

Graydon, who had just before been invested with the West India command. The squadron sailed from Plymouth on the 13th, and in five days afterwards fell in with a small French squadron, of four ships of the line, under the well known chef d'escadre Du Casse, who was returning from the West Indies in a state of equipment little calculated to withstand an attack.

Captain Cleveland, who led the van of the English squadron, very spiritedly began the action by engaging the sternmost of the enemy's line, but was almost immediately called off by signal from Mr. Graydon, who conceived himself precluded, by his orders, from hazarding any extraneous encounter*. This affair has been already fully discussed, and the particulars of the action related in the life of Mr. Graydon†. Captain Cleveland having fulfilled his instructions by accompanying the vice-admiral to the proper latitude, returned to Plymouth, where he arrived in safety about the latter end of April. As soon as he had taken on board a sufficient recruit of provisions and water, he was again ordered to sea, in company with the Orford, commanded by captain Norris, with whom he was to cruise in soundings for a few days, till the fleet, then ordered for the Mediterranean, under the command of sir Cloudesley Shovel should be ready to sail. Both these brave men were successful, captain Norris in a very short time after he left Falmouth having captured, in a very smart action, a French ship of no mean force, and captain Cleveland a second, of inferior consequence indeed‡, for the enemy in order to lighten the ship and facilitate their escape, chose rather to throw their guns into the sea than trust to a resistance, or defence, which, to do them justice, their inferiority must have rendered futile.

* The Montague's fore-top-sail being shot to pieces the second broadside she received from the enemy, she could not tack so soon as might otherwise have been expected: this being perceived by the other three French ships they wore, and bearing down to the ship that had been engaged, each of them fired a broadside at the Montague; but she being to windward and the sea running high, as the French generally fire in hopes of wounding masts, yards, or rigging, all their shot flew over her, and she did not receive any considerable damage.

† See his life, Vol. II. p. 160.

‡ Mounting eighteen guns.

Captain Cleveland having immediately afterwards joined the fleet, sailed for the Mediterranean, where nothing in the smallest degree memorable occurred either to him, or, with the most trivial exception, any other of the officers engaged in that service. In 1704 he returned to the Mediterranean under the command of sir G. Rooke, and bore a very active as well as conspicuous part, both in the assault of Gibraltar and the battle off Malaga which followed, not long after. He was one of those commanders, who, in the latter engagement being obliged to quit the line for want of shot*, a deficiency occasioned by his former expenditure before Gibraltar, was afterwards tried by a court-martial, which did ample justice to his bravery and merit, by acquitting him in the most honourable and unequivocal manner. We do not, however, find any mention made of him in the service, after this time, till the year 1710, at which time he commanded the Suffolk, one of the squadron on the Mediterranean station.

In the month of May, being then cruising off Messina, under the command of vice-admiral Baker, he had the good fortune to capture a large French ship of war, called *Le Galliard*, pierced for fifty-six guns, but mounting, when taken, only thirty-eight. This little success, trivial as it may appear when compared with those more splendid actions which happened in other quarters of the world, made no mean figure where it took place, owing to that general want of interest which, after the year 1704, pervaded all the operations of naval war, if they may be said to deserve that name, on the station of which we are now speaking. After this time we are again ignorant as to any particulars of this gentleman's life till the year 1716, when he accompanied sir J. Norris, who was sent with a fleet into the Baltic to chastise the insolent conduct of the Swedes. When sir John returned to England in the month of November he left Mr. Cleveland commodore of a squadron, consisting of seven ships of war, with orders to act in con-

* The *Montague* was very warmly engaged while she was able to keep the line, as appears very evidently from her list of killed and wounded, which, although she was only a sixty gun ship, amounted to forty-nine or fifty.

junction with the Danes, who were equally concerned in the expected rupture, and to render the proper protection to the trade and commerce of the allied nations.

He went no more to sea after his return, but in the year 1718 was appointed comptroller of the store-keeper of the navy's accounts; an office, in which he continued till the year 1732; when he retired altogether from public life, on a pension suitable to his rank and services. He died on the 9th of June 1735.

DOUGLAS, John,—having, in 1693, served as fourth lieutenant of the *Duke*, a second rate, on board which ship Mr. Mitchell carried his flag as rear-admiral of the blue in the main fleet; was afterwards promoted to be second lieutenant of the same ship; and was from that station advanced, on the 21st of December 1694, to be captain of the *Phoenix* fireship. No farther notice is ever taken of him, but that he died in England on the 16th of November 1697, not holding, at that time, any command.

EATON, or EYTON, William,—is said to have been, in the early part of his life, a commander of much note in the merchant's service. He afterwards distinguished himself very conspicuously as commander of a private ship of war, employed, according to the custom of those times, to cruise against the Spaniards in the South Seas. This practice, which indeed had nothing to recommend it but the paltry hope of enriching a few active enterprising individuals, was not long after abolished by the interference of government. While thus employed captain Eaton, as well as many other men of character and virtue, his contemporaries, though engaged in a service * not the most honourable in the world, always strictly maintained the reputation of an honest, and truly liberal, as well as gallant man. He at last entered into the navy, and, after passing through the necessary subordinate stations, became, in the year 1693, first lieutenant of the *Ossory*, of ninety guns. He was promoted from this station, on the 13th of February 1694, to be captain of the *Joseph* fireship.

* The foregoing part of the account of this gentleman we dare not venture to pronounce *authentic*, although it is the best we have been able to procure, and might satisfy those who may not, perhaps, be over-scrupulous.

He had not, however, the same opportunity and success in making himself remarkable in the royal navy that he had while formerly employed in a more humble station. He continued to command this vessel till the month of August 1695, when he was removed, at his own request, into some other ship; the *Joseph*, as it is stated in an official report of the condition of the fleet, made by sir C. Shovel, to the board of admiralty, not being fit to be continued in commission. No farther mention whatever is made of him, except that he died in the West Indies commander of the *Saudadoes Prize*, sometime in the month of November 1698.

GRANTHAM, Nathaniel,—was, in 1692, appointed first lieutenant of the *Warspight*, of seventy guns, which ship was, at that time, commanded by captain Caleb Grantham. He continued to hold the same station till the year 1694, when the *Warspight* was obliged to be put out of commission, and taken into dock for a complete repair. This, perhaps, was rather a fortunate act of necessity for Mr. Grantham, who was promoted, on this occasion, by commission, bearing date the 13th of August 1694, to be commander of the *Seahorse*. No farther mention is made of him during king William's reign; nor is this wonderful, as we also find he never, in that period, commanded any ship of greater force than a sixth rate. On the re-commencement of the war with France, after the accession of queen Anne, he was appointed to command the *Bonadventure*, of forty-eight guns, and sent to convoy an outward-bound fleet of merchant-ships. This we are very sorry to say is the only mention we ever find made of him; hence it is most probable that, either from infirmities or some other cause, which we have been unable to investigate, he retired altogether from the service not long after this time. He is said to have died in England on the 17th of November 1723.

HOLYMAN, Robert,—in 1693, was appointed first lieutenant of the captain, a third rate, commanded by captain Francis Wyvill. He was promoted from thence, on the 8th of February 1694, to be commander of the *Owner's Love* fireship. No notice is ever afterwards taken of him during the reign of king William; but it is

known, indeed, he never obtained any consequential command. Immediately after the accession of queen Anne we find him captain of the *Dragon*, of fifty guns. He was for some time employed as a cruiser in the Channel, an occupation in which he met with much success. In the month of October he was detached, on some trivial service, from the Squadron under the command of sir Cloudesley Shovel, which had been dispatched to Vigo, and was now on its return from that port. He fell in soon afterwards with a French ship of war, mounting upwards of seventy guns. Notwithstanding the great disparity of force, captain Holyman prepared to defend himself with a spirit that deserved a better fate, and an antagonist whose superiority would not have defied conquest.

From what we have premised, it must be obvious to all, that the greatest exertions, on the part of captain Holyman and his people, were indispensibly necessary, to preserve them from captivity: these were not wanting, and consequently produced the desired effect. The enemy, however, was not repulsed but with the loss of the brave commander and twenty-five of his crew, who were killed.

The action took place on the 13th of October. The lieutenant, whom we suppose to have been Mr. Fotherby, of whom we shall have an account to give hereafter, continued the action for some time after the death of his brave commander, till the French were at last content to decline any farther contest.

HOLMES, Robert,—was appointed second lieutenant of the *Burford*, of seventy guns, in the year 1692. In 1693 he was promoted to be first lieutenant of the *York*, of sixty guns. On the 15th of October 1694, he was promoted to the command of the *Pearl* frigate, a vessel employed, during that, and the following year, on the Irish station, for the protection of trade from the depredations of the small French privateers. He appears to have been singularly active and attentive to the duties of this very unenviable occupation, an occupation in which it was impossible to acquire renown, or even avoid calumny, except by the most rigid attention. Capt. Holmes was very successful in protecting the coasting trade of Ireland, a service in which he was almost constantly employed, or in attending it

from port to port; he had moreover the good fortune to capture some of the enemy's small privateers, prizes, although of no material consequence to the event of a war, but nevertheless afford very sufficient proof of a commander's diligence. We do not find much notice taken of him after the year * 1695: and it is very singular, his name is inserted in one only of the lists of naval commanders, which have been at different times collected, and with the greatest care, from the official papers. In 1696 he accompanied commodore Mees to the West Indies, where he died sometime in the month of May in the following year.

JESSON, James, — was appointed commander of the *Winchelsea* on the 7th of February 1694. No farther mention is made of him during the reign of king William, and we have every reason to believe he never, during that period, commanded any other vessel. The accession of queen Anne produced but little alteration, for we do not find any information concerning him, except that he died at Barbadoes on the 27th of February 1707-8, being at that time commander either of the *Portland*, or the *Greenwich*.

LAKE, or LEAKE, Thomas, — was, on the 26th of September 1694, appointed commander of the *Speedwell*. We have not been able to procure any other information relative to him, except what we derive from rear-admiral Hardy's list of naval officers: from this we learn that this gentleman, on what account is not mentioned, received the honour of knighthood from queen Anne. No notice is taken of the time of his death.

LINDSEY, William, — was, on the 29th of May 1694, appointed commander of the *Play Prize*, and died in the command of the above vessel on the 16th of October following.

LLOYD, David, (2d) — was, on the 30th of October 1694, appointed commander of the *Experiment* frigate. Others insist his first commission, as captain of this vessel, does not bear date till the 15th of September in the fol-

* A gentleman of the same name did, for a short time during this year, command the *Comet* fireship, one of the vessels under the command of sir Cloudesley Shovel, in the Channel.

lowing year; and we rather believe the former date to be a mistake. In 1697 he was appointed captain of the *Falmouth*, and sent to the West Indies in the following year, under Mr. Benbow. Kidd, the pirate, became about this time very notorious, and a variety of small vessels were equipped to pursue him. One of these, a sloop, captain Lloyd voluntarily offered his service to command, but soon afterwards fell a victim to his gallant and enterprising spirit, being drowned on the 25th of July 1699: the particulars of this misfortune are not known.

MIDDLETON, Henry,—served as second lieutenant of the *St. Andrew*, a first rate, of ninety-six guns, in the year 1693. On the 13th of October 1694, he was promoted to the command of the *Falcon*. Few are the particulars we have been able to collect concerning this gentleman, and those too, we are sorry to say, are very uninteresting*. In 1697 he commanded the *Rainbow*, a small frigate, principally employed in conveying to and from Ireland the small coasting vessels. After the accession of queen Anne, he was promoted to the command of the *Lincoln*, of fifty guns. This ship foundered at sea on the 29th of June 1703: and the captain with the greater part of the crew were unhappily drowned.

MIGHELLS, James,—was the descendant of an ancient and respectable family long settled at Lowestoffe, in the county of Suffolk†. It appears from a pedigree of the Mighel's family, published by Gillingwater, in his History of Lowestoffe, that this gentleman was, by marriage, nearly related to those great and well-known naval characters, sir Thomas Allen, rear-admiral Utber, sir John Ashby, and sir Andrew Leake. Having entered early in life into the Navy, under the patronage of his uncle, sir John Ashby, and passed through the several necessary subordinate stations with much credit and reputation, he was, in 1693, appointed first lieutenant of the *Victory*, a first rate. On the 24th of August 1694, he was promoted to the command of the *Owner's Love* fireship. In the month of December he was ordered, together with the

* He is said to have been fined three months pay by the sentence of a court-martial, held upon him for the loss of the *Falcon*.

† He was the son of Mr. Richard Mighells, and Thomasin, sister to sir John Ashby.

Norwich and Prince of Orange, to convoy the outward-bound Virginia fleet to a certain latitude. Before the fleet had well cleared the Channel, captain Mighells's ship sprung a leak, which compelled him to put back into port, which he happily reached, though not without much difficulty. He continued to command the *Owner's Love* till towards the end of the year 1696, when he was appointed to command a ship of the line, which was unfortunately employed on so undistinguished a service, that we have been totally unable to discover even its name. This want of information is by no means to be construed as disreputable to captain Mighells, when we consider that the most eminent of his cotemporaries were uniformly in the same predicament. In the year 1697 he accompanied captain, afterwards sir John Norris to Newfoundland, where, to his credit be it spoken, he was one of those spirited commanders who coincided in opinion with the commodore, that it would be more adviseable to put to sea and attack the enemy, than coolly wait their assault*.

During the remainder of king William's reign, after the peace of Ryswic, Mr. Mighells does not appear to have held any command; but, after the accession of queen Anne, was appointed to command the *Monk*, of sixty guns. He was employed during the absence of the main fleet, under sir George Rooke, to cruise principally in the Channel, and continued in the same line of service, after its return, till the month of July 1703, when he was sent, under rear admiral Dilkes, to attack a French convoy which was reported to be laying in Cancalle Bay. A particular account of this transaction has already been given in the life of that admiral†.

In 1704 he sailed for the Mediterranean under sir G. Rooke, and very singularly distinguished himself at the battle off Malaga. The count De Tholouse, who commanded the French fleet, had ordered monsieur Champmelin in the *Serieux*, to board the *Monk*. This, the Frenchman attempted three different times, and was as often repulsed, by the gallant behaviour and steady con-

* See the life of sir John Norris, Vol. II. p. 343.

† Vol. II. p. 351.

duct of captain Mighells and his crew. The *Serieux* was enabled to renew her attack in consequence of the assistance she received from the French galleys, which took off the wounded men and supplied their place with fresh unfatigued assailants. The enemy being at length dispirited by these repeated discomfitures were content to sheer off; and captain Mighells had the satisfaction of preserving his ship, though with the loss of thirty-six men killed; he himself, together with his second lieutenant, boatswain, and fifty-two of his people being wounded, many of them very desperately. The French, who are remarkably clever at palliating their own disasters, give the following account of this transaction in their relation of the engagement. "As to the centre, there happened a *thing* which, perhaps, was never known in a fight where a whole line has been engaged, and where the enemy has the weather-gage, which is, that a ship in the van of our admiral's division, commanded by monsieur De Champmelin, thrice boarded one of the enemy's ships which lay next him, and left her the third time, *seeing her on fire in several places, but by reason of the great smoke could not tell what became of her.* He was afterwards so disabled in the engagement, that he was obliged to quit the line to refit."

No notice whatever is taken of captain Mighells after this time till the year 1710, even by those who might be thought very likely to be acquainted even with the most trivial particulars of his life. In the last-mentioned year * he commanded the *Centurion*; and being on a cruise in the Mediterranean, in company with captain Evans in the *Defiance*, they met two French ships of war of equal force with themselves, between Almeria and Malaga. An action commenced at eight o'clock in the morning, and continued without intermission, most spiritedly maintained on both sides, till twelve at noon; by which time the *Centurion* had upwards of sixty of her crew killed and wounded; her rigging, masts, and yards were also so much disabled as to incapacitate her from making sail. The French ships at this time declined any farther contest; and having sustained, as is generally the case, less damage aloft, were enabled to make their

* On the 8th of November.

escape and shelter themselves in the port of Malaga, although the English pursued with all the alacrity in their power.

In the following year we find him captain of the *Hampton Court*, still on the Mediterranean station, and then under the command of sir John Jennings. Having, in the month of November, been detached, with four other ships*, from the fleet, by that admiral, to the coast of Catalonia, soon after he himself had sailed from Barcelona for Vado with the king of Spain, who just before had succeeded to the dignity of emperor; he was on his return to Port Mahon, the appointed rendezvous, when he fell in with two French ships of the line, the *Count de Thoulouse* and the *Trident*. Captain Mighells, who was considerably a-head of his companions, came up with the former soon after seven o'clock in the evening, and began instantly to engage. The Frenchman defended himself with the greatest gallantry, and the contest was maintained, with the highest spirit on both sides, for upwards of two hours; when the *Sterling Castle* drawing near, the *Count de Thoulouse* thought proper to surrender: the *Trident* escaped, favoured by the darkness of the night, the advantage of light breezes of wind, and the assistance of her oars. The *Hampton Court* had received considerable damage in the encounter; her masts in particular being much wounded, and the wind freshening soon after the action, they all came by the board on the following day, so that she was obliged to be towed into port by the *Sterling Castle*.

The peace at Utrecht being concluded soon after this event, we find no mention made of captain Mighells till the year 1717-18, when he was, on the 18th of March, promoted, very deservedly, to be rear-admiral of the blue. On the 28th of the same month he was advanced to be rear-admiral of the white, and appointed second in command of the squadron, sent soon afterwards to the Baltic under the command of sir John Norris †.

* These were the *Sterling Castle*, the *Nottingham*, the *Charles Galley*, and the *Lynn*.

† The particulars of which expedition have already been given, Vol. the II^d, p. 251.

On the 17th of December 1718, almost immediately on his return from the Baltic, war was formally declared against Spain; and the greatest apprehensions being entertained soon afterwards that the enemy were at that time meditating an invasion of England, with the Pretender at their head, every possible measure was taken at home to counteract and defeat their designs. Rear-admiral Mighells was, on the 5th of March, dispatched to Portsmouth that he might forward the equipment of such ships as were fitting out at that port: two days afterwards he was raised to the rank of vice-admiral of the blue, and sailed almost immediately to the westward second in command of the Squadron sent out under the earl of Berkeley. He was dispatched for the coast of Galicia, by his lordship, soon after they had cleared the Channel. His instructions on this occasion being only to procure some intelligence of the enemy's motions, he had no greater force than the *Windsor*, *Antelope*, and *Monmouth*. Having learnt that the Spanish fleet, crowded with soldiers, though miserably deficient in almost every article of their necessary appointments, had been dispersed by a violent storm which overtook them on their passage from Cadiz to the Groyne, he returned into port with this information; and the terrors which had been suddenly excited, as suddenly vanished.

It was immediately resolved, on the part of England, to retaliate this intended insult; and at least repay, if not revenge it. A strong Squadron was accordingly equipped and put under the command of the vice-admiral, who had with him a fleet of transports, on board which were embarked six thousand troops, with a proper train of artillery, and every other necessary, under the command of lord viscount Cobham. The destined object of their attack was the important port of Vigo, on the coast of Galicia. This formidable armament put to sea, from St. Helen's, on the 21st of September, and, after a very prosperous passage, arrived on the coast of Spain, off which the fleet cruised for three days, in hopes of being joined by captain Johnson, who had been dispatched a few days before, with two fourth-rates and a frigate, in order to procure intelligence. Not meeting with him,

as was expected, and the season of the year being too far advanced to admit of trifling on an hostile coast, or delaying any longer offensive operations, it was determined to push on for Vigo, the harbour of which the fleet happily entered on the 29th of September, old stile. The grenadiers of the army were immediately landed at the distance of three miles from the town, without any other opposition than an irregular straggling fire from a body of peasants, who were also at too great a distance to effect any material execution. On the following day the necessary stores and provisions were landed, and proper measures taken for the speedy commencement of offensive operations.

On the 1st of October the army moved forward and encamped in a strong position near the place; this the enemy observing, and being apprehensive of an attack, they felt themselves unable to withstand with regard to the town itself, they immediately began to spike up the cannon on the ramparts; and having burnt the carriages, left it and its inhabitants to the care of the magistrates, and withdrew all their regular troops into the citadel. The general being soon apprized of this movement sent them a summons to surrender, a requisition which was immediately complied with; and brigadier Honeywood was accordingly ordered, with eight hundred men, to take post there, and in Fort St. Sebastians, which was also abandoned by the enemy. On the 3d of October serious operations commenced against the citadel itself, a ketch being sent in to bombard it, though with little success, on account of the great distance. The mortars, cohorns, and battering train were, however, landed on the same evening, and the following day from the fleet; the necessary preparations were also made for prosecuting the intended siege with the utmost vigour. At this period the general, lord Cobham, in compliance with the customs of war, sent a formal summons to the governor, with a notification, that if he persisted in not surrendering, till batteries were erected, he must then expect no quarter.

The governor himself had been wounded during the bombardment. The officer on whom the command had devolved

resolved, after a little hesitation, consented to capitulate. The garrison, amounting to near five hundred men, marched out on the 10th; and the place being taken possession of by the English, there were found in it a considerable quantity of arms and cannon, which, it was said, were landed from the very ships that were, in the preceding spring, destined to have covered the invasion of Britain. As it was deemed impossible to maintain a footing in an enemy's country, at such a distance, with so small a land-force, it was judged expedient to embark, without delay, all the artillery, stores, and other property worth removal, and to destroy the rest. Before, however, these measures were carried into execution, major-general Wade was ordered, with a detachment of the army, and some ships of war, to sail up the harbour of Vigo and reduce Ponta Vedra, a town which lay at a small distance from thence. This service was effected without loss, or, indeed, opposition; and although four mortars and twelve pieces of heavy brass cannon, together with seventy iron guns, two thousand stand of arms, and a proportionate quantity of ammunition were found there, all these, except the twenty-four pounders, which were four in number, were embarked, and the detachment rejoined their companions, at Vigo, on the 23d.

On the 27th, every thing that was valuable, or that could be in any degree serviceable to the enemy, being embarked, the vice-admiral with the fleet sailed for England, where he arrived, in safety, on the 11th of November, having scarcely lost three hundred men during the whole expedition, by the joint ravages, and causes of diminution, the sword, disease, or desertion. This blow, which was extremely humiliating to Spain, appears to have been the last service in which this gentleman was engaged. Having, as it is elsewhere observed, arrived, with the highest desert, at an elevated rank in his profession; and being probably worn out with fatigue in the service of his country, he exchanged the tumultuous scenes of war for the more calm and undisturbed enjoyments of private life. In 1722 he resigned his rank as vice-admiral, and was appointed comptroller of the navy, an office

office he held till the time of his death*, which happened on the 23d of March 1733-4.

MITCHEL, John, — we believe to have been, in 1693, appointed first lieutenant of the Assistance, of forty-two guns, a ship at that time commanded by captain Phineas Bowles, and ordered for Newfoundland. But the first information we have relative to him that we dare aver to be authentic is, that on the 14th of February 1694, he was appointed captain of the St. Paul fireship. He continued to command this vessel during the two following years, and during such a command little can be expected worth relating, except on the most extraordinary and generally known occasions. He never appears to have obtained any more consequential command during the reign of king William; nor, indeed, do we in that of the succeeding sovereign, find any mention whatever made of

He was buried in Lowestoffe church, where a handsome monument is erected to his memory bearing the following inscription.

To the memory of
JAMES MICHELLS, Esq;
Late vice-admiral and comptroller
of the royal navy,
Whose public and private character
Justly deserves remembrance,
If courage and conduct in a commander,
Fidelity and diligence in a commissioner,
Sincerity in a friend,
Usefulness in a relation,
Love and affection in a husband,
Care and indulgence in a parent,
And the strictest justice and honesty to all men,
Deserve to be remembered.
He died March the 21st, 1733,
Aged 69 years.

The following entry relative to this gentleman appears in the Lowestoffe register:

"In his public capacity no one had more at heart the true honour and interest of his king and country. As a sea officer he was beloved by all under his command: he was brave and valiant; nor was his judgment and conduct less than his courage. In his last office he was constant and unwearied in application; no one durst tempt him to alienate his trust. Of his family he was careful, indulgent, and tender: to his relations useful and generous: to his friend kind, sincere, and hearty: and to all the world a man of the strictest honour, justice, and honesty."

this gentleman. We believe him to have obtained the command of a ship of the line not long after the accession of queen Anne; but nothing farther is known, with any positive certainty, till 1712. He was tried by a court-martial, held in the Downs, on the 4th of July in the following year, for a very singular offence, not only against the rules of the service, but all decorum, as a gentleman. On some trivial and insignificant dispute with his first lieutenant, he was imprudent, and violent enough to strike him publicly on the quarter-deck, and was accordingly, not undeservedly, sentenced to be suspended from all command, and to pay a fine equal to three months pay. After having continued under suspension upwards of two years, those who were entrusted with the administration of naval affairs at that time, in some degree relaxed from their severity, and he was put on the superannuated list with a pension of 123*l.* 3*s.* 9*d.* per ann. being a sum equivalent to the half-pay of the captain of a third rate.

MOSES, John,—in 1693, was appointed lieutenant of the *Guernsey*, a frigate of twenty-eight guns, at that time employed on the West India station under sir F. Wheeler. Not long after his return from thence, he was, on the 5th of March 1694, promoted to the command of the *Queborough* frigate. He did not for some years obtain any consequential command, being principally captain of small frigates or yachts, and employed in attending king William to and from Holland. Towards the end of the war, however, he was advanced to the command of a ship of the line, which being put out of commission after the peace at Ryfwic, he did not appear again in the service till after the accession of queen Anne, when he was made commander of the *Anglesea*, of forty guns, and sent to the West Indies, where he died on the 23d of October 1703.

OWEN, Edward,—at the latter end of the year 1692, was appointed first lieutenant of the *Sr. Alban's*, of fifty guns, a vessel at that time and during the following year employed as a cruiser under the command of captain Gillam. On the 7th of Aug. 1694, he was appointed cap-

* In this year he commanded the *Monmouth*, of seventy guns, one of sir Hovenden Walker's Squadron on the expedition to Canada.

tain of the Roebuck fireship. He never obtained the command of any ship larger than a sixth rate, or was employed on any memorable service during the reign of king William; but immediately after the accession of queen Anne was promoted to the Rochester, a fourth rate, one of the ships stationed as a cruiser in the Channel. While thus occupied he displayed the greatest activity, which was accordingly rewarded with the highest success, he having captured a considerable number of French trading vessels of inferior note, together with two or three of those numerous privateers which at that time infested the coast, and a small frigate, new from the stocks, which was afterwards called the Rochester's Prize.

He continued to command the Rochester, as well as to be actively employed in the same line of service, till the year 1706, when he was promoted to the Medway, a third rate. He was immediately afterwards sent to the Mediterranean, on which station he does not appear to have met with any thing worthy to be related. He returned to England at the latter end of the year 1707; and in the month of June following we find him one of the captains under the orders of lord Dursley, who was commander of the squadron in soundings, stationed there for the protection of the different homeward-bound fleets. We find, as the only circumstance worth relating, that captain Owen was dispatched by his lordship, in the month of July, to convoy the homeward bound East India fleet into Plymouth. We rather apprehend he never went to

* The most remarkable incident of his life, that we have been able to procure during this interval, is related in a letter from Dartmouth, dated May the 6th, 1705.

"On the first instant her majesty's ship the Rochester, captain Owen commander, brought into Torbay a re-taken ship, called the Richard and Sarah, of London, captain Wilkinfon commander, richly laden and homeward-bound from Jamaica. This ship had been taken on the 25th past in lat. 31, by a privateer of St. Maloe, of eighteen guns and one hundred and sixty men, after a very sharp dispute, which lasted eight hours, in which she lost her main-mast. Captain Owen retook her on the 30th past, and gave chase also to the privateer, but could not come up with her. Captain Owen has likewise brought into Torbay a French privateer of twenty-four guns, which he took after a fight of five hours, wherein the captain and lieutenant of the privateer were killed. This ship is Dutch built; was taken from the Dutch about two years ago on the Dogger Bank, and can carry thirty-two guns."

sea after this time, as he died on the 8th of October following, his ship being at that time in port under repair.

PAUL, Richard,—served as first lieutenant of the Centurion in the year 1693; he was promoted to the command of the Jersey on the 23d of January 1694. We have no farther information concerning him, except that he died commander of a ship of war, in the West Indies, on the 17th of March 1701; but neither the ships, nor the particular services on which he was in the intermediate time employed are known.

PAXTON, Wentworth,—is supposed to have been a native of New England; and entering into the royal navy, was, on the 22d of January 1694, appointed commander of the Newport. He never obtained the command of any ship larger than a sixth rate; and retiring altogether from the service returned to New England, where he died sometime in the year 1736, or, as others say, not till three years after that time.

REDMAN, John,—was appointed acting commander of the Kitchen bomb-ketch either in the latter end of the year 1692, or early in the following spring. On the 3d of October 1694, he was promoted to be captain of the Loyalty. No other mention is ever made of this gentleman, but that he was put on the superannuated list, with the half-pay of captain of a third rate, in the year 1707, and died on the 29th of February 1727.

REEVES, William,—is reported to have been the son of sir William Reeves*, a commander of the greatest eminence during the first and second Dutch war. The first information we have of this gentleman is, that he was appointed first lieutenant of the New Africa in 1693: on the 17th of August in the following year, having been sent to the West Indies, he was there promoted to the command of the Experiment, a frigate of thirty-two guns; in which ship he died on the 29th of October following.

RICHARDS, Charles,—was towards the latter end of the year 1692, appointed first lieutenant of the Tyger, of forty-two guns, one of the West India squadron sent out under the command of sir Francis Wheeler. On the 4th of December 1694, he was promoted to be captain of the

* See Vol. I. p. 122.

Firedrake bomb-ketch; and before the conclusion of the war obtained the command of a ship of the line. This is all the information we have been able to procure relative to this gentleman, except that, in the year 1702, he was sent to the East Indies commander of the *Severn*; in which ship he died there on the 23d of March 1703-4.

ROFFEY, Kerrit, or Kerril,—served as first lieutenant of the *Vanguard*, a second rate, in the years 1692 and 1693. On the 23d of January 1694, he was promoted to the command of the *Griffin* fireship. He does not appear to have met with any opportunity of distinguishing himself during the reign of king William, although he certainly was always considered as that very deserving character his conduct and gallantry in the following reign proved him to be, for he obtained the command of a ship of the line long before the conclusion of the war, and was continued in constant commission during the peace which succeeded it. After the accession of queen Anne he was appointed captain of the *Burford*, of seventy guns, as successor to sir Hovenden Walker. Accompanying sir Geo. Rooke to the Mediterranean in the year 1704, he was present and engaged both in the assault of Gibraltar and the action off Malaga. In the latter encounter he led sir Thomas Dilkes's division; and although he was very warmly engaged during the whole time, his expenditure of shot at Gibraltar not having been great enough to compel him to quit the line, as the want of this necessary annoyance did many others, his brave contemporaries, he appears to have had the good fortune of sustaining less injury than any ship of his division, the *Swallow* excepted, having had only eleven men killed and nineteen wounded. In 1705 captain Roffey was appointed to the *Northumberland* and sent to the West Indies; from whence he returned, without having met with any remarkable occurrence, in the month of March 1706. In 1707 we find no other mention made of him but that he commanded the *Northumberland*, one of sir Thomas Hardy's Squadron, who was sent out to convoy the fleet bound to Lisbon*. Captain Roffey was one of the witnesses examined, at the court-martial held in consequence of a most violent and totally-

* See page 21, et seq.

unfounded charge raised against the conduct of sir Thomas on that occasion, and by his fair and candid testimony very honestly contributed to the honourable acquittal of his much-injured admiral.

Whether this honest manly behaviour drew on him the resentment of men in power, and of those who were the enemy's of sir Thomas, we know not, but as we find no mention made of him after this time in any command, we consequently believe him to have retired from the service, to which he does not appear to have again returned. He is said by many, but very erroneously, to have been appointed lieutenant-governor of Greenwich-hospital some considerable time before his decease, which happened on the 11th of September 1716.

SMITH, John,—served as second lieutenant of the *Bredah*, rear-admiral Hopson's flag-ship, in 1693, at the time he accompanied sir George Rooke, who went out to convoy the unfortunate *Smyrna* fleet. His diligent and proper behaviour in that station procured his promotion, on the 23d of January 1694, to be commander of the *Mortar* bomb-ketch. He was not long afterwards removed into the *Hind*; and during the time he held the command of that vessel, a very singular and unfortunate accident befel him: he was unhappily afflicted with an intermitting delirium, occasioned by a calenture, from the effects of which he had not perfectly recovered. During one of these paroxysms, if the term be allowed, he wandered far from his ship, which was then laying in the Downs, and behaved in other respects in so extraordinary a manner, that he was taken into custody by the peace-officers, and committed, by a neighbouring magistrate, to Canterbury bridewell. Sir Cloudesley Shovel, under whose command he had been, soon as he was informed of this extraordinary circumstance, applied for, and obtained his release; and having afterwards made a proper enquiry into the cause as well as nature of his late intempered conduct, interested himself much with the lords of the admiralty, that captain Smith might be continued in the service. In this truly meritorious, and benevolent application, the admiral was happily successful; but the object of his patronage did not obtain any higher command, during king William's reign, than a sixth rate.

From

From the number of naval commanders of the same name, we have not been able to discriminate so correctly one from the other, as to warrant us in reporting even the little information we have collected relative to them; it is, indeed, of a nature not very interesting, consisting merely of dates when those gentlemen commanded different ships. The most material circumstance we find is, that the York, a fourth rate, lost at Harwich, in the Great Storm which happened in the month of November 1703, was commanded by a captain Smith; but we are by no means authorised to assert, it was this very gentleman of whom we are now speaking. Thus far, however, we are warranted in saying, that in the year 1718 he was appointed a captain in Greenwich-hospital; in which honourable retirement he died, on 15th of June 1722.

SMITH, William,—was, in 1692, appointed first lieutenant of the Sovereign, a first rate, rear-admiral Aylmer's flag-ship during the ensuing summer, and under whom Mr. Smith continued to serve in the same station. On the 25th of June 1694, he was promoted to the command of the Portland: this ship was one of the cruisers stationed in the Channel, and off the coast of Ireland, for the protection of trade. Captain Smith being very active, was also remarkably successful, having particularly, towards the end of the ensuing year, captured several very valuable prizes. A fatal accident* put a period to his life and services. On the 31st of December 1695, as he was passing from Plymouth-dock to the town, in the Weymouth's pinnace, accompanied by captain Jumper, who commanded the last-mentioned ship, and his lady, the boat overfet, and captain Smith, as well as Mrs. Jumper, were unfortunately drowned.

STAPLETON, John,—was originally commander of a merchant-ship in the Streight's trade, and distinguished himself so remarkably in an action with a French frigate, that, as a reward for his gallantry, he was immediately received into the king's service. The ship he commanded was called the Conquest, mounting only eight guns, and manned with a crew of twenty men. He was bound home to England, from Seville in Spain, when he fell in,

* See Vol. II. p. 421.

off the rock of Lisbon, with a French frigate, carrying twenty-six guns and one hundred and eighty men. Captain Stapleton prepared to make the best defence he could against so unequal a force, being resolved not to submit tamely to the enemy. Having some spare ports he was enabled to bring over seven of his guns to the side he presented to his antagonist, whom he began to engage about one o'clock in the afternoon. He maintained the action with the greatest spirit till seven at night, by which time he had only four spare cartridges left, his boatswain, his carpenter, and six more of his people were killed; nothing now remained but to surrender: his guns, however, being all loaded, he resolved, as a last effort, to discharge them at his enemies rather than yield, while he had such ready means of annoying them. His ship took fire from the explosion of her own guns; and falling immediately on board the frigate, had nearly set her on fire also. Captain Stapleton taking advantage of this general confusion, escaped with his people in the boat, and happily reached Lisbon in safety. The French afterwards owned to having had twelve men killed and sixteen wounded, in this encounter which took place on the 14th of January 1694.

Captain Stapleton was, on the 26th of September 1694, made commander of the *Drake*, a sixth rate, and sent to cruise off the coast of Ireland, where he was unhappily lost on the 20th of December following, his ship being cast away, he himself and all his crew perishing.

STEVENS, Robert.—The first information we have relative to this gentleman is, that he was appointed captain of the *Solebay* on the 17th of August 1694. In this vessel, which was one of the Channel cruisers, and in which he continued during nearly the whole war, he much distinguished himself by his activity and diligence; but in the month of March 1695, was weak and rash enough to prefer a charge, so totally unfounded against captain Kerr, who was commodore of a small squadron, to which the *Solebay* belonged, that the reputation, which he had before deservedly acquired in the line of his profession, had scarcely sufficed to preserve him from that species of public neglect which rarely fails to overturn a man's future fame and fortune. He continued actively employed

ployed in the same vessel till the year * 1697, when he was promoted to a ship of the line, whose name does not appear, though captain Stephens continued to command it during the remainder of king William's reign.

After the accession of queen Anne he was appointed to one of the ships of the line sent, in the year 1703, to the West Indies, where he died on the 24th of February following.

SOULE, John,—was, at the latter end of the year 1692, appointed lieutenant of the *Mary* galley, a frigate of thirty-four guns, which, in the ensuing spring, was sent to Portugal to convoy thither the outward-bound fleet. On his return from this service he was appointed first lieutenant of the *Britannia*; and from that station promoted, on the 19th of October 1694, to be commander of the *Firebrand* fireship. Early in the following year he was sent to the West Indies under the command of commodore Wilmot, who advanced him, soon after his arrival there, to the command of the *Winchester*, a fourth rate, of sixty guns. The several events which took place during this very unfortunate expedition, have been already recapitulated in the life of the commodore †. The squadron was on its return to England, after its failure, in a wretched state of equipment, which was rendered more distressing and serious by a dreadful reduction in the crews of the different ships, occasioned by a disease incidental to that climate, which at that time raged with a violence little less than a plague.

In this wretched and distressed state they were overtaken by a storm not many days after they had quitted Jamaica. The *Winchester* was lost off Cape Florida; and captain Soule, in consequence of the bodily fatigue and mental vexation he had undergone, died in a few days afterwards, on the 1st of October 1695. Colonel Lillingston has been pleased to be exceedingly sarcastic in his account of the loss of this ship, and darkly to insinuate,

* During which time he captured a very considerable number of small privateers from the enemy, which, when taken collectively, was a success highly deserving notice; yet as these prizes were, in general, vessels of small service, they were individually too insignificant to be recounted.

† See Vol. II. p. 376.

it was not entirely owing either to accident or the intemperance of the weather: but it is extremely illiberal to aggravate misfortune by attributing to it a wrong cause; and the gross absurdity of the imputation is a sufficient refutation of the calumny.

THOMPSON, Robert,—was appointed, in 1692, first lieutenant of the *Dunkirk*, one of the ships sent out to the West Indies soon afterwards, under sir F. Wheeler. On the 9th of November 1694, he was promoted to the command of the *Africa*, hired ship of war. No other mention is made of him, but that he commanded a ship of the line during the peace. We believe this vessel to have been the *Stafford*, one of the *Streight's* Squadron under commodore Munden, in the year 1699. In the year 1703 he retired from the service, being put on the superannuated list with an annual pension of 911. This he appears to have enjoyed till the time of his death, which did not happen till the 30th of January 1728-9.

TRENCHARD, George,—was the descendant of a very ancient and respectable family settled in the county of Dorset. The first information we have relative to him, as a naval officer, is, that on the 14th of February 1694, he was appointed commander of the *Saudadoes*: he was promoted not long afterwards to the *Roebuck*, one of the ships under the command of sir Cloudesley Shovel in the Channel. In this command he died, on the 21st of April 1696.

TUCKEY, John,—was appointed second lieutenant of the *Sterling Castle* early in the year 1693: he was from thence promoted, on the 1st of January 1694, to be captain of the *Maidstone*. He died, as we believe, in the command of this ship on the 24th of September 1696.

WATKINS, Robert.—The only circumstance we know in any degree relative to this gentleman is, that he was appointed commander of the *Catharine* storeship on the 13th of February 1694*.

* We must except that, in 1698, he was appointed joint-commissioner with captain Delaval, to treat with the *Salletines* for the redemption of such English captives as were in their possession. We believe this gentleman to have been appointed captain of the *Pearl* in the year 1700, but of that hereafter.

WAVELL, David,—was, on the 15th of February 1694, made captain of the *Speedwell*, a sixth rate. He never appears to have had any opportunity of distinguishing himself, and not to have obtained any more consequential command than a small frigate, till after the accession of queen Anne, when he was made commander of *Colchester*. This vessel unhappily foundered at sea on the 16th of January 1703-4. The captain himself and the principal part of the crew perished.

WILKINS, Michael,—was, in the year 1693, appointed commander, with the rank of lieutenant, of a small sloop mounting two guns only, called the *German Spy*. Although little service could be expected from so insignificant a vessel, Mr. Wilkins soon rendered himself very conspicuous in the line of his profession, by capturing two or three privateers of much larger force than himself, and by taking some valuable merchant-ships of considerable burthen. This diligence and spirit was rewarded, on the 23d of February 1694, by his promotion to be captain of the *Experiment*; in which ship he died on the 16th of August following.

WOODEN, John,—was, on the first of February 1694, appointed captain of the *Blaze* fire-ship. No other mention is made of him during the reign of king William; but soon after the accession of queen Anne he was appointed to the *Depford*, in which ship he died, at *St. Jago*, on the 2d of May 1704.

1695.

ADAMSON, Charles,—was, in 1693, appointed second lieutenant of the *Royal Oak*, of sixty-four guns; on board which ship sir George Rooke immediately afterwards hoisted his flag as commander-in-chief of the convoy sent out with the *Smyna* fleet. On the 2d of September 1695, he was promoted to the command of the *Suffolk* Hag-boat; according to other lists of naval officers, he was only

only appointed acting captain of this vessel, and was not advanced to the permanent rank of a commander till the 23d of January 1697, when he was made captain of the *Crescent* fireship. No other mention is made of him, and we know him never to have obtained any more consequential command than the foregoing, during the reign of king William. On the accession of queen Anne he was appointed captain of the *Swallow* of fifty guns. He did not, however, long retain the command of this vessel, being dismissed from it before the end of the year 1702, by the sentence of a court-martial held on him for making false mutters.

This charge, however, made against him, appears to have been thought not perfectly well established, or, at least, the sentence passed on him was held too severe, for he soon afterwards received a pension of 73*l.* per ann. and was, about the year 1705, restored to the service, and appointed to command a ship of the line. He died in the West Indies on the 27th of February 1707, being at that time captain of the *Greenwich*, or, as others say, the *Experiment*.

BENNET, John.—The first information we have of this gentleman is, that he was appointed captain of the *Coronation*, hired ship of war, on the 1st of May 1695. No other notice is taken of this gentleman, but that he died on the 30th of January 1716, having for some years retired from the service.

BOWLES, Valentine,—served as second lieutenant of the *Neptune* in the year 1693; but we know nothing more of him till we find him, on the 3d of April 1695, appointed commander of the *Machine* fireship. He was, not long afterwards, promoted to the *Prince George*, an hired frigate of war; and from thence was, almost immediately removed into the *Sheernefs*. He was dismissed both from the command of this ship and the service by the sentence of a court-martial, held on the 27th of October 1698. The particular nature of his offence is not mentioned, nor is the time of his death known.

BRIDGES, Simon, or Timothy *,—served, in the
year

* He is, in different lists, variously stiled Timothy, Thomas, and Simon. To the sentence of the court-martial held on sir J. Munden he

year 1693, as second lieutenant of the *Grafton*, of seventy guns, at that time commanded by captain Thomas Warren. On the 2d of June 1695, he was promoted to the command of the *Swan*, a small frigate, then under the orders of commodore Wilmot in the West Indies; by which commander he was afterwards removed into the *Terrible*, a fireship. No other mention is made of him, either as to his command (which does not appear to have been consequential) or the station on which he served, till after the accession of queen Anne; and we even then continue for a considerable time before we find him employed in any species of service worth remembering. He was, indeed, towards the latter end of the year 1702*, appointed commander of the *Loo*, and sent to Lisbon with an outward-bound convoy, under capt. Cleveland in the *Montague*.

Returning from thence with such ships as were ready to sail in the month of February 1703, the whole fleet was dispersed in a violent gale of wind, which happily, however, was productive of no other ill consequence. Towards the end of the year 1705, he was promoted to the command of the *Kingston*, and not long afterwards sent to the West Indies, where, in consequence of his notorious misbehaviour in the attack of the Spanish galleons, a particular account of which has been already given in the life of sir Charles Wager†. He was, by the sentence of a court-martial, dismissed the service. After this time nothing relative to him has come to our knowledge‡.

COTTEN,

he signs himself Timothy Bridges. In the MS. notes and sentence of but afterwards held on himself he is called Simon Bridges.

* He was also one of the members of the court-martial assembled, in the month of July 1702, for the trial of sir John Munden.

† See his life, Vol. II. p. 441.

‡ "At a court-martial held on board her majesty's ship *Expedition*, at Port Royal, in Jamaica, the 23d of July 1708, captain Simon Bridges, commander of her majesty's ship the *Kingston*, was tried for not having performed his duty in a late action with the Spanish galleons, on the coast of Carthagena, in New Spain, on the 28th, 29th, and 30th of May last; and it did appear by evidence, upon oath, that the said captain Simon Bridges, through misconduct, did not use his utmost endeavour to engage and take the enemy, on the 28th of May last, at night; and that he did too negligently pursue the chase of the Spanish

COTTEN, Richard, (2d)—was appointed first lieutenant of the *Kent*, of seventy guns, in the year 1693; on the 14th of January 1695, he was promoted to the command of the *Virgin Prize*. No other notice is taken of this gentleman, but that he died in the *West Indies* commander of the *Reserve*, a fourth rate, on the 31st of October 1705.

CULLIFORD, Richard.—The first commission we have been able to discover as borne by this gentleman, was that appointing him captain of the *Maldstone* frigate, dated June the 9th 1695. He never obtained any more consequential command, or had any opportunity of distinguishing himself till after the accession of queen Anne. On the commencement of the war with France, in 1702, he was appointed to command the *Hastings*, a fifth rate, of thirty-four guns, and principally employed during that, and part of the following year, in conveying the coasting trade from port to port. In 1704 we find him to have been promoted to the *Leopard*, of fifty guns, and sent to the Mediterranean under the command of sir G. Rooke. He was not, however, personally concerned in either of the two great events which rendered that expedition memorable, not having been ordered to assist in the assault of Gibraltar, and being detached for *Terceras*, under the Dutch admiral *Vanderdussen*, a few days before the engagement off *Malaga* took place. So little consequential was the service in which he was employed after this time, that we do not find any mention made of him till the year 1711, at which time he commanded the *Humber*, of eighty guns, one of the squadron sent on the expedition against *Quebec*, under sir *Hovenden Walker*. This ship being too large for the navigation of the river *St. Lawrence*, was sent home by the admiral, and captain *Culli-*

Spanish vice-admiral on the 29th and 30th; and that he left off chase when within shot of the said ship, doubting the pilot's knowledge, and being near the shoal called the *Saluadinas*, though the pilot offered to carry the ship within the said shoal after the said vice-admiral: but no want of personal courage being alledged against him, this court does only find him guilty of the breach of part of the twelfth, and part of the fourteenth articles of war, and for the said offence do dismiss him, the said captain *Simon Bridges*, from being captain of her majesty's ship *Kingston*."

ford does not appear to have held any commission after the peace at Utrecht. It is most probable he retired altogether from the service after this time, either on half pay or a pension: no notice, however, is taken of such a circumstance. He died on the 7th of May 1738.

CUTTER, Vincent,—was appointed second lieutenant of the Royal Catherine in the year 1693: on the 15th of April 1695, he was promoted to the command of the Archangel hired ship of war, one of the vessels under the command of lord Berkeley and sir Cloudesley Shovel, employed, as well before, as after that time, in the attack of the smaller French ports. He was soon afterwards promoted to the command of a ship of the line, which being put out of commission when the peace at Ryswic was concluded, he does not appear to have had any re-appointment, or, at least, no mention is made of one, till some time after the commencement of the ensuing reign.

We believe him to have been principally, if not entirely employed on the Mediterranean station, where, in the year 1706, we find him commanding the Newcastle, of fifty guns: but the only mention we find made of him, out of the ordinary routine of service, is, that he was sent, in the month of September, to Oneglia, with a large supply of powder for the use of the duke of Savoy's army; and in the month of November following was ordered to Genoa, to carry from thence Mr. Methuen and suite, who was just before re-appointed envoy extraordinary from the queen of Great Britain to the court of Portugal. He was, not long after this time, removed into the Essex, in the command of which ship he died, on the 10th of April 1710.

JAY, Thomas,—was, at the latter end of the year 1692, appointed first lieutenant of the Dragon, of forty guns, one of the squadron sent, early in the following year, to the West Indies, under the command of sir Francis Wheeler. On the 5th of August 1695, he was promoted to be captain of the Saudadoes. No other mention, or notice of him whatever, is taken during the reign of king William; but in the year 1702 we find him appointed captain of the Blackwall, a small frigate; and in the following spring sent, under vice-admiral Graydon, to the West

West Indies, where he was promoted, immediately on his arrival, to the *Boyne*, of eighty guns, as successor to captain Cranby, who died in the month of December preceding. Captain Day himself did not long survive this advancement, dying in his new command on the 2d of August 1703.

DELAVAL, George,—is said, by some, though very erroneously, to have been the brother of sir Ralph Delaval, knight, of whom we have already given an account*. This gentleman was the descendant of a different branch of the same flourishing and ancient family; and having entered early in life into the navy, after rapidly passing with much credit through the several subordinate stations, was, on the 28th of October 1695, appointed captain of the *Oxford*, a fourth rate, mounting fifty-four guns. No other mention is made of him during the reign of king William, a circumstance by no means extraordinary, when we consider how few opportunities of distinguishing themselves those officers meet with, who have the command of ships employed as cruisers at the conclusion of a war. In this line the *Oxford* appears to have been constantly employed. After the ratification of the peace at Ryfwic, in 1698, he was appointed to a frigate, and sent to the Mediterranean, under the command of vice-admiral Aylmer. He appears to have been constantly employed during the two following years which he continued on that station, in the very important office of commissioner, or envoy to the several piratical states of Barbary and the emperor of Morocco. In the course of these delicate negotiations he appears to have displayed great adroitness and ability, having not only arranged and settled a treaty for the redemption of all the captives belonging to the English government, that were then throughout the whole Turkish territory in Africa, but also taken the proper measures that it should be afterwards faithfully carried into execution.

Returning to England in the month of May 1700, he was immediately promoted to the command of the *Tilbury*, of fifty guns, and sent back to Barbary with a

* Vol. II. p. 3.

large merchant-ship, chartered for that purpose, under his convoy, to receive the several unhappy prisoners whose liberty he had been the fortunate means of procuring. He returned safe with his charge to the Downs, where he arrived on the 28th day of February 1701-2. He continued to command the same ship till the year 1705, but without having any opportunity of distinguishing himself worth recounting, till 1704, in which year he accompanied sir G. Rooke on his well-known expedition to the Mediterranean. Having held no part in the assault of Gibraltar, he made ample amends for his want of employment on that occasion, by the remarkable manner in which he signalised himself at the battle off Malaga which immediately succeeded it. The *Tilbury*, which, as we have already observed, was only a fifty gun ship, was but little calculated to sustain the shock of so heavy an action; nevertheless, it is mentioned as one of those belonging to sir C. Shovel's squadron which suffered most in that engagement. Captain Delaval does not, however, appear to have reaped any advantage from his exertions on this occasion, except the honour, for he was not promoted to any more consequential command till a considerable time afterwards. He continued to be wholly employed on the Mediterranean station, where there was very little, or, indeed, no opportunity of adding to his former laurels.

In the year 1706 we find him dispatched, by the earl of Peterborough and sir John Leake, to bring home the important news, that the siege of Barcelona was raised; and, as an additional compliment to him, his brother, Robert Delaval, was appointed to command the *Falcon*, the frigate on board which he himself was ordered to proceed, as a passenger, to England. On his return to the Mediterranean he was again sent ambassador to the emperor of Morocco; but the services on which he was employed after this time were of a nature so very uninteresting, that we find no mention whatever made of him till the 28th of March 1718, when he was promoted to be rear-admiral of the white. In this station he accompanied sir George Byng, afterwards lord Torrington, to the Mediterranean, having hoisted his flag on board the *Dorsetshire*, a third rate. He bore a very distinguished part in the celebrated action off *Syracuse*, having singly engaged

and captured one of the enemy's capital ships, the *Santa Isabella*. On the 10th of March 1718-19, he was advanced to be rear-admiral of the red, and after his return to England we do not find him to have again gone to sea. On the 16th of February 1722, he was, very deservedly, promoted to be vice-admiral of the white, an advancement he did not long enjoy, being unhappily killed on the 22d of June 1723, by a fall from his horse, while riding out for amusement as well as exercise, near his native place, Newcastle-upon-Tyne, in the county of Northumberland.

DOYLEY, Edmund,—appears, from the information of some, to have been the son, but according to the inscription on his grave-stone, the grand-son of sir W. D'Oyly, of Shottisham, in the county of Norfolk, baronet. His family was of great antiquity, and is said, by Camden, to have been a younger branch of a most ancient and honourable stock, bearing the same name and long settled in the county of Oxford. This division is said to have taken place about the time of Henry the Third, when John, son of Roger D'Oyly, married Rose, daughter and one of the coheirs of sir William Danstone, of Staffordshire, knight, the descendant of this gentleman having, in the reign of queen Elizabeth, married Anne, daughter of Edmund White, of Shottisham, in the county of Norfolk, esq. He became possessed of that estate in consequence of the death of Edmund White, his brother-in-law, without issue.

Captain Edmund D'Oyley having entered into the navy at a very early period of life, was, according to some accounts, on the 15th of January 1695, appointed commander of the *Play Prize*, a frigate of thirty guns; but, from other information, which we believe to be the most authentic, this commission does not bear date till the 6th of February. He soon after, obtained the command of a ship of the line, but was unfortunately employed in some services and stations so little consequential, that no mention whatever is made of him after the peace at Ryswic. His ship being put out of commission, he was appointed page of honour to prince George of Denmark. On the prospect of a second rupture with France, he was sent to the West Indies, commander, as we believe, of the *Colchester*.

chester. He there contracted a disorder which proved fatal to him almost immediately after his arrival in England, whither he was obliged to return on account of his ill state of health*.

DRAPER, John,—was, towards the end of the year 1692, appointed first lieutenant of the *Mordaunt*, one of the ships then on the West India station. In the month of August 1693, he was removed into some other ship, which was among those that returned to Europe about that time under sir Francis Wheeler. On the 18th of June 1695, he was promoted to the command of the *Hastings*, a new frigate of thirty-four guns, and was, immediately afterwards, sent to the West Indies; from whence he returned with a convoy of twelve merchant-ships. He arrived in Ireland on the 31st of December 1695, after having encountered a dreadful storm on his passage, which completely dispersed the vessels under his protection. After this time he continued to be employed in the command of the same vessel as a cruiser off the coast of Ireland and at the entrance of the English Channel. This ship was at last unhappily lost, off Waterford, on the 10th of December 1697; the captain, as well as all the crew perishing.

DARLEY, Edward.—The first account we have of this gentleman is, that he was appointed commander of the *Charles* fireship on the 25th of April 1695. No other mention is ever made of him after this time, except that he was, on the prospect of a war with

* He died at Bath, and was interred in the abbey church there. On a black marble grave-stone, laid over his remains, is the following inscription, affording us a concise account of the leading and most prominent particulars of his life.

Here lyeth the body of
Captain EDMOND D'OYLY,
Grandson of sir William D'Oyly, the elder,
Of Shottelham, in the county of Norfolk, bart.
Page of honour to his royall highness prince George of Denmark,
And captain of a man of war,
Who, in her majesty's service, in the West Indies,
Got the distemper of the country,
Of which he died here in the 29th year of his age,
And 10th of May, A. D. 1703.

France, in 1701, appointed to command one of the ships sent out, under vice-admiral Benbow, to the West Indies, where he died, on the 30th of July 1702.

EDWARDS, John,—was appointed first lieutenant of the *Deptford*, of fifty guns, in the month of November 1692. He continued to serve in the same station during the following year; and after having acted in the same capacity on board divers other ships, was, on the 24th of April 1695, appointed to command the *Flame* fireship. He continued to hold the same station during the ensuing summer, and most probably till the conclusion of the war, as we do not find any mention made of him, in any other line of service. He continued for many years totally unnoticed, for we have not been able to procure any information concerning him till the year 1706, at which time he commanded the *Nassau*. He had the misfortune to run this ship a-ground, which being imputed to his neglect, he was ordered to be tried by a court-martial, which was assembled at Spithead on the 24th of December 1706, and sentenced to pay a fine of 123l. 3s. 9d. being equivalent to a year's pay, at 6s. 9d. per diem. He was, however, not discontinued from his command, as we find him sent out to Jamaica, in 1708, commanding officer of a small squadron, consisting only of the *Monmouth*, a third rate, the *Jersey*, a fourth, and the *Roebuck*, a fifth. These ships were ordered to join rear-admiral Wager, then commander-in-chief on that station, who was, on his part, instructed to send home such vessels as were not in a proper condition for service, under the command of captain Edwards, who was to remove into the Expedition, which had been Mr. Wager's own ship. We do not find any notice taken of him after his return, nor, indeed, any other mention made of him, except that he died, not having attained the rank of admiral, on the 12th of February 1726.

ELKINS, or EKINS, Thomas.—The first information we have of this gentleman is, that he was appointed commander of the *Ruby* Prize on the 15th of April 1695. The different services and commands in which he was from time to time employed, being very uninteresting, we do not find any other mention made of him till the year 1704, at which time he commanded the *Woolwich*, of fifty-

fifty four guns. He was dismissed from this ship by the sentence of a court-martial, held on the 11th of April in the above year, a charge being exhibited against him of having taken a quantity of gold dust out of a Dutch Guineaman, which he accidentally met with at sea. Whether it was supposed the charge was not sufficiently proved, or that there were some particular favourable circumstances in his case, which appeared to lessen his delinquency, we know not, but he was, after some time, received again into the service, and appointed captain of the *Aldborough*. His subsequent conduct, however, in some measure proved, by inference, his former sentence not to have been too severe, for falling again into some improper conduct, which is not specially and particularly stated, he was, a second time, and finally, dismissed the service, by the sentence of a court-martial, held on the 26th of June 1712. The time of his death is unknown.

ELLIOT, Stephen.—We have a very remarkable and honourable account of this gentleman's first entrance into the navy, as well as the cause of it. He was, originally, master of a small trading sloop belonging to the island of Jamaica, and being taken by a French frigate in the month of June 1694, was carried into *Petit Guavas*, in the island of *Hispagiola*. He there learnt that the French were projecting an attack on Jamaica, and most patriotically and spiritedly resolved to make his escape, and give the necessary intimation of the enemy's intention to *Mr William Beeston*, the governor. He accordingly communicated his design to two of his fellow-prisoners, on whose courage and fidelity he could rely, and with their assistance seized an open canoe, in which they all three, after a very perilous voyage, reached Jamaica in perfect safety. This extraordinary and gallant enterprize being reported to king William, he not only immediately ordered a gold chain, of one hundred guineas value, and five hundred pounds in money to be given to captain Elliot, as well as fifty pounds to each of his brave companions, but also directed the board of admiralty to receive him into the navy, and give him at once the rank of captain, waving, on this occasion, that otherwise invariable rule of passing the several subordinate stations before he could regularly have obtained that honour.

He was accordingly, on the 14th of January 1695*, appointed commander of the Maidstone frigate. He did not, however, long continue in this vessel, being very soon afterwards removed into the Charles galley. Being ordered to cruise in the English Channel, and off the coast of France, in the month of November he distinguished himself very much in the attack of a French convoy, of fifty small vessels, near Havre de Grace, and, notwithstanding they were protected by five private ships of war of good force, he captured two, and was so far successful as to drive a considerable number of the remainder on shore. In the month of May 1696, he had a second encounter of the same nature, but not with so much success. He was ordered to reconnoitre the port of Brest; and being close under the shore fell in with two French ships of war, one of them mounting forty-four, the other twenty-eight guns, having a number of coasters under their protection. The two ships of war immediately bore down to, and engaged the Charles galley, and had the good fortune to prevent captain Elliot from capturing any of their charge, the merchant vessels having got so far a-head as to be in security. The enemy having accomplished their only motive for engaging, were content to leave their single antagonist with, at least, the glory of having defended himself against two ships, the smallest of which was nearly his own force. He was, soon after this time, sent to convoy some merchant-ships to the Canaries, and back again from thence to England. After he had executed this service he was appointed to command a ship of the line, but neither its name, nor station are mentioned, although he continued captain of the same vessel during the whole of the peace. On the prospect of a war with France, in 1701, he was appointed to command one of the ships (the Scarborough) sent out to the West Indies under the command of vice-admiral Benbow. He died at Jamaica†

* As an additional proof of the high public sense entertained of his services on this occasion, his first commission, although not made out and issued, till the month of January 1695, was ante-dated on the 14th of June 1694; a singular and unprecedented compliment!

† Other accounts state, though erroneously, that he died in the East Indies.

on the 6th of December 1701, being the very day after the arrival of the squadron on that station.

FLETCHER, John, (2d).—The first information we have of this gentleman is, that he was appointed captain of the Hampshire on the 24th of May 1695: in the beginning of the spring 1697*, he was sent to Hudson's Bay, where he was soon afterwards attacked by a French squadron which desolated the coast and settlements on shore, and destroyed the Hampshire as well as all the merchant-vessels that were found there. On this unhappy occasion captain Fletcher lost his life: the date given of this melancholy event is the 26th of August 1697.

GROINGE, John,—was, in 1692, appointed first lieutenant of the Lyon, of fifty-two guns, one of the ships sent, in the following year, to convoy the outward-bound Smyrna fleet. On the 27th of December 1695, he was appointed captain of the Seaford; in the command of which vessel he died, at sea, on the 14th of August 1696.

HADDOCK, Richard,—was the eldest son of the gallant and well-known sir Richard Haddock, who distinguished himself so much in the Dutch wars during the reign of king Charles the Second. We have already given some account of sir Richard, as well as of his family and descent†. Mr. Haddock pursuing the steps of his worthy father, and having entered early in life into the navy, was, in the year 1692, appointed fifth lieutenant of the Dutcheffs, a second rate. He was afterwards advanced to an higher station in the same rank of service, we believe to be first lieutenant of the London; and on the 20th of September 1695, was promoted to the command of the Rye, a cruising frigate in the Channel. While he held this station, which he continued to do till the conclusion of the war, he was very active and tolerably successful. Being put out of commission after the peace at Ryswic, we hear nothing farther of him till the year 1704, at which time he commanded the Swallow, of fifty guns, one

* Some insist he was not appointed a commander till the 22d of January in this year, and that his former commission was only that of acting captain.

† Vol. I. p. 229.

of the fleet sent to the Mediterranean under sir George Rooke *. At the battle off Malaga he was ordered, by the commander-in-chief, to lay, together with the Panther, two frigates, and two fireships, near a gun-shot to windward of the English line, that if the enemy should endeavour to break through with their fireships and galleys, they might act as a reserve, and be ready to repel them. His having been so much farther removed from the scene of danger than his companions, well accounts for his having had only one man killed and three wounded, in that memorable engagement.

We do not find any mention made of him, after this time, till the year 1707, when he was appointed to command the convoy sent with the Russia fleet, which was, for greater security, to be escorted as far as the Orkneys by a strong squadron, under sir William Whetstone. The misfortune which befel it † excited much clamour, and raised, very undeservedly, no inconsiderable murmur both against sir William and captain Haddock ‡, but more particularly the former. We do not, however, find this gentleman ever noticed in the line of active service after this time. It is not improbable, that disgust at this very unmerited ill treatment might probably have occa-

* He was dispatched for the Mediterranean to cruise some time before the fleet sailed from Lisbon, as it appears he captured a fine frigate, mounting thirty-two guns, on the 14th of March, in the Streights.

† See Vol. II. p. 298.

‡ With how little justice, the following official account of this accident will shew.

"Two days after the departure of sir William Whetstone, the commander-in-chief of the Russia convoy, captain Haddock made a signal, by hoisting and lowering his colours eleven times, one after another, which the masters of the Russia ships did own they took was to acquaint them, that there were eleven sail in sight; but they, namely the masters of the ships that were taken, hearing no more of them for two days afterwards, and being within 100 leagues of Archangel, did trust to their sailing, and made the best of their way. Sometime after they fell into the enemy's hands they saw the three English ships of war, with the rest of the fleet, laying by in order to engage the enemy's squadron: in the interim whereof, the Russia ships made the best of their way towards Archangel; but our ships finding those of the enemy declined to give them battle, did soon make after the merchant-ships in order to conduct them in safety to their port."—*Gazette*, No. 4357.

sioned this retirement. It is certainly, however, no slender proof how high this gentleman stood in the opinion of those who were at that time entrusted with the administration of naval affairs, that he was, in the year 1734, appointed comptroller of the navy, an office he continued to exercise for the space of fifteen years to the universal satisfaction of all parties and descriptions of men. Having attained a very advanced age, ill suited to the execution of so troublesome an office, he retired on a pension of 300*l.* a year, in 1749, which he enjoyed till the time of his death, an event which took place in the month of April 1751, at Mile-End.

HERBERT, or HALBERT, Samuel.—Nothing is known of this gentleman. The only circumstance that entitles him to a place here, is, that he is said to have been appointed captain of the *St. Alban's* on the 23d of December 1695.

HICKMAN, John.—The first intelligence we have of this gentleman is, that he was appointed commander of the *Firebrand* fireship on the 14th of December 1695. He appears to have always continued in the same line of unprofitable service, for, after having commanded the ship above-mentioned during the remainder of the war, he was, on the prospect of a second rupture with France, in 1700, appointed to the *Hawke* fireship, of which vessel he died captain on the 12th of June 1701.

HODGSON, Thomas, or, as other accounts say, Theophilus,—was, in 1693, appointed first lieutenant of the *Royal William*, at that time commanded by the earl of Danby. He was, on March 16, 1695, promoted to the command of the *Queenborough* frigate. In less than a week after this appointment he had the good fortune to capture a small privateer belonging to Calais, called the *Esperance*. This is the only mention we have found made of him. The *Queenborough* was unfortunately lost; the captain and crew perishing with the ship on the 6th of May 1696.

HOLMES, Robert, (2d).—after having served with very great reputation for a number of years as a lieutenant of different ships, was, on the 2d of July 1695, appointed commander of the *Henry Prize*. He never attained any consequential command, as it appears he was put on the

superannuated list in the year 1711, with the half-pay of captain of a fifth rate only. The time of his death is uncertain.

HOOVER, John,—was, in 1692, appointed second lieutenant of the Vanguard, a second rate. We hear nothing of him afterwards, till he was, on the 16th of December 1695, promoted to the command of the Pensance. He survived this advancement but a very short time, for being soon afterwards removed into the Flamborough, he died captain of that ship on the 16th of September following.

JACKSON, Richard,—was, on the 5th of February 1695, appointed to command the Play Prize. In the command of this vessel we believe him to have been succeeded, on the following day, by captain Edm. Doyley. The name of the ship into which he was afterwards removed does not appear; he was sent to the West Indies, where he died on the 16th of August following.

JACKSON, John,—was, on the 3d of August 1695, made commander of the Smyrna Factor. No mention is ever made of him in the service; and it is believed he never obtained any more consequential command than that of a frigate. He was put on the superannuated list in the year 1709, with a pension equivalent to half-pay. He died on the 25th of December 1724, or, as others say, 1725.

KENNEY, Thomas,—was appointed second lieutenant of the Hampshire, a fourth rate, in the year 1693. On the 9th of August 1695, he was promoted to the command of the Swan, a small frigate, in which he continued during the war without having an opportunity of distinguishing himself. After the accession of queen Anne he was appointed to a fifth rate and sent to the West Indies, where he was, in the year 1703, advanced to the command of the Falmouth, of forty-eight guns. This ship was taken by two French ships of war, on the 4th of August 1704, after a vigorous defence, in the course of which captain Kenney was killed. This circumstance has, however, been deemed of not sufficient consequence to be taken notice of by historians, who have been silent as to this engagement.

MOORE,

MOORE, Christopher,—was, on the 28th of June 1695, appointed commander of the Mary galley, and unhappily died, before he had any opportunity of distinguishing himself, on the 29th of April in the following year.

PASSENGER, William.—This brave and excellent commander was appointed third lieutenant of the Royal Catherine in the year 1692. After having served, with very distinguished reputation, in the same capacity, on board different ships, he was promoted, on the 20th of May 1695, to the command of the Vesuvius fireship: he most probably continued in the same vessel, during the war, as we do not find any mention made of him during the reign of king William. His advancement in the navy was extremely slow, a considerable number of years having elapsed before he had any opportunity either of distinguishing himself, or obtaining a command consequential enough to attract the notice of the public, by carrying any memorable enterprize into execution. On the accession of queen Anne he was appointed captain of the Shoreham, a frigate of thirty-two guns, and employed principally as a cruiser, or in occasionally convoying the coasting trade from port to port, and to and from Ireland.

The first information we have of him after this is in the year 1706, at which time he commanded the Royal Anne, a first rate, on board which ship sir George Byng carried his flag as vice-admiral of the blue squadron. He signalised himself in a most remarkable manner at the siege of Alicant, in the month of July, where the land-force, that could be spared from the main army, being found insufficient to the prosecution of so great an enterprize, it was deemed necessary to form a strong body of seamen, consisting of forty picked men from every ship in the fleet, to be commanded by naval officers, appointed by the commander-in-chief; of these captain Passenger was one. The land-forces destined to co-operate in, and which were indeed to have led the attack, were commanded by a very gallant officer of the name of Rapin, who was a major in lord Mohun's regiment. This gentleman pushed forward with the greatest expedition and spirit, in hopes of having the honour of being the first person who should enter the breach. His men were at first

first repulsed; and before he could rally them, the naval corps, with captain Passenger at its head, superseded him in his glorious attempt; and the latter is by some even said to have been, himself, the first man who mounted the breach. These authors farther add, that five of his boat's crew, who assisted him in climbing the breach, were killed and wounded; but that with the remainder of his people, who scarcely amounted to thirty, he kept the enemy at bay; and with very little other assistance is said to have put to flight a body of four or five hundred men, who had suddenly collected on the first alarm, taking from them several prisoners, among whom were two captains of horse. Major Rapin entering the town immediately afterwards, at the head of his grenadiers, the complete reduction of this important place was effected with the loss of only seventeen men killed.

This very spirited and successful undertaking is among those deserving the greater praise, as being made in a line of extraneous service, which, to say the least of it, a naval officer must be totally unaccustomed to the conduct of*. It is very extraordinary, although a circumstance not altogether uncommon, that no mention is made of this gentleman after the above time, till the year 1717, at which time, high as was his rank in the service, he had no greater command than that of the Gloucester, a fourth rate, of fifty guns, one of the fleet sent, during that summer, to the Baltic, under the command of his former admiral, sir George Byng.

He does not appear to have ever gone to sea, as a naval commander, after this time; but, on the 25th of February 1719, retired on the very honourable appointment of commissioner of the victualling-office, a station he retained and exercised, with the highest credit, till the time of his death, which happened on the 10th of March 1728.

* Such is the account given of this memorable transaction, by Boyer, on what authority does not appear. It differs materially from that inserted by Lediard, Campbell, Leake, and others; but although the latter gentleman ascribes the honour of having first entered the breach to captain Evans, they all unite in bestowing that of having immediately followed him to captain Passenger. For the account alluded to, see vol. ii. p. 390.

POULTON, or POLTON, Thomas, — was appointed second lieutenant of the *Kent*, of seventy guns, in the year 1692. He was afterwards promoted to be first lieutenant of the *Cambridge*; and from that station advanced, on the 7th of February 1695*, to be captain of the *Charles* galley. We find him stationed, during the course of this year, to protect the fishery off the coast of *Suffex*; a service, in which he acquired all the reputation that could be gained in such an employment, by an unwearied exertion of the only faculty by which he could, in such a station, possibly gain credit, diligence. The most remarkable incident, however, which particularly distinguished him was, his capturing two privateers off *Rye*, in the month of April, which had long reigned unmolested, and had committed very considerable depredations on that coast. His laudable attention to the unprofitable duties of this command, procured him to be promoted, towards the close of the year, to the *Gloucester*, a fourth rate; in which ship he was afterwards sent, under commodore *Moody*, to convoy the outward-bound *Turkey* fleet. In 1698 we find him captain of the *Weymouth*, one of the *Mediterranean* squadron, under the command of vice-admiral *Aylmer*; but a time of peace can furnish few or no incidents in the line of service that can professionally grace the life or character of a naval commander. Captain *Poulton* returned to England in the month of June 1699, but scarcely survived his arrival, as it is said by some, although it is much doubted by others, that he was killed in a duel, at *Portsmouth*, by *Mr. Cavendish*, on the 20th of the above-mentioned month. All agree in the time of this gentleman's death, notwithstanding they differ in the mode of it.

REEVES, Daniel, — was, in 1692, appointed second lieutenant of the *Dover*; and from thence promoted, in the following spring, to the same station on board the *Victory*; in which ship he continued to serve during the

* Some accounts make this gentleman to have taken post on the 4th of February 1693; but as no particulars are given, on the naked assertion only, we do not think ourselves warranted in preferring it to more specific evidence, which we certainly think more to be relied on.

following year. On the 28th of June 1695, he was promoted to the command of the *Deptford*, a fourth rate. He did not long continue in this ship, being appointed, on the 27th of November following, captain of the *Newcastle*. There are some who imagine this gentleman to have taken rank only from the latter appointment, but in this they are mistaken. During the time he held the command of the *Deptford*, he was employed as a cruizer under sir Cloudesley Shovel, who, for the principal part of the time alluded to, held the Channel command.

This gentleman does not appear to have been fortunate enough to have met with any opportunity of distinguishing himself out of the common routine of service; but by a diligent attention to the several duties of it, both during this and all his subsequent commands, he appears to have been esteemed, on all occasions, as a very deserving officer, having been retained in commission during the whole of the ensuing peace. He died commander of a ship of the line, but too soon after the recommencement of war with France and the accession of queen Anne, to have any opportunity of being more fortunate. His death took place on the 23d of September 1702.

RIPLEY, William.—The only particulars known relative to this gentleman are, that he was appointed captain of the Royal Transport on the 11th of December 1695, and was unfortunately drowned at sea in the month of August 1697, whether by the loss of the ship, or by what may be termed a private accident, does not appear.

RUSSEL, William *.—We have no intelligence of this gentleman till we find him, on the 19th of August 1695, appointed captain of the *Play Prize*, a frigate of thirty-two guns. We do not find any other mention made of him, nor did he ever obtain, either during the reign of king William or afterwards, any higher command than that of a frigate. He died in the West Indies on the 30th of June 1703, being at that time captain of the *Experiment*, a frigate of thirty-two guns.

SHEERMAN, Richard,—is a gentleman of whom as little is known as of the preceding. The first intelli-

* He is supposed to have been the only son of lord George Russel, sixth and youngest son of William, first duke of Bedford.

gence we have of him is, that he was appointed captain of the *Orford* on the 26th of October 1695: and we have not been able to collect any other information concerning him, except that he died in the West Indies on the 15th of June 1699, being then commander of the *Gloucester*.

SWANTON, Thomas,—was appointed second lieutenant of the *St. Michael*, of ninety guns, in the year 1692. He afterwards served in the same station on board divers other ships; and was promoted to the command of the *Queenborough* frigate, on the 8th of May 1695. The early part of his service had nothing in it memorable enough to make its way into public notice; and he never, during the reign of king William, obtained any command superior to that of a frigate. On the recommencement of war with France, after the accession of queen Anne, he was appointed captain of the *Exeter*, of sixty guns, and sailed in that ship for the Mediterranean, in the year 1703, under the command of sir Cloudesley Shovel. That admiral, when on his return to England in the month of September, detached captain Swanton with a small squadron*, of which he acted as commander or commodore, to Tunis and Tripoli, in order to renew the existing treaties of peace with those troublesome states. He was also ordered, that when he should have executed this part of his commission, he should repair to Scanderoon to join captain Jumper, who had a little time before been sent thither with a convoy.

He appears to have executed this trust with equal diligence, attention, and assiduity; and afterwards, according to his instructions, sailed for the Levant, where he put himself under the command of commodore Jumper; and, it is believed, returned with that gentleman to England in the month of December following.

We suppose him after this time, except during the year 1704, to have been generally, if not entirely, employed on the Mediterranean station: but no mention is made of him till the year 1711, and even then in no other way than as having been commodore of the Squadron sent, with a reinforcement of troops for the army in Spain, from Vado bay to Barcelona. The peace at Utrecht being con-

* Consisting of the *Exeter* and *Pembroke*, fourth rates; the *Tartar* and *Flamborough* frigates, with one fireship.

cluded very soon after this, it is not to be wondered that we do not find any mention made relative to him in the line of service.

In the year 1715 he was appointed commissioner of the navy, resident at Plymouth; from which very honourable station he was, in the following year, advanced to be comptroller of the store-keepers of the navy accounts; and from thence promoted, in 1718, to be comptroller of the navy. This highly honourable office he continued to fill till the time of his death, which happened on the 17th of January 1722-3.

SYMONDS, John,—was appointed third lieutenant of the *Elizabeth*, of seventy guns, in 1692. We do not know what intervening commissions he held between this time and the 7th of December 1695*, when he was appointed captain of the *Vulture* fireship. He was very soon afterwards promoted to the command of a ship of the line, and continued to be employed in that station during the ensuing peace. We do not find any other mention made of this gentleman, except that he died at Barbadoes on the 19th of January 1706, being at that time commander of the *Jersey*.

THATCHER, Thomas,—in the year 1693, served as first lieutenant of the *Oxford*, of fifty-four guns. We do not know any thing more of him till the 19th of October 1695, when he was promoted to the command of the *Biddesford*. He died in the West Indies on the 20th of August 1697, in what particular ship does not appear.

TOLLET, Anthony.—This very brave, and, in some respects, unfortunate man, was, at the latter end of the year 1692, appointed first lieutenant of the *Forefight*, of forty-two guns, a ship employed, during the ensuing year, on the Virginia station, whither she proceeded with a convoy. As this is the first information we have relative to this gentleman, so also have we not been able to learn any thing farther concerning him till we find him, on the 23d of March 1695, appointed captain of the *Sea-horse*, a small frigate of twenty-four guns. He did not long remain in this vessel, having, by his diligence and activity so far recommended himself to the notice of men

* Other accounts say this commission bore date on the 7th of May preceding.

in power, that he was very soon promoted to the command of a ship of the line; but nevertheless does not appear to have had any opportunity of introducing himself more publicly into notice, by any of those brilliant achievements which are, in general, indispensibly necessary to the acquisition of popular favour. He continued to command a ship of the line nearly during the whole of the ensuing peace; and we believe him, among other services, to have been employed, for a part of that time, on the Mediterranean station, under Mr. Aylmer.

As he had no distinguishable command for many years after the accession of queen Anne, but on the contrary appears to have been constantly employed on services in which it was next to an impossibility for him to acquire renown, it is by no means surprising that we do not find any mention made of him by historians. His principal employment appears to have been, that of convoying the coasting trade from port to port, or cruising in the Channel. The most consequential service in which we find him engaged, during this uninteresting period, was, in the month of September 1705, at which time he was captain of the *Kingsfisher*, a small fourth rate. He then acted as commodore of a small * force, which was ordered to convoy the homeward-bound East India fleet; a duty he very diligently and successfully fulfilled.

Sometime in the course of the following year he was most deservedly promoted to the command of the *Assurance*, a third rate. He continued variously employed, and in no very memorable service, till the month of March 1708-9. He was at that time commodore of a small squadron, having under their convoy a fleet of merchant-ships, homeward-bound from Ireland, when he unfortunately fell in with that well-known French commander, Du Guai Trouin, who had under his command a force much superior to that of the English. Captain Toller's Squadron, when he sailed from Cork on the 25th of February, consisted of the *Assurance* of seventy guns, the *Sunderland* of sixty, the *Hampshire* and *Anglesea* of fifty guns each: he was afterwards joined by the *Assistance*, also of fifty guns,

* Consisting of the *Kingsfisher* of forty-six guns, the *Burlington* of fifty, and the *Dartmouth* of forty.

from Kinsale, with the trade from that port bound to England: but the Sunderland and Anglesea having lost company soon afterwards, he became much inferior to the French commodore, who had with him four ships of two decks, his own mounting seventy-six guns. Campbell has inserted an account of this action, taken, as it is said, from captain Tollet's own papers, but which is nothing more than a copy verbatim from the narrative of the action, given by Lediard in a note; and which itself is nothing but a modification of the Gazette, No. 4521, with the terms and language somewhat polished and amended. The letter itself giving the original account is dated on board the Assurance, in the Hamoze, March the 3d, 1708-9, and is to the following effect: "On Sunday last, sailing from Ireland, the Anglesea and Sunderland lost company with us, and went away with some part of our fleet. Yesterday morning, about five o'clock, we saw four sail standing after us, we steering away E. by N. the Lizard then bearing about N. N. E. distant, by estimation, about eight leagues. About seven they came within random shot and then brought to. We then made a signal for the Hampshire and Assistance to draw into a line, and another for the merchant-ships to bear away, which they took no notice of.

"About eight they bore down to us, having made the signal for a line; and when they came within musket-shot hoisted French colours. The commodore, who was in a ship mounting seventy guns or upwards, came ranging along our larboard-side, and fell on board us, so that we engaged yard-arm and yard-arm for almost the space of half an hour; during which he plied us so warmly with small shot, that he cut off most of our marines and seamen quartered upon deck: he after that, put off and fell soon after on board again on our lee-side; first ranging on our bow, and then on our quarter. We fired upon him, with the utmost vigour, our upper-deck and part of our lower-deck guns, so that we obliged him to quit us once more, standing away a-head of us towards the merchant-ships; then the three other ships, of forty and fifty guns each, came ranging along our side, firing several broadsides into us, and after that bore away as the former. The damage
we

we received was very great; having our ship's side, in a great many places, shot through and through, our shrouds and back-stays cut to pieces; as also our main and false-stay, (now called the preventer-stay) which, if not timely seen, had occasioned the loss of our mast; our fore-fail and fore-top-fail were torn to pieces, the best bower cut away by their shot, one of the flukes of the spare anchor shot off, and the small bower by the enemy's boarding driven through our ship's bow. We endeavoured with what dispatch we could, to fix our rigging, which took up some time, and bent a new fore-fail, and fore-top-fail; after that, we all bore down to secure what merchant-ships we could, expecting likewise to engage the enemy again, which they declined, standing away to cut off part of our convoy, which might, if they had regarded our signal, have got in shore and been secure. Some we brought in here, and, when engaged, saw others bear away for Falmouth, so that we are not certain how many they took. The dispute lasted about two hours, in the beginning of which our captain was wounded upon deck, whither he was carried in a chair, having, for almost four months, being so ill as to be unable to go out of his cabin.

" Our first lieutenant was shot in the leg, which he got dressed and returned to his charge on the deck: our second was killed, as were also several of the French (refugee) officers, that we brought with us from Ireland, and some of them wounded. We are not certain how many of our own men were killed and wounded, not having been able to muster the remainder; but believe our loss has been very great, the action having been so severe, and the sharpness of the whole having lain upon our ship, which makes us believe the Hampshire and Assistance have not received any material damage.

" P. S. Captain Tudor, who commanded the Assistance, is dead of his wounds. This ship (the Assurance) had twenty-five men killed, and fifty-three wounded, some of them mortally. In the Hampshire were two killed and eleven wounded; in the Assistance eight killed and twenty-one wounded. The French officers who were on board greatly distinguished themselves, and by

their gallantry contributed very much to the preservation of the ship *."

Captain Tollet was, as appears by the foregoing account, wounded in the action, and is supposed by most people to have died in consequence, very soon afterwards: this, however, we believe to be a mistake; he certainly survived and lived for some years, although he does not appear to have returned to the service: and it is not improbable, that the injuries he received on this occasion might ultimately cause his death, the precise time of which is unknown.

URRY, William.—We find nothing said of this gentleman till he was, on the 5th of September 1695, appointed captain of the *Swallow*, of fifty guns. He does not, however, appear to have taken rank from this time, as captain of a fourth rate, his name being omitted in an official list of commanders of that class, made out at the conclusion of the peace. He was appointed to some ship, the name of which does not appear, and unfortunately acquitted himself so ill, that, according to the most favourable accounts, he was dismissed the service. Others treat this matter much more seriously, and insist he was actually condemned to suffer death, but afterwards pardoned. The particulars of the offence itself are no where positively mentioned; some persons affirming it was a mere neglect of duty only, otherwise a positive want of spirit.

WARD, John, (2d)—was, on the 27th of May 1695, appointed captain of the *Lynce*. No other mention is made of him till the year 1700, at which time he commanded the *Canterbury* galley, one of the small squadron

* It appears that the French chef d'escadre had but little reason to boast of his advantage; he lost a considerable number of his men, his ships were all of them very roughly handled and much damaged; and to counterbalance these losses, he took but five prizes, three of which only got into port, the remainder being wrecked on the coast of England. Monsieur Du Guai himself, and the French journalists, behaved on this occasion with an unusual candour which rarely marked their conduct, particularly at this time. They commended, in the highest terms, the bravery of the English, and were not ashamed to confess their own loss. They even acknowledged that their ships were most roughly treated, inasmuch, that had the force of their opponents been ever so little stronger, it would have been extremely difficult for them to have escaped.

at that time stationed in the Streights under commodore Munden. The most, and indeed only remarkable circumstance we have been able to meet with, relative to this gentleman's naval life is, that in the year above-mentioned, he brought to England an envoy extraordinary from the Tripoline states, with a present of Barbary horses for king William. No mention is afterwards made of him in the service, nor do we believe him to have held any other commission. He retired altogether from active life in the year 1705, with a pension of 91 l. 5s. a year, being equivalent to the half pay of that day given to the commander of a sixth rate. He died on the 19th of January 1717.

WARELL, or WORRELL, John,—was appointed commander of the *Adventure* on the 9th of April 1695; but, according to another account, which we believe to be authentic, did not take rank as a captain in the navy till the 23d of December following, when he was appointed to the *Chatham*. He was retained in commission we believe during the whole of the ensuing peace, being appointed, in 1697, to command the *Sorlings*, of thirty-two guns, and sent to Newfoundland in the following year. He sailed from thence as convoy to the ships bound for the Mediterranean, and conducted them with much attention to Leghorn, where he arrived in safety towards the latter end of November. He continued in the Mediterranean for a considerable time, but we have not been able to learn any thing farther of him during the remainder of king William's reign.

Nor were the services in which he was employed, after the accession of queen Anne, in any degree more memorable; for although we have reason to believe he was constantly in commission, we find no other mention made of him, except that he died in the West Indies on the 16th of December 1706, being at that time commander of the *Crown*.

WELBY, Joseph,—was, on the 26th of February 1695, appointed captain of the *Lizard*, a sixth rate. He was immediately ordered out as a cruiser in the Irish sea, where, by his diligence and activity, he met with great success against the enemy's privateers. He was for a very short time, in the month of May following, removed into

the Jolly Prize, a small frigate taken not long before from the French; but resumed his former command before the end of June *. He was sent to the Mediterranean early in the following year, and was unhappily lost, off Toulon, on the 31st of May 1696, his whole crew perishing with him.

• WHITAKER, Samuel, is supposed to be the brother of the well-known sir Edward Whitaker. He entered very early in life into the navy; but we have no information of his having received any commission till the latter end of the year 1692, when he was appointed second lieutenant of the Essex. On the 15th of June 1695, he was promoted to the command of the Lark. This ship was, during the remainder of the year, attached to the squadron, commanded by sir Cloudesley Shovel, in the Channel; and, in 1696, employed in the same station as an attendant on the main-fleet, under the command of the lord Berkeley of Stratton. Soon after this time he was promoted to a small ship of the line, which he continued to command during nearly the whole of the ensuing peace. Not long after the accession of queen Anne he was made captain of the Nottingham, of sixty guns. In this ship he accompanied sir George Rooke to the Mediterranean in

* The following little enterprize appears deserving of particular commemoration.

“ Extract of a letter, dated Pembroke, June the 30th, 1695.

“ On the 23d instant we had an account from Tenby, that a privateer sloop had chased a vessel on shore near the Town, and had taken another. Notice of this being sent to captain Welby, commander of his majesty's ship the Lizard, then in our harbour, he sailed immediately, without staying for the provisions he came hither to take on board, and went in pursuit of the privateer. About four in the afternoon he retook the prize, which was a vessel of about forty tons burthen, bound to Wexford. Being afterwards informed that the same privateer had that afternoon chased another small vessel over the bar of Berry, he followed him thither; but not thinking it safe to go in with the king's ship, he got a small vessel from Tenby, and putting on board her four of his guns, and forty men, went himself to take the privateer, leaving the charge of the Lizard to his lieutenant. On the 25th he got over Berry bar, shewing but six men on the deck till he came to an anchor along-side the privateer; who, after firing ten or twelve guns, yielded (without a man being hurt on either side) together with a small vessel, her prize.”

the year 1704. In this expedition he bore a very distinguished share, having shewn the greatest gallantry both in the assault of Gibraltar, and the battle off Malaga which took place soon after. The services on which he was, after this time, employed, were not consequential enough to entitle them to any particular relation, even were we more accurately acquainted with their nature than we really are. His merit was, however, conspicuous enough, even in that quiet sphere of duty in which he moved, to attract the notice and attention of sir Cloudesley Shovel, who did him the honour, in the year 1706, to procure his appointment to be captain of the *Association*, of ninety guns; on board which ship he (the admiral) hoisted his flag as commander-in-chief of the expedition to the Mediterranean, principally destined against Toulon. This most honourable patronage was, however, in this present instance, an unfortunate one, captain Whitaker having experienced the same unhappy fate which befel his admiral, upon the Scilly rocks, on the 23d of October 1707.

WORTHINGTON, Samuel, — was, on the 28th of September 1695, appointed commander of the *Virgin's Prize*. His naval life was unhappily but of short duration, as he was drowned, at Harwich, on the 16th of October 1697, being at that time commander of the *Poole*.

1696.

ARRIS, Robert. — The first intelligence we meet with relative to this gentleman is, that he was appointed, at the latter end of the year 1692, to be first lieutenant of the *St. Andrew*, a second rate. He continued to serve with much reputation, and principally, we believe, on board the same ship, till the 28th of April 1696, when he was promoted to the command of the *Mermaid*. We believe him not to have quitted this ship till the conclusion of the war; after which he most probably continued unemployed till the re-commencement of hostilities with France, after the accession of queen Anne.

He was, not long after that event took place, appointed to command the *Pembroke*, of sixty guns; and, in 1703, accompanied sir Cloudesley Shovel to the Mediterranean. He was dispatched by that admiral, together with the *Tartar*, commanded by captain Cooper, with a supply of arms, ammunition, and money, to the relief of the *Cevenois*, and to concert measures with their chiefs for their farther support at a future time. These ships quitted the fleet at Altea, and stood in to the gulph of Narbonne, having on board two French pilots, who were supposed to be extremely well acquainted with the coast, and three French refugee gentlemen, who went on board the fleet purposely to facilitate the communication between the insurgents and the allied fleet.

As the disappointment which took place in this expedition was highly grievous to the nation, we cannot, perhaps, do a greater justice to the character of captain Arris, than by giving a succinct account of the whole transaction, from which it will very evidently appear the failure was by no means owing to captain Arris, or to the commander-in-chief himself, but to a train of mismanagement and delays at home, added to a treasonable intelligence, through which the enemy had perfect knowledge of the whole intended plan of operations.

On the 4th of September, the *Tartar* and *Pembroke*, who had parted from the fleet a few days before, took a *Tartan*, near Ivica, of about eighty tons burthen, laden with corn and other commodities. The master, who was by birth a Frenchman, and a native of Agde, a town situated near the gulph of Narbonne, being brought on board the *Pembroke*, frankly told captain Arris, and his French passengers, that he was perfectly well acquainted with the nature of their expedition; and that when he was last at Agde, which was not long before that time, the marshal de Montreval, with several engineers, came to survey that coast; but not being able, on the spur of the occasion, to raise such fortifications as were deemed necessary for its defence, that general had ordered all persons, capable of bearing arms, to repair to certain rendezvous, which he assigned them, as soon as any alarm-guns should be fired from fort Brescou.

The

The master farther added, that all Lower Languedoc was in the greatest consternation, from an apprehension that the allied fleet would land a body of troops in that country and relieve the Camisards. This account exceedingly surprised both the English commanders and the French messengers; they both began to doubt much the success of an expedition, of which it now appeared, the French had long had notice, and had taken sufficient care to secure themselves from the consequences of an attack. On the 11th of September the *Pembroke* and *Tartar* had the good fortune to capture three French Tartanes, and on the 15th of the same month entered the gulph of Narbonne.

The pilots which had been provided for them proved so intolerably unskilful and ignorant, that the English captains were obliged to commit, in a great degree, the charge of the ships to their prisoners, particularly *Trophy*, the master, whom they had first taken: induced on the one side by promises, and on the other by threats, they proved very faithful to their trust, and were singularly useful. On the 17th they passed Narbonne, Vias, and Beziers; but as soon as the ships came in sight of Agde, four guns were fired from fort Brescou to alarm the inhabitants, who immediately assembled, well armed and in very formidable numbers. When they arrived off the port of Cette, two French gallies made towards the English ships, upon which captain Arris immediately stood off from the shore, hoping to draw the enemy after him; but the French perceiving this feint, took to their oars and immediately made the best of their way back to the port. On the same day captain Arris held a council, at which captain Cooper, the three French gentlemen, and the pilots assisted, when the following resolution was agreed on:

“ September 17, 1703, at nine in the morning, at a consultation held on board her majesty's ship the *Tartar*, in the gulph of Narbonne, off Agde, it is resolved, that, as the wind is now W. S. W. it is best for the ships to anchor between Port Cette and Pequai, and if we believe ourselves not near enough to make signals from our ships, to send our boats as near as possible we can, to make them for us, in order to give our friends notice of our arrival.

This

This result is agreed on by the persons who have hereto set our names,

Charles Portales,

B. Arris,

Paul la Billiere,

J. Cooper."

S. Tempie,

Samuel Paquie,

Elias Tessier,

The wind shifting soon afterwards to the south-west, and falling almost to a calm, the English ships were unable to reach their place of destination that night; the Tartar, therefore, was ordered to make sail and stand as close in towards the shore as possible; which that ship accordingly did, and the next day came to, in ten fathom water, as did the Pembroke in thirteen, being at that time about two miles distant from the land: they there made the necessary signals, as they were directed by their secret instructions in the hand-writing of lord Nottingham. The French emissaries finding the signals were not answered, proposed to captain Arris, that they would themselves go close to the shore to procure intelligence, if possible, provided he would furnish them with a boat, well-manned and armed for that purpose. This spirited offer being eagerly accepted, the boat was ordered to be ready by break of day; and the Tartar was also intended to be sent in, for their better protection, as close to the shore as her draught of water would permit. When the appointed time arrived it unluckily fell dead calm; and the two galleys, already mentioned, having got out of the mold, and laying on their oars ready to intercept any boat that should attempt to approach the land, it was not thought adviseable to prosecute the enterprize; and a second council, which was immediately convened on board the Pembroke, came to the following resolution:

"Dated on board the Pembroke, September the 18th, at twelve o'clock, distant 4 leagues N. W. from Cette.

"In pursuance of the resolution of the council held yesterday, in the morning, on board the Tartar, in which it was decided to anchor between Port Cette and Pequai, the necessary measures were taken to carry the same into execution; but the wind shifting from the west north-west, to the south-west, and falling almost calm, the pilots did not think it adviseable to anchor, as they could

not

not get the ships near enough to the shore. At six in the evening a fresh breeze at west having sprung up, the Tartar was ordered to stretch a-head, as was immediately done, that ship having stood into ten fathom water, the land by judgment about two miles distant. The signals were then made as directed in captain Arris's order, who himself repeated the same in a short time after. No answer, however, was made from the shore; upon which the ships stood off all night with little wind, blowing unsteadily from every different quarter in the compass, as witness our hands." Signed as the last.

"At a consultation held on board her majesty's ship Pembroke, this 18th day of September, it was the opinion of the pilots not to venture in shore again for fear of the many alterations of the wind, which now take place, added to the fear of that tempestuous weather usual at this time of the year. This opinion being confirmed by the testimony of the French prisoners, the captains, Arris and Cooper, having advised with the aforesaid French gentlemen, in relation to the aforesaid pilots opinion, have thought it necessary to make the best of their way to the general rendezvous, since nothing more could be attempted. Witness our hands." See page 122.

In consequence of the foregoing resolution, the Pembroke and Tartar sailed for Leghorn, where they arrived on the 23d of September, after having encountered a violent storm while working out of the gulph of Lyons. As soon as the Pembroke and Tartar joined the fleet, captain Arris made a report of the expedition to the admiral. Mr. Portales, and Mr. La Belliere also, who had been eye-witnesses of the captain's good conduct and zeal in that service, having afterwards waited on sir Cloudesley, he told them "he was very well satisfied with what they had done since they had made that gulph, which was before looked upon as unapproachable, accessible and easy for all undertakings. And though (added the admiral) you have not succeeded in the design of giving relief to our friends, the Cevenois, yet they will see we have been as good as our word. I am also the more glad of your discovery, because it will be easier in future to relieve them that way, if we send a Squadron early into the gulph." Such was the end of an expedition, of which

which the most sanguine hopes and expectations had been formed in England; but we certainly have seen that no part of its failure can be imputed to captain Arris.

He was soon after his return to the fleet, sent by the admiral, with commodore Swanton, to Tripoli and Tunis. From thence they afterwards proceeded to Scanderoon, according to their instructions, and joined captain Jumper, with whom they returned to England in the month of December. Captain Arris appears to have been after this time, except during the year 1704, principally employed on the Mediterranean station, where the same poverty of events, which deprived so many of his brave contemporaries of any opportunity of distinguishing themselves, extended the same baneful influence to spirited and eager gallantry in his case also. We hear nothing of him after this time till the year 1711, when he commanded the *Devonshire* of eighty guns, one of the ships sent out under sir Hovenden Walker, on his unfortunate expedition against Canada. When the fleet was about to enter the river St. Lawrence, captain Arris removed into the *Windsor*, which was only a sixty gun ship; and the following reason is given by sir Hovenden for this measure, which might otherwise appear extraordinary.

“It being the opinion of every body that the *Humber* and *Devonshire* were too big to venture up the river as far as Quebec, people generally representing the navigation of that river as very dangerous, I therefore ordered them home, and have hoisted my flag in the *Edgar*; and the general going on board the *Windsor*, captain Arris went to command her.”

Nothing could certainly have been a greater compliment to captain Arris than such a removal, when the cause of it is properly considered. He returned to England with sir Hovenden in the month of September; and it is not at all necessary to enter more into the account of that expedition, of which a full detail has already been given in the life of that admiral*. We do not believe this gentleman ever went to sea after his return to England; and in 1714 he appears to have entirely quitted the line of active service, being, on the 20th of December in

* Vol. II, p. 459, et seq.

that year, appointed a commissioner of the victualling office. This station he continued to hold till the time of his death, which happened on the 7th of January 1719.

BROWN, Richard,—was, in the beginning of the year 1693, appointed second lieutenant of the *Centurion*, a fourth rate, at that time employed as a cruiser off the coast of Scotland. We hear nothing of him after this time till the fourth of May 1696, when he was promoted to the command of the *Hawke* fireship. No other notice whatever is taken of him during the reign of king William; nor indeed do we find him, after the accession of queen Anne, commanding any very consequential ship, or employed in a service memorable enough to be particularly recorded. He died on the 12th of Nov. 1706, being at that time commander of the *Hazard*, a ship of war mounting fifty-two guns, taken a few years before from the French by captain, afterwards sir John Norris.

CAVE, Clempson,—was, in the year 1692, appointed first lieutenant of the *Tyger* Prize, a fourth rate. After having served in the same station on board one or two other ships of the line, he was, on the 3d of Oct. 1696, appointed captain of the *Essex* Prize. We do not find any other notice taken of him during the reign of king William, nor did he in that period ever obtain the command of any ship larger than a frigate. No mention whatever is, indeed, ever made of him after his first appointment to the rank of captain in the navy, not even to communicate to us the time of his death.

COOPER, John.—We know nothing of this gentleman till he was, on the 29th of January 1696*, appointed captain of the *Penfance*. His rise in the service itself was remarkably slow, and the nature of his appointments perfectly uninteresting, for we do not find the smallest mention ever made of him till the year 1711; at which time he commanded the *Swiftsure*, one of the Squadron sent out, under sir Hovenden Walker, on the unfortunate expedition against Canada. Before the Squadron entered the river St. Lawrence, it was held necessary to send

* We believe him in the preceding year to have commanded the *Martin Ketch*; he had not, however, while in this station, the rank of a captain in the navy.

home the Humber and Devonshire, two ships of eighty guns, which were thought too large to encounter the difficulties of so dangerous and intricate a navigation. On this occasion he removed from the Swiftsure into the Devonshire. Hostilities being suspended not long after this time, by the peace concluded at Utrecht, we hear nothing farther relative to captain Cooper till the year 1720, at which time he commanded the Suffolk, of seventy guns, one of the fleet then under orders for the Baltic. The leading particulars* of the expedition, as well as those political reasons which induced the equipment of this force, have been already given in the life of sir J. Norris†. We do not find captain Cooper to have ever gone again to sea after his return to England, where he died on the 11th of September 1728.

CRANBY, John, — was, in 1692, appointed third lieutenant of the Norfolk. After continuing some years in the same rank, and being promoted to be first lieutenant of one of the flag-ships in the year 1695, he was advanced, on the 25th of September 1696, to be commander of the Humber fireship. Early in the following year he was made captain of the Dunwich, and sent, under the command of commodore Norris, to Newfoundland. He was, while on that station, one of the naval officers who, jointly with those of the army, composed the council of war, in which it was decided against putting to sea and seeking to attack the French. Captain Cranby, however, appears to have been of a very different opinion, having voted against that resolution, and seeming to have acted then, as well as on every other occasion, with the most becoming spirit.

He was sent home by the commodore in a few days afterwards‡, with the account of his situation, and early in

* Which were perfectly of a pacific nature.

† Vol. II. p. 354.

‡ Extract of a letter from Falmouth, dated August 18, 1697.

“ Yesterday arrived here the Dunwich, captain Cranby commander, in fifteen days from St. John's, Newfoundland, where he left the squadron under the command of captain Norris, and the land-forces commanded by captain Gibson, who have re-fortified that place. The whole

in the next year was advanced to be captain of the *Poole*, of forty guns, one of the ships retained in commission notwithstanding the peace at Ryswic. In the beginning of the ensuing summer he was ordered for the Mediterranean, together with other ships, for the purpose of overawing and restraining the depredations of the Salletines, and other piratical states of Barbary. On his passage thither he fell in with a part of the Spanish *flota*, homeward-bound from the West Indies. It had just before encountered a dreadful storm, in which one of the principal ships had foundered with an immense treasure on board, and the rest had been much separated and reduced to the greatest distress. Captain Cranby exerted himself in the highest degree to relieve their wants, in as great an extent as prudence and attention to the preservation of his own people would possibly permit him; and to his timely succour the remainder of this valuable fleet was principally indebted for its safe arrival at Cadiz not long afterwards.

Captain Cranby himself had the misfortune to be overtaken a few days after by a violent gale of wind, which he was fortunate enough to weather, though not without so much damage to his masts and rigging, that he was obliged to put into Cadiz to refit, and was fortunate enough to reach that port on the 4th of June. Having re-equipped his ship, he sailed for the coast of Barbary towards the latter end of the same month; but does not appear to have met with any occurrence worthy of being commemorated during the time he continued on that station. He remained there in the same, we cannot say inactive, but little memorable service, both this and the following year. We hear nothing of him after his arrival in England, whither he returned in the year 1700, except that, when the fleet was on its return from the

whole country from Cape Boniface to Cape de Raze is in possession of the English, who have had a very good season for fishing. When the *Dunwich* left St. John's, it was asserted that the *marquis De Nesmond*, with fifteen sail, were cruising off Cape de Raze, and it was thought he intended to join the *sieur De Pointis*, who came some days before into Conception bay, from the West Indies, and was afterwards met forty leagues from shore, supposed to be bending his course towards France."—*See the life of sir John Norris, Vol. II. p. 343.*

expedition

expedition against Cadiz, in the year 1702, he was promoted to the command of the *Boyne*, of eighty guns*, as successor to lord Archibald Hamilton, who was removed into the *Eagle*; this was an honour he unfortunately did not long survive, dying on the 19th of December in the same year.

DRAKE, John,—During the years 1692 and 1693, served as first lieutenant of the *Mary*, of sixty-two guns. He was, in 1694, promoted to the same station on board a second rate; and was, on the 15th of January 1696, appointed captain of the *Seahorse*. In the following year he, as well as the gentleman of whom we last gave an account, accompanied commodore, afterwards sir John Norris, to Newfoundland: but during the time he was thus employed, we do not find any thing in his conduct more worthy of remark, than that, at the council, to which we have alluded in our account of the last-mentioned gentleman, he was totally of a different opinion from him, voting that the fleet should wait the enemy's attack, instead of spiritedly seeking them at sea, as the commodore himself wished. Captain Drake did not long survive this event, dying on the 22d of November 1697.

DYER, Nicholas,—was, in the year 1693, appointed lieutenant of the *Sapphire*, a fifth rate, one of a small squadron stationed, during that year, to follow the orders of the lord lieutenant of Ireland. On the 10th of December 1696, he was promoted to the command of the *Dolphin*; and being in a short time after advanced to be captain of the *Lincoln*, died in that vessel at sea on the 4th of June 1697.

FISHER, Thomas,—is known only as having been appointed commander of the *Truelove* bomb-ketch in the year 1695. He was promoted to be captain of the *Mermaid* frigate on the 11th of April 1696, and died in the West Indies on the 7th of March in the following year.

HOPSON, Edward,—supposed to have been the brother of vice-admiral sir Thomas Hopson, of whom some account has been already given†. The first information we have concerning him is, that in the year 1693, he

* And sent to the West Indies under commodore Walker.

† Vol. II. p. 50.

served under that admiral as first lieutenant of the *Bredah*, of sixty-two guns, during the time he accompanied sir George Rooke in convoying the outward-bound Smyrna fleet. It is not improbable he continued with his gallant relation till he was promoted to the rank of captain, but of this we have no proof to be positively relied on. On the 24th of July 1696, we find him promoted to the command of the *Thunderbolt*, a small frigate, employed during that and the following year, as a cruiser in the Irish sea. No other mention is made of him during the reign of king William. On the accession of queen Anne, and the re-commencement of war with France, he was appointed to command the *Mary*, a fourth rate, under rear-admiral Beaumont, who had hoisted his flag on board that ship as commander of the squadron fitted out to block up the port of Dunkirk.

The melancholy fate of that worthy admiral, as well as of his ship, has been already related*: but captain Hopson was not personally involved in that great and national misfortune, farther than the grief he must naturally have felt at the untimely loss of so many brave men, a loss still encreased by that of his commander also, a man whom he, with the greatest justice, both respected and revered. Captain Hopson, together with the purser, were both, happily for them, on shore at the commencement of that tremendous hurricane, well known by the pre-eminent name of the Great Storm. And thus it was they escaped experiencing its dreadful effects, which proved fatal to all the persons who were on board the ship, one man only excepted, who was, almost miraculously, preserved.

During the remainder of the war captain Hopson appears to have been principally, if not wholly, stationed in the Mediterranean. It is most probable, that after the late dreadful misfortune, a new ship, called the *Mary*, was immediately built, and the command given to him, as a particular compliment, for, in the year 1706, we find him captain of a ship of that name on the last-mentioned station, and in which he continued during the remainder of the war. The inactive, sluggish, and totally defensive conduct, on the part of the enemy, which they uni-

* Vol. II. p. 219.

expedition against Cadiz, in the year 1702, he was promoted to the command of the *Boyne*, of eighty guns*, as successor to lord Archibald Hamilton, who was removed into the *Eagle*; this was an honour he unfortunately did not long survive, dying on the 19th of December in the same year.

DRAKE, John,—During the years 1692 and 1693, served as first lieutenant of the *Mary*, of sixty-two guns. He was, in 1694, promoted to the same station on board a second rate; and was, on the 15th of January 1696, appointed captain of the *Seahorse*. In the following year he, as well as the gentleman of whom we last gave an account, accompanied commodore, afterwards sir John Norris, to Newfoundland: but during the time he was thus employed, we do not find any thing in his conduct more worthy of remark, than that, at the council, to which we have alluded in our account of the last-mentioned gentleman, he was totally of a different opinion from him, voting that the fleet should wait the enemy's attack, instead of spiritedly seeking them at sea, as the commodore himself wished. Captain Drake did not long survive this event, dying on the 22d of November 1697.

DYER, Nicholas,—was, in the year 1693, appointed lieutenant of the *Sapphire*, a fifth rate, one of a small squadron stationed, during that year, to follow the orders of the lord lieutenant of Ireland. On the 10th of December 1696, he was promoted to the command of the *Dolphin*; and being in a short time after advanced to be captain of the *Lincoln*, died in that vessel at sea on the 4th of June 1697.

FISHER, Thomas,—is known only as having been appointed commander of the *Truelove* bomb-ketch in the year 1695. He was promoted to be captain of the *Mermaid* frigate on the 11th of April 1696, and died in the West Indies on the 7th of March in the following year.

HOPSON, Edward,—supposed to have been the brother of vice-admiral sir Thomas Hopson, of whom some account has been already given†. The first information we have concerning him is, that in the year 1693, he

* And sent to the West Indies under commodore Walker.

† Vol. II. p. 50.

served under that admiral as first lieutenant of the *Bredah*, of sixty-two guns, during the time he accompanied sir George Rooke in convoying the outward-bound Smyrna fleet. It is not improbable he continued with his gallant relation till he was promoted to the rank of captain, but of this we have no proof to be positively relied on. On the 24th of July 1696, we find him promoted to the command of the *Thunderbolt*, a small frigate, employed during that and the following year, as a cruiser in the Irish sea. No other mention is made of him during the reign of king William. On the accession of queen Anne, and the re-commencement of war with France, he was appointed to command the *Mary*, a fourth rate, under rear-admiral Beaumont, who had hoisted his flag on board that ship as commander of the squadron fitted out to block up the port of Dunkirk.

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* Vol. II. p. 219.

formly adopted in that quarter of the world, prevented captain Hopson, in common with the rest of his brave contemporaries, from effecting any service sufficiently memorable to deserve particular recital. This circumstance, added to the peace, which was concluded at Utrecht in the beginning of the year 1713, prevents our saying any thing farther relative to him till the year 1715, when we find him captain of the *Burford*, of seventy guns, one of the fleet put under the command of sir John Norris, for the Baltic. We meet with no information concerning him after this time, till the year 1719, when he was, on the 8th of May, very deservedly promoted to be rear-admiral of the blue. He hoisted his flag on board the *Dorsetshire* in a few days afterwards, being appointed second in command of the fleet then under orders, like that in which he last served, for the Baltic. No mention is made of admiral Hopson in any account given of this very uninteresting expedition, nor is it even positively known whether he accompanied sir John Norris thither.

In the following year, however, still having his flag on board the *Dorsetshire*, he was again ordered for the Baltic under the same commander-in-chief: but the force destined for that service being much more formidable than it had been in the preceding season, an additional flag-officer (R. A. Hozier) was appointed to a command in it, who being senior to Mr. Hopson, he consequently became third in command. This fleet consisted of twenty ships of the line, and a proportionate number of frigates and small vessels: but the events of this expedition were not, in any degree, more interesting than those of the last had been. In 1721 he sailed, for the third time, to the Baltic, in the same station, and under the same commanders; with whom he also experienced a naval campaign as dull and uninteresting as the former.

On the 16th of February 1722, Mr. Hopson was promoted to be rear-admiral of the red; but we do not believe him to have been again employed till the year 1726, when he was appointed to command a small squadron, consisting only of four or five ships, ordered for Gibraltar in order to frustrate any sudden attempt that might be made by the Spaniards on that important place. On his passage thither he was overtaken by a violent gale, which
shattered

shattered some of his ships in so great a degree, that he was obliged to put into Lisbon to refit. He sailed after this was effected for the Streights, where he joined, and put himself under the orders of sir John Jennings, who had been sent out a short time before with a squadron of nine ships of the line; and the appearance of so formidable a force, ready for the instant commencement of hostilities, had at least the good effect of inducing the Spaniards to with avoiding them.

On the return of sir John Jennings to England, Mr. Hopson was left behind commander-in-chief on that station; and on the 19th of April 1727, was advanced to be vice-admiral of the blue. The conduct of the Spaniards becoming, towards the end of this year, wonderfully equivocal, and bearing every appearance of menacing, if not actually intending hostilities, sir Charles Wager was ordered for Gibraltar with a squadron of six ships of the line, where he was to take Mr. Hopson*, and his ships under his command. A variety of events, although not of a very interesting nature, took place, as we have already related in the life of sir Charles Wager. The difference was at last put into a proper train of negociation; but this was occasionally interrupted, by new and unforeseen objections almost daily started on the part of the Spaniards. To guard against any accident that might happen in case of a renewal of hostilities, it was deemed prudent to order Mr. Hopson to sail for the West Indies, a station which the death of sir Francis Hosier, in the month of August preceding, had left without an admiral. In pursuance of these instructions Mr. Hopson, having his flag on board the *Lion*, sailed from Gibraltar bay on the 17th of December, and arrived safe at Jamaica on the 29th of January. During his passage out, that is to say on the 13th of the last-mentioned month, a promotion of flag officers was declared at home, and Mr. Hopson was advanced to be vice-admiral of the white.

* He is at this time said, by Campbell, Lediard, and other historians, to have been a rear-admiral only; but in this they are mistaken, his promotion having taken place according to the date we have given above.

The Squadron he found in the West Indies having been put, by the assiduity of Mr. St. Lo, the senior captain on that station, in the best condition for service, circumstances in that part of the world would admit, the vice-admiral having shifted his flag on board the *Leopard*, sailed, on the 4th of February, to cruise off the coast of New Spain. The Spaniards being perfectly upon their guard, and keeping their galleons and other valuable ships in port; the English government on the other hand having issued no order for the actual commencement of hostilities, the only memorable circumstance we have to relate, as having taken place, is, the continuance of that dreadful mortality of which we shall have farther occasion to speak of in our account of sir F. Hosier; and on which we have only to remark, in this place, that, to the eternal disgrace of an impotent, base, and cowardly administration, the lives of four thousand of our best seamen, of fifty lieutenants, eight or ten captains, and two admirals, were most miserably and disgracefully sacrificed. This number was far greater than might have been expected to have fallen gloriously by the sword of the enemy in the most bloody contest, and whose fate would then only have excited the compassion, instead of rousing the indignation of that generous nation which they were sent to defend with their swords, not overwhelm with sorrow and mourning, for the bloodless and ignoble loss of such a multitude of brave men. The admiral himself scarcely survived his arrival three months: in the beginning of May he contracted a fever, the universal as well as fatal disorder of the climate; to the violence of which, the strength of his constitution yielded after a short illness of five days.

He died on board the *Leopard*, off the *Grand Bru*, on the coast of New Spain, on the 8th of May 1728.

HOSIER, Sir Francis.—This gentleman was appointed fourth lieutenant of the *Neptune*, a second rate, in the year 1692. After a progressive promotion through the different stations in that rank, till he became, at last, first lieutenant of a flag-ship, we believe the *London*, we find him, in 1695, commanding a small vessel, called the *Portsmouth Prize*; but he had not the permanent rank of captain till the year 1696; when he was, on the 27th of January, appointed to the *Winchelsea*, a new frigate of
thirty

thirty-two guns. The war being near a conclusion at this time, he had no opportunity either of distinguishing himself, or even of obtaining any more consequential command during the reign of king William. His advancement in the navy was remarkably slow, so that many years elapsed before he attained the command even of a ship of the line. His services being thus confined to the narrow limits of a cruising frigate, or a vessel of the same rank, occasionally employed in either conveying from port to port, or on short foreign voyages, the fleets of merchant-vessels of the second or inferior class, it cannot be expected we should have much more to record during so uninteresting a period, even of the most exalted characters, than the cold and feeble praise of diligence and attention.

In 1705 he commanded the Burlington, of fifty guns; and appears, during both this and the following year, to have been principally employed in the consequential service of conveying the East India fleet from St. Helena to Europe. In the first of those years he was under the command of captain Tollet, in the Kingsfisher; in the latter the chief command of the convoy, which consisted, indeed, only of his own ship and the Dartmouth, captain Cock, was vested in himself. Towards the latter end of the year 1706, he was removed into the Salisbury, a ship of the same rate and force as the Burlington. No notice is taken of the particular service in which this ship was employed during the ensuing summer; but it is most probable it was either in the same line, that, he had before commanded was, or as a cruising ship. At the latter end of October he had the melancholy honour of being dispatched from England, for the Scilly islands, to receive on board the body of the brave and unfortunate sir C. Shovel, which had been taken up there. After this time we are again ignorant as to the stations or services he was employed, till the year 1710, when we find him still commanding the Salisbury, and ordered to cruise off Cape Clear, in company with the St. Alban's, a ship of the same force. This was in the month of March. They had the good fortune to meet with a French ship, mounting sixty guns, which they captured and carried safe into

Dublin bay, after a very sharp action, in which the Salisbury had the greatest share.

This vessel, of whose capture no notice is taken by any historian, far as we have been able to discover, was taken into the service and called the Salisbury Prize. Soon as this ship, as well as her captors, were refitted, they were sent to the West Indies as a reinforcement to commodore Littleton. Not long after Mr. Hozier's arrival in that part of the world, he had a second opportunity of distinguishing himself, which he did no less memorably than on the former occasion. This circumstance has been, indeed, shortly related in the account of Mr. Littleton; but as Mr. Hozier was, perhaps, more materially concerned in it than even his commanding officer, it certainly will be by no means improper, to give a more enlarged detail of this transaction here.

The Salisbury, and Salisbury's Prize, commanded by captain Robert Harland, were, in the month of July 1711, with other ships of war, cruising, under the command of commodore Littleton, in expectation of falling in with monsieur Du Casse's squadron, which had the Spanish galleons under its convoy: on the 27th, at day break, they had sight of four large ships, to which they gave chase, but, owing to a light wind, it was near six o'clock in the evening before the Salisbury's Prize, which was the headmost of the English ships, could get up with the sternmost of the enemy. This ship afterwards proved to be the vice-admiral of the Spanish galleons, mounting sixty brass guns. In a very short time after captain Harland began to engage, the Salisbury came in to his assistance; and by their united and spirited efforts, the enemy was so completely subdued, that he surrendered as soon as the commodore himself drew near, and before he had fired a single shot.

Mr. Burchet mentions a second prize taken at the same time by these ships, and attributes the capture of the Spanish commodore principally to commodore Littleton; but this is generally disbelieved, and totally unnoticed by all other historians. We do not find any mention made of captain Hozier after this time, till the year 1719, when he was appointed second captain of the Dorsetshire, the ship on board which the earl of Berkeley hoisted his flag with a special commission, under which he possessed an authority

authority little inferior to that of a lord high admiral, he having under him vice-admiral Littleton, as captain of the fleet, and Mr. Hozier as second, or first captain of the ship, with the rank of rear-admiral for the time being.

On the 8th of May following he was promoted to be rear-admiral of the white, and in the ensuing spring hoisted his flag on board the *Prince Frederic*, of seventy guns, being appointed second in command of the fleet sent, under sir John Norris, to the Baltic. He again served in the same station during the year 1721; but it is needless to say any thing of the few occurrences which took place during the expedition, as, although of a very uninteresting nature, they have been already related in the account of the commander-in-chief. On his return from this service, if it could be said to deserve that name, he was immediately appointed second in command of a squadron ordered to be equipped for a secret expedition, under sir Charles Wager. The immediate object of it appears to have been the chastisement of the Portuguese, who had behaved with much insolence, and even condemned two English gentlemen to suffer death, by an absolute and almost totally forgotten law, under pretence of their having been concerned in an illicit exportation of gold coin.

The impending terrors of war had sufficient influence over the Portuguese councils, to awe that impotent nation into complete submission, so that the squadron was dismantled without ever putting to sea, and consequently without affording us any other circumstance relative to Mr. Hozier, than that he was promoted to be vice-admiral of the blue on the 16th of February 1722-3, and accordingly hoisted his flag at the fore-top-mast-head of the *Bredah*. The fleet being dismantled and laid up immediately afterwards, Mr. Hozier did not again appear as holding any naval employment till the year 1726. The restless temper of the Spaniards, and their intrigues with the court of Petersburg, rendering it very apparent that the want of an opportunity of striking a blow was all that prevented them from openly breaking forth into immediate hostilities, the administration of that time, pacifically as it was inclined, was afraid to temporize any longer.