his return to

Europe

* "He took all the care that was possible to obtain proper intelligence of the motions of the galleons, and at the same time he neglected nothing

Europe he enjoyed a temporary relaxation from the fatigues of service, which his health and his late long continuance in the West Indies rendered at this time very necessary.

In 1714 he was appointed commissioner of the navy resident at Chatham, an office he continued to hold till his death, notwithstanding his promotion to a flag not long after this time. This is a circumstance not only highly unusual, but then totally unprecedented, and never since pursued. It is more worthy of remark, as nothing could have been a stronger indication of the high opinion entertained, by the sovereign and his ministers, of Mr. Littleton's worth, than such species of indulgence.

On the 1st of February 1716, being not long after the accession of king George the First, he was promoted to be rear-admiral of the red, on the removal of sir Thomas Hardy, and appointed to serve in that station on board the fleet sent to the Baltic in 1717, under the chief command of sir George Byng. The several circumstances attending this expedition being remarkably trivial, little notice was taken of it even in the life of sir George*, so that it is totally unnecessary to enter into any farther detail on this occasion†. On the 15th of March 1717, he was advanced to be vice admiral of the blue; as he was, on the 7th of March in the ensuing year, to be vice-admiral of the white. He does not appear, however, to have ever gone to sea. In the year 1719 he was appointed first captain or captain of the fleet to earl Berkeley, who had an extraordinary commission from the king to hoist the lord

nothing that the merchants thought requisite, either for the security of their trade in those parts, or for the safe convoy of such ships as from time to time were sent home; so that, during his stay at Jamaica, there were few or no complaints, but every body studied to mind his own business, and to discharge, when called upon, his duty in the public service."

And again, "we now return to the West Indies, where we left commodore Littleton, with a small squadron, protecting the trade and annoying the enemy as much as his strength would permit."

* See Vol. II. p. 206.

† It seems very much to be doubted, whether Mr. Littleton actually did accompany this fleet. Lediard, Campbell, and other historians say, almost in decisive terms, that he did not. Rapin and Collier mention only sir George.

high

high admiral's flag, and consequently had three captains under him, an extraordinary privilege attached to that high office, which the special warrant the earl had obtained, brought him as near, in point of honour and power, as he possibly could be, without being actually invested with it. This fleet, however, in consequence of the speedy termination of the war with Spain, never put to sea. Mr. Littleton did not long survive, dying on the 5th of February 1722-3, and leaving behind a character, which, in point of intrinsic merit, few, although higher in popular opinion, have even equalled, and none excelled.

LOADES, Edmund,—from being second lieutenant of the *Britannia*, the admiral's flag ship, in the year 1693, was, on the 12th of July, promoted to the command of the *Saudados* frigate. We hear nothing of him after this time till we find him, in 1695, commanding the *Romney*, a fourth rate, in the Mediterranean, under admiral Russel: this being a ship of that class best suited for convoying victuallers and vessels laden with necessaries for the fleet, captain Loades appears to have been principally employed in this kind of service. He remained on the same station, as a cruiser, after the return of the fleet to England, and met with considerable success. In the month of March 1695-6, he captured a large French privateer frigate, called the *Phoenix*, mounting thirty guns. And, in the month of July, being then in company with the *Canterbury*, he made prize of a valuable ship from *Marseilles*, mounting eighteen guns. He was on his return to England, in the month of August, when he fell in with, off the coast of Portugal, a very large two-decked private ship of war, belonging to Bayonne, carrying fifty-four guns and three hundred men. Captain Loades, although of much inferior force, hesitated not a moment to engage her: but the action taking place near the shore, after it had continued with good spirit for two hours, the enemy fled and got under the guns of a Portuguese fort, where, by the law of nations, she was secure. The disparity of the loss evidently marks the great judgement with which captain Loades conducted the action on his part, the enemy having had forty men killed and upwards of fifty wounded, her main and mizen-masts also falling soon after

after she came to an anchor; while the Romney had only seven men killed and eight or nine wounded.

No other mention is made of captain Loades, nor does he appear to have held any commission, till the year 1761, when he was appointed commodore of a very small squadron, consisting of three frigates, sent to Cadiz to bring from thence a large quantity of naval stores, that had been left there at the conclusion of the preceding war, together with the effects of such English merchants as were settled there, whose property, it was feared, the Spaniards might be induced to seize in case of a rupture between that country and England. It required much judgement, patience, and assiduity, to fulfil this commission; and captain Loades by no means proved himself deficient in either. He was ordered on no account to put any thing to the hazard, but to cruise with his little squadron off Cape Spartel, ready to receive on board such property as the merchants should find it convenient, from time to time, to send off. He was instructed also to cause such stores, as were capable of being moved with convenience, to be shipped on board proper vessels, and the remainder destroyed or disposed of to the Spaniards on the best terms he could make.

From this outline of the business that was intrusted to him it may easily be admitted, that those requisites which we have just stated, as necessary in so delicate a commission, have been by no means multiplied beyond what the nature of the case actually demanded. This extraordinary care on the part of government was, in the highest degree, commendable; and not only the mercantile part, but the nation at large, appeared fully sensible of it. But although the commodore paid the highest attention to the collection of as much private property as the several owners were able and willing to remove, he only brought home about sixty thousand pieces of eight; and this was chiefly on account of the two East India companies, for private persons were not able, at that time, to convert their property into money, from the great scarcity of specie which prevailed at Cadiz, and was likely to continue till the arrival of the flota.

As to the public effects, every thing possible was done that could afford any benefit to the nation, or cause the Spaniards

Spaniards to reap as little advantage as possible from the necessity of this sudden removal. Such stores, indeed, as could not be taken away were of course disposed of to them, and at a price considerably under their real value; this, though it might easily have been foreseen, could not, considering all the circumstances, possibly be avoided.

The commodore having proceeded thus far in his commission, sent, as a conclusive stroke, a vessel, into the harbour of Cadiz, for the purpose of bringing out two English hulks which had been used, during the preceding war, for heaving down such ships as stood in need of it. As it was impossible to navigate vessels of that description back to England, they were towed out to a considerable distance and there sunk, to prevent a future enemy from deriving any assistance of the same nature from them. While the English ships lay at anchor in the Bay of Bulls, where the commodore was obliged, by a strong westerly wind to put in, a French Squadron, which was driven in by the same inconvenience, appeared very anxious to seize the first possible opportunity of shewing some extravagant insult to Mr. Loades and his small force; this he prudently took care to prevent by putting to sea, chusing rather to brave the inclemency of the weather, than risk being charged as the first cause of a war, by staying to receive that affront which would unavoidably involve his country in one.

Soon after the accession of queen Anne, captain Loades was appointed to the *Warspight*, of seventy guns, one of the ships sent, towards the end of the year 1702, under sir Cloudesley Shovel, to reinforce sir George Rooke. He served under the same admiral, during the following year, on his expedition to the Mediterranean; and when the fleet was on its return to England, he assisted the captains, Norris and lord Dursley, in capturing the *Hazard*, a French ship of war mounting fifty-two guns*. In the following year he again sailed for the Mediterranean, under the command of sir George Rooke. He was stationed to lead the van of sir Cloudesley Shovel's division, who appears to have very justly conceived an high opinion of him. At the battle off Malaga he behaved

* See Vol. II. p. 345.

with the most distinguished gallantry*, and is particularly marked by sir Cloudesley, in a private letter written by him, giving an account of the action. Captain Loades appears to have been always, after this time, employed in the Mediterranean, principally also in such divisions of the fleet as were under the immediate command of admiral Shovel, who was remarked for never forsaking the interest, or waving the friendship of that man whose behaviour he had once approved, and taken notice of.

From the poverty of events which attended the naval operations of this period we meet with nothing relative to this gentleman worthy of recording, except that, in 1705, he was sent to reduce the town of Denia, while the main body of the fleet was employed in the siege of Barcelona. This service he effectually performed; and was, in 1706, pitched upon, by his friend sir Cloudesley, to command the Association, of ninety guns, the ship on board which he hoisted his flag as commander-in-chief of the Mediterranean fleet. This was a fatal honour to captain Loades, he having experienced the same melancholy end which attended his gallant patron. It is almost needless to repeat, that the Association was lost, upon the rocks of Scilly, on the 22d of October 1707; not one of the crew surviving this melancholy disaster, which, from its magnitude and consequence, might be truly called a national calamity.

LUMLEY, Henry,—was appointed captain of the Fortune fireship on the 22d of March 1693. It is very singular that no other mention is made of this gentleman, except that, in 1707, he was one of the members of the court-martial, held for the trial of sir Thomas Hardy. Captain Lumley died sometime in the year 1720.

LYTCOTT, or LYDCOTT, John,—was appointed to command the Rupert Prize, a frigate of twenty guns, on the 23d of January 1693. This vessel was at first employed solely in attending the muster-master of the fleet, but in the following year was converted into a cruiser: in this service captain Lytcott was very successful. In the month of May he at one time brought in three vessels laden with naval stores for France. This activity was

* The Warspight had sixty-one men killed and wounded.

rewarded, not long afterwards, by his promotion to the *Sapphire*, a frigate of thirty-two guns. In this vessel we find him principally employed to attend the small squadron, under lord Berkeley of Stratton, and sir Cloudesley Shovel, his name frequently occurring as the bearer of dispatches from those commanders *. He was occasionally detached on different services, though of little note, such as that of protecting the fishery off the Dogger Bank, and others of the same unenviable kind.

His diligence and attention to these employments, where it was impossible for him to acquire fame, were not neglected by those who were at the head of the naval administration, so that, in the following year, he was promoted to the command of a ship of the line and sent to the West Indies, where he fell a victim to that almost pestilential disease, which, induced by the change of climate, proved so remarkably fatal, during this year, to such a number of brave commanders. He died on the 4th of June 1697.

MORGAN, William.—The name of this gentleman occurs, as having been appointed commander of the *Julian Prize*, a small frigate, on the 19th of March 1693; but no farther mention is ever made of him.

PETT, Phineas.—The name of this gentleman is well known to the naval world, his ancestors and relatives having been, successively, builders of the royal navy for near a century. Captain Pett's name is, we know not why, omitted in all the lists of commanders we have been able to procure; and were it not from our learning, by a private memorandum, that he was appointed a captain in the navy about the year 1693 †, we should have pursued the

* He brought the news of the bombardment of Calais, and the surrender of the castle of Namur.

† We find the following honourable mention made of him in a letter from Dublin, dated June the 4th, 1694.

"On Saturday last arrived here the *Socledyke* yacht, captain Phineas Pett commander, from Chester, who brought over the lord chancellor Porter, the lord chief justice Reynell, and several officers belonging to the new regiments now raising here; the day before, there came up with them a ship under Ostend colours, carrying fourteen guns and six pataaroes, but soon after, she put up French colours, and bearing down upon the yacht, as if she would have boarded her, poured into her a volley of great and small shot. Captain Pett, who had put

the same conduct and also have omitted him. No other particulars relative to him, but that of his appointment, are known, except the extract inserted beneath, which is far too honourable a testimony of his gallantry to be omitted.

RIGBY, Edward,—was, on the 13th of January 1693, made captain of the Mermaid fireship. We hear nothing of him afterwards till the year 1695, at which time he commanded the Dragon of forty guns, one of the squadron, under commodore Moody, appointed to escort the outward-bound Turkey fleet. While on his passage up the Mediterranean he took two valuable prizes. No other notice is taken of him except, what we would fain suppress. Convicted, in the year 1699, of the most detestable of all crimes, he was, most deservedly, sentenced to the most infamous of all punishments. Flying his native country, which might justly disdain to acknowledge him for a citizen, he flew into France, where, if it were possible for him to superadd any thing to the black catalogue of his crimes, he encreased that horror and detestation every man must feel against so atrocious a character, by entering into the enemy's service. The divine vengeance appeared to pursue him thither, for, in the year 1711, he was taken, by the Hampton Court, acting at that time as *second* captain of the Thoulouse, a French ship of war of fifty guns.

The measure of his offences was not yet complete; he found means to get on board a Genoese ship laying in the harbour of Mahon, whither he was carried as a prisoner, and escaped, for this time, that just punishment his accumulated crimes deserved. Nevertheless, divine justice is said to have overtaken him at last, inflicted by the hands of those to whom he fled for succour. The particulars relative to his miserable exit are known only by a note

every thing into a readiness to receive the enemy, staid till they had fired, and then plyed them with five guns he had brought to bear upon them, and with all the small shot he could make, both of seamen and passengers, which so galled the privateer (several of whose men were seen to drop) that she tacked and stood away right before the wind; the yacht having lost in this rencounter but three men, who were killed, by one great shot, in the state-room."

inserted

inserted in Campbell, which we have subjoined beneath*. To what a state must the naval service of that country have been reduced, which, by any allurements of professional ability, or even the greatest public advantage to be derived from them, could deign to foster crimes, which even the most barbarous nations have ever held in the utmost abhorrence.

RIPLEY, Lionel,—was, on the 26th of January 1693, appointed to command the *Humber*, a new ship of eighty guns, just launched. We believe him, however, to have been only an acting captain, and not to have taken rank till a considerable time afterwards, for his name is omitted in an official list, bearing date in February 1699, of those who had ever commanded ships of the line before that time. We find no mention whatever made of this gentleman, nor have we even been able to procure any account of the ships he commanded. It is most probable, for some reason to us unknown, he never had any command after he quitted the *Humber*. He had a pension granted him, but in what year is not known, as captain of a third rate. This he enjoyed till his death, which happened on the 1st of April 1725.

STAPLETON, Robert,—was, on the 13th of January 1693, appointed commander of the *St. Joseph* fireship. He is almost in the same predicament as the gentleman last mentioned, nothing being known of him but that he commanded a two-decked ship at some unknown period during the war. About the year 1701 he was made captain of the *Jersey*; in which ship he died, at New York, on the 20th of December 1702.

* The second captain of the *Thoulouse* was one Rigby, an Englishman, who had formerly bore command in our fleet. The admiral ordered him to be detained, although, it was said, he was naturalized in France and became a Roman Catholic; but some way or other he found means to escape, and, it was believed, got on board a ship bound for Genoa, which lay in the harbour of Mahon. He was preferred in France for his skill in the marine, and might, after this misfortune, have passed his time with ease at least, if not reputation, but his expences were so large, that, as I have been informed, he brought on the just reward of a life so wickedly spent; and is therefore a fit warning to all such renegadoes, as prefer the encrease of their private fortune to the honour or welfare of their country.

STEPNEY, Thomas,—in 1692, commanded the Goodwin Prize, and was, on the 27th of December 1693, appointed captain of the Dolphin frigate. He continued to command this vessel during the whole of* the three succeeding years, and was principally stationed as a cruiser in the Irish sea, or occasionally employed in conveying the trade from England to Kinsale and Dublin. In such kind of service nothing very interesting could be expected to occur. Towards the latter end of the year 1696 he was promoted to the Oxford, of fifty guns, and sent to Newfoundland with captain Whetstone, who commanded the Dreadnought. When on their return from thence, in the month of November, with a number of merchant-ships under their convoy, they encountered a dreadful storm, in which the two ships were separated, and the Oxford, with several of the convoy were *said* to have been compelled to bear away for Cadiz. We apprehended this information to be, in part, erroneous, and that the Oxford was actually ordered to make for that port instead of returning directly for England. Be this as it may, captain Stepney arrived safe at Cadiz on the 12th of December.

Not long after his return to England he was removed into the South Sea Castle frigate, and ordered, in the year 1699, for Jamaica, in company with the Biddeford, commanded by captain Searl. These two vessels were both unfortunately lost on Point Bague, near the isle of Ash; but the officers and crew, or at least the major part of them, were happily saved†. After his return to England, on the accession of queen Anne, he was appointed captain of the Hampshire, of fifty guns, one of the squadron sent, under sir Cloudesley Shovel, to Vigo, towards the close of the year 1702; and to the Mediterranean, under the same admiral, in the following year. In 1704, as well as 1705, he was employed to cruise in the Channel. We hear nothing of him after this time, notwithstanding we believe him to have been constantly in commission, and most probably employed in the Mediterranean, till the

* For a short time, during the year 1695, he commanded the Dreadnought, one of six C. Shovel's squadron in the Channel.

† Some have asserted the captain himself was drowned, but this will evidently appear to be a mistake.

month of July 1710, when we are informed, by a MS. memorandum, that he was tried by a court-martial, held in Barcelona road, on the 4th. The offence urged against him more resembles a misfortune to be compassionated, than an offence to be punished. The particular circumstances attending the charge we are ignorant of, knowing only, to speak in general terms, that whatever it might have been, his conduct was decided to have proceeded merely from an error in judgement. He was sentenced to pay a fine equivalent to nine months pay; but he still continued in the service, and in a few days afterwards signalised himself in a way that would have totally obliterated any injury his character might be supposed to have sustained on the former occasion, had that really been the case.

Sir John Norris, who then commanded in chief in the Mediterranean, sailed from Barcelona on the 19th of July; and having put into the road of Hieres, found a very valuable French ship laying there, from Scanderoon, mounting fifty guns. The enemy had, for better security, hauled the vessel close in shore, where it was protected by three very considerable batteries. These the admiral immediately ordered to be attacked by a detachment of English and Dutch frigates, put under the command of captain Stepney. The assault commenced, and was conducted with so much spirit and vigour, that the enemy was, in a very short time, driven out both of the ship itself and the lower of the three forts, by which it was more particularly defended. The boats of the assailants instantly rowed on board the ship to take possession; this the enemy had foreseen, and provided for, by laying a train of powder to the magazine, with a piece of slow match at the end of it. It not being perceived by those who boarded the supposed prize, the ship blew up very soon after they had entered it; by which accident thirty-five of the brave captors were either killed or wounded. No mention is ever made of captain Stepney after this time; and it is believed, that after the return of the fleet to England he retired from the service, on a small pension: this, however, is not sufficiently established to warrant us in positively asserting it. He lived many years after this, not dying till some time in the year 1740.

SYMONDS, George,—from being first lieutenant of the *London*; a first rate, was, on the 19th of August 1693, appointed captain of the *Flame* fireship, as successor to captain Stewart. In the following year he was made captain of the *Carcass* bomb; from which vessel he was, not long afterwards, removed into the *Thunder*, another vessel of the same description. In the month of March 1695-6, he was ordered to join the squadron, under sir Cloudesley Shovel, destined to attack Calais, and other small French ports. He was by some accident separated from the admiral, and blown over upon the coast of Holland by a strong south-wester. A bomb-ketch is, perhaps, the least calculated of any species of vessel in the royal navy for defence against a naval enemy; added to this, the *Thunder* had sustained much damage in the preceding gale of wind, when she unhappily fell in with two French privateers off the Texel, by which she was captured, and carried into Dunkirk with much exultation, inconsiderable as were both the honour and value of the prize they had taken.

The character of captain Symonds did not, however, suffer in the smallest degree on this occasion. As soon as he was exchanged, and his conduct, according to the rule of the service, had been properly investigated by a court-martial, he was appointed commander of the *Norwich*, of fifty guns. In April 1697, he was appointed commodore of a small squadron, intended to be sent to the West Indies, to convoy the trade thither; but falling in with a squadron of French ships of war, not long after he had cleared the islands of Scilly, those ships of his squadron (whose gallantry and good conduct preserved them from falling into the hands of the enemy) received so much damage in the encounter, that captain Symonds was compelled to put back with them to Portsmouth. Although in the relation which we have subjoined* the most honourable account

* Extract of a letter from Portsmouth, dated May the 13th, 1697.

“ His majesty's ships, the *Norwich*, *Chatham*, and *Sheerness*, who (together with the *Seaford* and *Blaze* fireship) were convoys to the merchant-men that lately sailed from hence for the West Indies, returned to Spithead on the 11th instant, being disabled and unfit to keep the sea. On the 5th instant, about 68 leagues from Scilly, there fell in with

account is given of captain Symonds and his conduct; and although judging merely from that, we find nothing but what reflects the highest credit on his activity, his prudence, and his gallantry: yet it appears the court-martial, before which his conduct on the foregoing occasion was investigated, was totally of a different opinion. What the inducement might be, does not appear; but he was dismissed the service. The sentence bears date the 14th of February 1697-8.

TAYLOR, Thomas, — was appointed commander of the *Nonfuch*, a fifth rate of thirty-six guns, on the 25th of November 1693. Nothing can be more irksome than the total want of information relative to the life of a brave and unfortunate man, till we come to describe the event which put a period to it. This is exactly the case with regard to captain Taylor. It is not positively known even on what service the *Nonfuch* was employed during the beginning of the year 1694: from some circumstances we indeed suppose captain Taylor to have been stationed off the coast of New England, where we know this ship

with them four French men of war, the biggest of about seventy guns, the second of fifty, and the other two of thirty-six and twenty-six guns; whereupon captain Symonds commander of the *Norwich*, gave the signal for the *Seaford*, and *Blaze* fireship, who were pretty near him, as also for the headmost merchant-ships, to bear down with the *Norwich* to the *Chatham*, and *Sheerness*, being then with the rear of the merchant-men, which was their station. About seven o'clock the French began to fire; and the *Seaford*, and *Blaze* fireship sailing very heavily, the fireship was first taken by the two smaller men of war, and the two greater took the *Seaford*, having shot down her main-mast before she yielded. They fired very hotly on the *Norwich* for two hours and then left her, and in the afternoon set the *Seaford* on fire. They kept company with us, but out of gun-shot, till the 8th instant, we sailing all that time in a line of battle. On Saturday morning they bore down and fought about three hours, and then stood away to pursue the merchant-ships who run from the men of war when they first engaged, and thereby exposed themselves to the danger they would have avoided by staying with them. The *Norwich* and *Chatham* received much damage in the fight, and had each about forty men killed and wounded; and the commander of the latter has received some small wounds himself. Five of the merchant-men who bore down to our men of war after the fight was over are come in with them; as also a sloop, being one of their fleet, which they retook on the 9th."

to have been in the preceding year. In the month of January 1694-5, when on his return to England, having under his convoy five valuable merchant-ships from Massachusetts Bay, about seventy leagues to the westward of Scilly, all the ships were separated in a violent gale of wind: they, however, all rejoined on the 13th, in the morning, except the *Fir-tree*, which had been taken a few hours before by a French ship of war mounting fifty-six guns. About noon the same enemy got up with the *Non-such*, and found captain Taylor prepared to defend himself with all the ardour natural to a man of gallantry. The engagement commenced about one o'clock, and uninterruptedly continued, with the utmost spirit, till the night approaching they both parted, as it were by mutual consent.

The *Non-such* was totally prevented, by the damage she had received in the preceding action, from even endeavouring to make her escape, had such been the wish of her brave commander: and the enemy was too elated with his manifest superiority of force, which was great enough to have ensured a much easier conquest over a less determined foe, to quit a prize which may be said to have been half obtained. They both, consequently, kept company together during the night. The action was renewed with the same vigour at day-break on the 14th; but captain Taylor being unfortunately killed, and the *Non-such*, besides having lost her main and mizen-masts, being otherwise reduced almost to a mere wreck, was compelled to surrender. Soon afterwards her fore-mast came by the board; so that the enemy gained very little by their conquest except the honour, if it is not an abuse of the term to call it so on the present occasion.

TOWNSHEND, Horatio,—was, on the 12th of July 1693, made captain of the *Bridget* galley; on the 10th of December following he was promoted to the *Queenborough* frigate. No mention is ever made of him during the time he held the command of either of these vessels; nor indeed do we find much after he was promoted to the *Lynn*, of which ship he was commander in the month of October 1696. He was then employed as a cruiser in the British Channel, and in occasionally convoying vessels to and from Ireland. Towards the latter end of the year 1697 he was sent to the West Indies, and died there on the 12th of March 1698.

TURVILLE,

TURVILLE, Henry,—was appointed captain of the Mortar bomb-ketch on the 23d of May 1693. It appears a matter of great doubt, whether he actually took post from this time. In some of the admiralty lists his name is given as having rank according to the above date: in others he is totally omitted. We have a MS. memorandum which pretends to give us the date of his first commission, as a post captain, and that he took rank in the Mortar bomb, on the 24th of February 1707. We should have been inclined to reject every other information for this, but that we find him to have been one of the members of the court-martial held for the trial of sir J. Munden, in 1702, which plainly proves him to have been a captain before that time. We find no mention ever made of him except in the instance just given. He is said to have had a pension granted him of 91 l. on what account we know not; and to have died commander of the Portland, of fifty guns, on the 5th of June 1719; a singular command, if true, for so old an officer. In short, though few men are less known, we hardly meet with any person whose life and appointments abound more in peculiar singularities.

VIAT, John,—was appointed captain of the Crescent fireship on the 22d of May 1693. We know nothing farther of him, except that he commanded a two-decked ship during the peace, most probably the Pendennis; in which vessel, accompanying vice-admiral Benbow to the West Indies, he there died, on the 4th of March 1701-2.

WADE, Cooper,—having been, in the year 1692, appointed second lieutenant of the Resolution, the ship that at that time bore sir Francis Wheeler's flag as commander-in-chief in the West Indies, was, on the 24th of May 1693, promoted by that admiral to be commander of the Owner's Love fireship. Some have, though improperly, supposed he did not take rank, as a captain in the navy, till the third of January 1695-6. In 1695 he was appointed to the Crown of forty-eight guns, and stationed as a cruiser in the Irish Sea. However ill the latter part of his conduct agreed with the earlier transactions of his life, no man, certainly, during the period of which we are now speaking, could behave with more diligence, spirit, and activity.

While thus employed, he had the good fortune to capture several privateers which infested the coast to the great injury of commerce, and was remarkably assiduous in the protection of any merchant-ships which he was ordered to convoy. His ship being put out of commission at the conclusion of the war, he had no second appointment till the year 1701, when he was made captain of the *Greenwich*, and sent to the West Indies under the command of vice-admiral Benbow. His shameful misbehaviour in the action with Du Cassé's squadron, has been already sufficiently described in the life of Mr. Benbow; so that it is needless to add more, than that being involved in the same guilt with Mr. Kirkby, he received the same sentence and deservedly experienced the same fate. He was shot at Plymouth on board the *Bristol*, the ship on board which he was brought home prisoner from the West Indies, on the 16th of April 1703.

WARD, John, (1st)—was, in the beginning of the year 1693, appointed to command the *Harp ketch*, a small vessel of ten guns, stationed in the ensuing spring to protect the coast fishery from Yarmouth to the Downs. So well did he acquit himself in this trivial occupation, that on the 4th of August in the same year, he was promoted to the rank of captain, and appointed to command the *Cambridge*, of eighty guns, a ship which had just before undergone a thorough repair. Accompanying sir Francis Wheeler to the Mediterranean not long afterwards, he had the misfortune to lose his ship in that hurricane which proved so fatal to sir Francis himself, and several others of the squadron. Captain Ward, however, had the happiness to preserve his own life, as well as the greater part of those under his command. We have not been able to discover to what ship he was afterwards appointed, for we have no information relative to him till the year 1698, at which time he commanded the *Canterbury*, one of the ships on the Mediterranean station. This vessel returned to England about the close of the year, and needing some considerable repairs, was, immediately on her arrival ordered to be dismantled. Captain Ward on this account became unemployed, and it does not appear that he ever had any commission afterwards. He died sometime in the year 1703.

WYAT

WYAT, Richard,—was, in the year 1690, appointed first lieutenant of the *Mary*, a third rate, at that time commanded by Mr. Wright, who was sent to the West Indies as commodore of the squadron employed on that station. On the death of this gentleman the temporary command of the ship devolved on Mr. Wyatt, who was continued in the same station by commodore Wrenn, who succeeded him. His conduct in an engagement with the French Squadron, on the 21st of February 1691-2, proved him, in every respect, to have merited this confidence and trust; for being attacked by four of the enemy's ships, he defended himself against their united efforts with so much spirit and gallantry*, as to afford Mr. Wrenn sufficient time to bear down to his assistance, and extricate him from those who already considered him as a certain prey. Mr. Wyatt returned to Europe in the month of August following, but does not appear to have had any extraordinary notice bestowed on him, as we might naturally have expected would have been the case from his former gallant behaviour, till the 6th of March 1693, when he was advanced to the command of the *Roebuck* fireship. In the month of November following he was promoted to a frigate; and from this vessel was, in the ensuing year, made captain of the *Royal Oak* of seventy-four guns, one of sir C. Shovel's division in the main fleet. After the peace at Ryswic he was appointed to the *Penzance*, of forty guns, and sent to the Mediterranean with Mr. Aylmer. After the return of the fleet from the expedition against Cadiz and Vigo, he was made commander of the *Somerset*, of eighty guns; in which ship he accompanied sir C. Shovel, in 1703, to the Mediterranean, being stationed as one of the seconds to sir Stafford Fairborn. He was afterwards removed into the *Winchester*, and died at Leghorn, after the return of the fleet to England, on the 14th of December 1703, having been put on shore, in the hope of recovering his health, which had long been in rather a precarious state.

* Lediard in his account of this sharp encounter, notices Mr. Wyatt and the other commanders in the most distinguished and honourable manner, as do all historians who have thought proper to give any account of this action.

1694

ACTON, Edward,—was, on the 4th of October 1694, appointed captain of the *Advice*. Such was his ill fortune, and the nature of those services in which he was employed, that for many years we do not meet with the smallest information concerning him, knowing only that he did command a ship of the line during the war, without having been able to discover at what particular time, or in what service he was engaged. During the peace which succeeded it, he appears to have held no commission, nor do we know any thing about him till the year 1704, at which time he commanded the *Kingston*, of sixty guns. This ship was one of those composing the main fleet under sir George Rooke, which effected the conquest of Gibraltar, and in a few days afterwards defeated the French fleet under the count De Tholouse off Malaga.

In both of these enterprises captain Acton was concerned: his expenditure of shot in the first of them was so great, that before the conclusion of the latter he was obliged, merely from want of ammunition, to quit the line. During that part of the action in which he bore a share, no man could have exerted himself more; for though his ship was among those which were the worst calculated in the fleet for such an encounter, he had three of his officers, and sixty of his crew killed and wounded. His conduct was, in common with that of his brave contemporaries who had unfortunately been in the same predicament, enquired into, after his return to England, by a court-martial; and it is almost needless to add, he was most honourably acquitted. As soon as this event had taken place, he was promoted to the *Grafton*, of seventy guns, and sent in the following year to the Mediterranean, under the command of Sir Cloudestey Shovel. When that admiral returned to England with a part of the fleet, captain Acton was one of the commanders ordered to continue on the Spanish station, under the orders of
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for John Leake. The circumstances attending this period of naval service were, in general, very uninteresting. The confidence of his admiral, and his particular approbation of Mr. Acton's conduct, both which he acquired in the highest degree, necessarily form every thing we can say concerning him; for otherwise nothing more material occurs, than his ship being one of the fleet sent to Cadiz, where sir John Leake hoped to have surprised the galleons in that port, and his having been one of the hostages exchanged with the viceroy of Majorca, pending the arrangement of the terms on which that island was to be surrendered to the allies.

Towards the end of the year 1706 the *Grafton* was found to be in so bad a condition, that it was necessary it should return to England for a repair; which being completed, captain Acton was ordered, under the command of commodore Wyld, in the *Royal Oak*, to convoy to a certain latitude, the fleet bound to Lisbon and the West Indies. They sailed from the Downs on the 1st of May, and had proceeded on their voyage no farther than Dungenesse, when on the following day they fell in with the Dunkirk squadron, under the count De Forbin, consisting of ten ships of the line and four smaller vessels. Against these very unequal odds captain Acton, and his brave associates, for a long time contended; but being at last unhappily killed, together with a very considerable part of his crew, this noble ship was compelled to surrender to the enemy; who, from the shattered state of their prize, and their own loss, might be said to have gained but little advantage from their conquest, except the honour, if any victory under the circumstances of the present, could be supposed to have conferred one.

ANDERSON, Kenneth,—in the year 1693, served as second lieutenant of the *Duke*, of ninety guns, at that time the flag ship of rear-admiral Mitchel: he was, on the 19th of February 1694, promoted to the command of the *Charles* fireship. Nothing farther is known of this gentleman but that he was unhappily killed in the *Ætna* fireship, and the vessel taken on the 18th of April 1697. We can find no particulars any where related concerning this action, or the loss of the ship itself; were it not for the disagreement of the dates, we should suppose the ship

to have been the *Blaze* fireship captured on the 5th of May, as we have already related in the memoirs of captain Symonds.

ANDREWS, Isaac, — is a gentleman as little known in the service as the foregoing. He served in the year 1693, as second lieutenant of the *Sovereign*, a first rate, under rear-admiral Aylmer. He was, on the 4th of December 1694, appointed captain of the *Rupert* Prize. He never appears to have attained any higher command than that of a frigate, or to have been employed in any service worth commemorating. At the commencement of the second war with France he was appointed to the *Otter*; in which vessel he had the misfortune to be taken by two French frigates, and died in France soon afterwards, on the 28th of July 1702.

BELLWOOD, Roger, — was, on the 17th of January 1694, appointed captain of the *Pembroke*. Very few particulars are known relative to this gentleman also. He appears to have been very highly esteemed both by admiral Ruffel and sir Cloudesley Shovel, but particularly the former: for having been removed from his command on some frivolous, and unknown account, Mr. Ruffel, in a private letter written by him to sir Cloudesley, dated the 15th of December 1696, highly laments the former treatment of captain Bellwood, and hopes, that as officers at that critical time, when a French invasion was impending, were much wanted, his constant forwardness to go on any service which he might be ordered to undertake, would, added to his, admiral Ruffel's endeavours, prove a sufficient recommendation to procure him a reinstatement in command.

The admiral, in this hope, desired him to repair to sir Cloudesley at Portsmouth; nor was he deceived in it, for captain Bellwood was, immediately afterwards, appointed captain of the *Sunderland*, and sent to the West Indies under the orders of commodore Mees. This command proved very unfortunate to him, as well as to many others of his worthy cotemporaries. Not long after his arrival on his station he contracted a bilious fever, which at that time raged with a violence little inferior to a pestilence; and had there been no other impediment to the operations of this squadron, would have totally prevented it

it from undertaking any enterprize against the enemy. He died on the 11th of August 1697.

BOWLES, Edward, — was appointed captain of the Play Prize on the 18th of October 1694, and died in the command of the same vessel, in the West Indies, on the 13th of January ensuing.

BRYANT, Thomas, — a character as little known as the former, was, on the 12th of February 1694, appointed commander of the Falcon, of thirty-six guns, and died captain of this vessel on the 1st of May following.

CALDWELL, William. — The first commission, as far as we have been able to find, that this gentleman ever received, was, in the month of April 1693, to be first lieutenant of the Richmond frigate, which at that time was under orders to proceed for New York. On the 22d of January 1694, being almost immediately after his return, he was promoted to the command of the Lizard, a sixth rate, of twenty-four guns. No other mention is made of him till toward the end of the year 1695, when we find him commanding the Anglesea, at that time employed on the Irish station. He continued captain of this ship, and (some trivial intervals excepted) in the same quarter, till the conclusion of the war, having by his diligence and activity captured many prizes, some of them privateers of no inconsiderable force.

This ship being put out of commission at the conclusion of the war, he does not appear to have been re-appointed to any ship till after the accession of queen Anne, when, on the return of the fleet from the expedition against Vigo, he was appointed to command the Torbay of eighty guns. He served in this ship, on the Mediterranean station, during the two following years, first under the command of sir Cloudesley Shovel, and afterwards of sir G. Rooke. At the battle off Malaga he very eminently distinguished himself as one of the seconds to rear-admiral Byng. It is no less singular than true, that we find no mention whatever made of this gentleman after the above-mentioned time. His having been employed, during the remainder of the war, principally, if not entirely on the Mediterranean station, may, probably, account for this uninteresting interval.

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We find, in short, no notice taken of him, after this time, till he was advanced to the rank of rear-admiral of the white, a promotion which took place on the 12th of February 1716. In the month of March, in the following year, he was appointed second in command of a powerful fleet, at that time fitting for the Baltic, under the command of sir George Byng; and on this account was promoted to be rear-admiral of the red. The complexion of the times rendered it expedient to dispatch sir George before the whole of his force was equipped; and it does not appear that Mr. Caldwell accompanied him, as was intended. He did not long survive his latter advancement, dying on the 17th of October 1718.

CHANT, Edward, — in 1693, commanded the Aldborough ketch, a vessel of ten guns, on the New York station. He is said, in two or three MS. papers, to have taken rank, as a naval commander, from the 27th of March 1691; but we can find no certain proof of his having held any commission, entitling him to it, till he was, on the 20th of January 1694, appointed commander of the Charles galley. We find nothing related of him, during the reign of king William, except that, in 1695, he commanded the Norwich, of fifty guns, one of the ships employed in the German Ocean, and under the orders of sir Cloudesley Shovel, in his several little expeditions undertaken against the French ports. During the peace he held no commission. After the accession of queen Anne, the first information we have received relative to him is, that, in 1706, he was appointed to command the Kingston, in which ship he died, in the following year, at Jamaica.

CLEASBY, Thomas, — served as first lieutenant of the Albemarle, of ninety guns, in the year 1693. On the 26th of May, 1694, he was promoted to be commander of the Vulture fireship. We hear nothing of him after this time till we find him captain of the Mary galley, a fifth rate, one of the ships sent, in 1697, under captain, afterwards sir John Norris, to Newfoundland; but being detached on some particular service, was not one of that famous council of war which, out-voted by the land-officers, determined to wait the attack of the French in the harbour of St. John's. He never appears to have attained the

the command of any ship superior to the *Mary* during the reign of king William; nor is it known what ship he was captain of, or in what service he was employed, after the accession of queen Anne. He retired from the service towards the close of that reign, and was appointed a captain in Greenwich-hospital in the year 1714: having held this appointment four years, he was promoted to be lieutenant-governor of the same, an advancement he did not long live to enjoy, dying on the 23d of July in the same year.

CLEMENTS, George,—was appointed third lieutenant of the *Victory*, a first rate, in 1693. He was promoted, on the 18th of July 1694, to be captain of the *Essex* prize. It was his misfortune to be employed on such unprofitable services that no mention whatever is made of him during the reign of king William; nor did he ever, for the same period, command any ship larger than a fifth rate. We are also perfectly in the dark both as to the vessels he commanded and the services he was particularly engaged in, till we find him, in the beginning of 1707, commander of the *Hampton Court*, of seventy guns. The obvious remark, which we have already had too frequent occasion to make, we must here again repeat, that it has been the unhappy fate of a multitude of brave men, to be almost totally unnoticed, till the nation, informed of the various circumstances which led to their deaths, then, first lamented the worth that had been, as it were disregarded, and condemned its own ingratitude for the innocent neglect.

About the latter end of April, in the year just mentioned, captain Clements was ordered to put himself under the command of captain Baron Wylde, of the *Royal Oak*, who was appointed commodore of the convoy sent with the outward-bound fleet to Portugal, and the West Indies. The several general circumstances preceding the fight, as well as those which happened after it had commenced, have been already sufficiently related in the lives of captain Wyld* and captain Acton; but there is a material occurrence attending the death of captain Clements too singular, and curious to be omitted. He

was mortally wounded by a shot in the belly, which he received some time after the engagement began; but, nevertheless, in that dangerous and disabled state continued the fight with the utmost resolution, till he himself was become so faint with the anguish of his wound and loss of blood, as to be totally incapable of farther exertions. His ship was by this time also, reduced to a mere wreck, and two hundred of the crew, among whom were the greatest part of the officers, killed or wounded, so that the surrender was inevitable. Soon after the enemy had entered their newly-acquired and dearly-earned prize, a young midshipman, whose name we very much lament ~~our~~ inability to recover, taking an opportunity of the confusion which prevailed at that time, and the greater attention of the enemy to the plunder than the care of their prisoners, caused his poor dying commander to be conveyed through a port-hole into the longboat, which happened to be a-stern. He himself followed, with seven others of the crew: they concealed themselves under the thwarts, as well as they could, till the Hampton Court, and the enemy's Squadron had drifted so far with the flood as to render it safe for them to take to their oars, when by a very happy, but almost incredible exertion, they reached Rye on the 3d of May, the day after the unfortunate encounter just mentioned. Captain Clements died in the boat.

CLEVELAND, William, — commanded the Diligence brig in the year 1693: he was promoted from this vessel to be a captain in the navy, and appointed to the Catherine store-ship on the 13th of February 1694. In the following year we find him commanding the Medway, of sixty guns, and employed in the Channel Squadron, under the orders of lord Berkeley of Stratton, and sir Cloudesley Shovel. In the ensuing winter he went out to the Mediterranean under commodore Moody, who was sent to convoy the outward-bound Turkey and Streight's fleet to their several places of destination. On his return to England in the summer, after this service was executed, he was ordered to cruise in the Channel, and met with considerable success in capturing several of the enemy's privateers, both on this and the Irish station, whither he was soon afterwards sent. He continued on the Irish
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station as long as the war continued; and on the 30th of April 1697, effected a much more consequential service to his country than any we have hitherto seen him perform. He fell in with a large French private ship of war, about eighteen leagues to the north-west of Scilly. This vessel, which was of a force little inferior to a ship of the line, mounted fifty carriage guns, and had more-over ten or twelve pataroes, with a chosen crew of near four hundred men. It was called the *Pontchartrain*, and being a remarkably fast sailing vessel was not overtaken till after a very long chase. The *Medway* at last getting up, began the action about six o'clock in the morning, with a very spirited cannonade, which the enemy little relishing, attempted to give a sudden turn to the contest, by boarding captain Cleveland and attempting to decide the contest hand to hand. The French commander, notwithstanding the favourable opinion he had entertained of the vigour and prowess of his crew, was disappointed in the hope he had formed on this occasion. He experienced so determined a resistance, that he was obliged to sheer off and decide the contest in the ordinary manner.

The engagement was maintained, at the distance of musket-shot, with the greatest spirit and bravery on both sides for near three hours, when the French feeling at last their inferiority, attempted to escape. This the *Medway*, who, comparatively speaking, had sustained but little damage in the contest, took care to prevent, and, after a short, but ineffectual last effort, the enemy's ship was content to surrender about ten o'clock, having had near fifty of her crew killed, and almost as many desperately wounded; while on the other hand the loss of the *Medway* mounted only to five men killed, and ten or twelve wounded, few of them dangerously. The *Medway* was put out of commission soon after the peace at Ryswic, and captain Cleveland had no other commission till after the accession of queen Anne, when he was appointed to the *Montague*. In this ship he accompanied sir Cloudesley Shovel to Vigo, and was afterwards appointed one of the convoy to the homeward-bound Oporto fleet. He returned to England with his charge about the latter end of January, and in the beginning of March following was ordered to accompany, to a certain latitude, vice-admiral