

A number of squadrons were equipped and dispatched to different parts of the world to be ready, as well to repel any sudden insult, or attack, as to punish any open breach, or violation of the treaty of peace then existing. That destined for the West Indies, consisting of seven ships of the line, was put under the command of vice-admiral Hozier; he was to be joined by several ships which were already in that part of the world; so that his force, when collected, would have appeared truly formidable to an enemy, even better prepared for war than the Spaniards at that time really were. They were probably more vulnerable in that quarter than in any other part of their possessions; while at the same time the immense wealth and riches with which those colonies abounded, even to a profusion, untravelled Europeans would scarcely credit, appeared to hold them forth as a greater incentive for assailants to brave the dangers of an arduous enterprize, as well in the hope of more effectually distressing their country's enemies as of amply rewarding themselves with their riches.

The vice-admiral having hoisted his flag on board his old ship, the *Bredah*, of seventy guns, sailed from Plymouth on the 9th of April; and after an indifferent passage, during which, however, he met with no absolute disaster, arrived off the bastimento's, near Porto Bello, on the 6th of June. His appearance was at once an object both of terror and surprize. The governor, with much apparent alarm, immediately dispatched an officer to the vice-admiral, requesting to know the cause of this very unexpected visit. The latter, with much temper, said he came to escort the *Royal George*, a large ship belonging to the South Sea company, which was then in Porto Bello disposing of her cargo, which was very valuable, for specie. The governor wishing to be rid of guests whose presence was extremely disagreeable, immediately took every possible measure to hasten her departure, by enforcing a speedy payment of the debts due from the Spanish merchants, on account of their several purchases.

As soon as all the different accounts could be made up, and the money paid, the ship in question was ordered out of the harbour to join the British squadron; and a second message was at the same time sent, desiring the vice-admiral,

admiral, as his first wish had been complied with*, to withdraw from before the port. Mr. Hozier coolly answered, he should continue where he was, till farther orders. The better to convince the governor that he was in earnest, he ordered a ship of the line to lay within gun-shot of the castle of Porto Bello, and strictly examined every vessel that went either in or out of the harbour. This conduct in the admiral was undoubtedly spirited in the highest degree, and most uncontrovertibly proved the naval superiority of his own country. It was not, however, of the smallest service, viewed in any other light, and such was the restrictive tenor of his instructions, that he was prevented from following the natural impulse of his own gallantry, and applying the force itself instead of the terror of it, in the chastisement of the enemy.

It has been elsewhere remarked, that to prevent the Spanish flota from returning to Old Spain, was the ostensible cause why this powerful Squadron lay so long in such an unwholesome climate, exposed to all the miseries of disease, surmounted by the most dreadful and raging mortality. But this object, it is also at the same time observed, might have been as effectually accomplished by its continuing there three weeks only, as by its being stationary for six months, till what had at first been an object of universal terror, became as general a theme of ridicule and contempt.

The vice-admiral returned at last to Jamaica on the 14th of December; but to so distressed a state was the Squadron reduced, that there were scarcely men enough left alive to navigate it into port. The vice-admiral immediately paid every possible attention to his sick; and by this humane exertion, added to the care and kind treatment of the inhabitants, a considerable number of those who lived to reach the shore happily recovered. Fortunately for the service, there were at that time at Jamaica

* The vice-admiral's conduct on this particular occasion has been very highly, and, indeed, deservedly applauded by all ranks and parties, inasmuch as it is more than probable the governor would have detained the South Sea Ship, had Mr. Hozier openly declared his intentions and orders at first. Campbell quaintly, and with much truth, adds, "this was the greatest service the Squadron performed."

a considerable number of seamen out of employ, which afforded so well seasoned a recruit to the different ships; that by the time the convalescents were completely recovered, and the vessels themselves re-equipped, a business which was finished by the end of February, the vice-admiral was enabled to put to sea with a Squadron little deficient in its proper compliment of men.

He stood over to Carthagena, and continued cruising in those seas till the middle of August, encountering the same evils he had before so lamentably experienced, and without being able to render his country the smallest of those benefits, which, in the eyes of some, appear to counterbalance misfortune. He had not in his second cruise even that negative satisfaction of having terrified and overawed the enemy, which he was restrained from attacking; for a vessel, with orders from Old Spain, arriving at the Havannah on the 8th of August, all the property belonging to the English merchants, that was in the power of the Spaniards, was immediately seized. At the Havannah and Vera Cruz alone, the Prince Frederic, a very valuable ship belonging to the South Sea company, a frigate and four packet-boats, were detained and condemned, under the stale pretence of reprisal.

Admiral Hosier spiritedly demanded their restitution; and the better to enforce compliance with his application, went himself to Vera Cruz with four ships of the line; but the Spaniards had in some degree recovered from their first panic, and now peremptorily refused to do that act of justice, they flattered themselves the small force of the English was unable to compel*.

These repeated cruises, distinguishable only for their compulsive inactivity; the reiterated affronts received from an insolent and presumptuous enemy; and the reflection

* Mr. Hosier on his part also, issued orders to all the captains under him, to seize and detain all the Spanish ships they could meet with. Several, though of small value, were in consequence made prizes of; but many of them were afterwards restored. The most consequential capture was made by captain Soleguard, of the Greyhound. It was a vessel bound from the Havannah to Teneriff, mounting ten carriage guns, and having on board, besides a cargo of valuable commodities, seventy thousand dollars in specie. Thus ended this disgraceful, and, in many respects, fatal expedition.

of the immense expence to which the nation had been put for the armament under his command, without the smallest advantage being derived from it, all tended to overwhelm with grief and despair this brave and honest man; so that he breathed his last at sea, on the 23d of August 1727, dying, as it is said, of mere chagrin, at the wanton and wicked destruction of so many brave men, whose fate he could only lament, and not avert*.

A few days before his death he was promoted to be vice-admiral of the white; and a commission is said also to have been made out, empowering the governor of Jamaica to confer on him the honour of knighthood. His promotion bearing date on the 11th of August, only twelve days before his death, he consequently did not live to receive either that, or the honour that was intended him; but which, had he fortunately survived to have enjoyed, were certainly a miserable recompense for his former anxiety and disappointment. The body of this brave and unfortunate man was embalmed, and buried in the ballast of the ship he commanded, in which it was afterwards brought to England for interment. His misfortunes and merit survived him longer than is usually the case, either with the greatest or most unhappy of mankind: and it is no slender testimony of worth, when the absence of panegyric is feelingly supplied by compassion.

LAMBERT, Thomas,—was, at the latter end of the year 1692, appointed fourth lieutenant of the Royal Sovereign. He was not advanced to the rank of captain in the navy till the 20th of October 1696, when he was appointed to the Betty, and was present in that station at the rather memorable engagement between commodore Harlow and the French Squadron, of which we have already given an account†. He continued to command the same vessel after the peace at Ryfwic, and in 1698

* Campbell very properly and honourably for this gentleman, observes, "Whether this expedition was well or ill-concerted at home, it was undoubtedly executed with great courage and conduct by this unfortunate commander, who lost his seamen twice over, and whose ships were totally ruined by the worms." This created a mighty clamour at home, and was without doubt a prodigious loss to the nation.

† See Vol. II. p. 315.

was ordered for the Mediterranean, where he continued till the time of his death, which took place on the 16th of February 1700. N. S.

LONG, Thomas,—was appointed third lieutenant of the *Dutchess*, a second rate, in the year 1692. After this time we hear nothing of him till we find him, on the 27th of January 1696, appointed captain of the *Griffin* fireship. He never obtained any more consequential command, or is in any degree farther noticed during the reign of king William. His advancement in the service, after the accession of queen Anne, was extremely slow; and so unfortunate was he in the different stations allotted to him, as never to have had the smallest opportunity of distinguishing himself, so as to acquire renown previous to that which he at last most gallantly purchased with the loss of his life.

During the year 1710 he commanded the *Bredah*, of seventy guns, one of the Mediterranean fleet under sir John Norris; and being detached by that admiral on a cruise, in company with the *Warspight*, captain Crow, had the fortune to meet with a French ship of the line, called *Le Maure*. The *Bredah* possessing a great superiority in sailing over her companion, soon came up with the enemy, when a very smart engagement took place; in which, although of but short continuance, captain Long was unfortunately killed. Almost immediately on this unhappy event's taking place, the *Warspight* came up, and the enemy surrendered. The action took place about forty leagues from Cape Roxent.

PINDER, Thomas.—We have no information relative to this gentleman till we find him, on the 11th of April 1696*, appointed captain of the *Mermaid* frigate. He continued commander of the same ship till it was unhappily lost, off Plymouth, he himself as well as the crew perishing with it, on the 5th of January 1698-9.

SMITH, Thomas,—was, about the latter end of the year 1692, appointed first lieutenant of the *Hampton* court. He had for some years previous to this, progressively with a very high character, served as an officer in

* Two other dates are given according to others, for his first commission, the 14th of April, and the 12th of March preceding; the latter, indeed, we believe to be true, in preference to that given above.

the different ranks, on board a variety of ships, in the royal navy. In 1695 he was appointed acting commander of the *Dunwich* frigate; in which station he was so unfortunate as to be guilty of an offence we are very unwilling to record, but which historical truth forbids us to conceal: of this beneath. On the 26th of November 1696, he was promoted to be a captain in the navy with permanent rank, and appointed to the *Suffolk* Hag boat. No mention is made, either of what ship *, if any, that he commanded, or in what services he was afterwards employed, during the reign of king William.

After the accession of queen Anne we find him captain of the *Gosport*, a ship employed on the New England station in the year 1704: he was afterwards progressively promoted to several different ships of the line, particularly the *Litchfield*; in which ship he was dispatched for India, in 1706, to convoy thither a fleet of merchant ships. He returned from thence with a similar charge in the following year, and arrived safely at Kinsale on the 21st of October. He was next appointed to the *Captain*, and, after the peace was concluded at Utrecht, to the *Norfolk*. We believe him to have been principally if not wholly employed on the Mediterranean station during the time he held the command of the former ship; a circumstance which may well account for our having, in that period, so little to relate concerning him. On the 19th of September 1716, he removed into the *Jersey*; and in the following year served in the fleet, under sir G. Byng, in the Baltic.

It appears from the historical account of Greenwich hospital, he was appointed a captain on that noble estab-

* The following notification was published in the *Gaz.* No. 3889.

“ Whitehall, April 27, 1698.

“ Captain Thomas Smith, formerly commander of his majesty's ship the *Dunwich*, having been lately tried at the assizes in *Suffex*, for embezzling his majesty's stores belonging to the said ship; and being convicted of the same, was fined 100*l.* and to remain in prison till paid: and his majesty has been pleased to order, that the said fine be applied to the use of Greenwich-hospital.”

The particular circumstances attending this offence, and the trial consequent to it, we are not acquainted with; but it is very evident, that if the charge was not in the succeeding reign thought to have been insufficiently established, it was at least supposed to be too severely punished, this gentleman being afterwards restored to the service, in which he was held in much esteem and respect.

ishment in the early part of the year 1718; an honourable retirement, closed quickly afterwards by his death, which happened on the 18th of April in the same year.

STRICKLAND, Charles.—The advancement of this gentleman in the service was as remarkably rapid as that of several of his cotemporaries had been slow. In the year 1693 he had not obtained the rank even of lieutenant; and on the 7th of August 1696, we find him appointed captain of the *Lark* frigate. We find no mention made of him during the short remainder of the war, after the conclusion of which he was appointed captain of the *Seaford*, and sent to the Straights under vice-admiral Aylmer. In 1699 he was employed to cruise, with a few other frigates, against the Salletines, who had just before violated the treaty of peace, and committed many petty depredations on our commerce. But after this time we meet not with the smallest information concerning him till the year 1707, at which time he was captain of the *Nassau*, of seventy guns. We find him early in the month of June sent commodore of a squadron of five sail to intercept a French convoy, reported to be on its passage from St. Maloe's to the eastward, under the protection of five ships of war. He was not, however, successful in this expedition; but after an ineffectual cruise, for some days, off Cape La Hogue, returned to Spithead, not having ever seen his enemy. He was one of the commanders sent, in the month of August ensuing, under the orders of sir Thomas Hardy, to convoy the outward-bound fleet to Lisbon. By the manly and unbiassed testimony he bore on this occasion to the conduct of his admiral, he contributed much to that honourable acquittal which was as pleasing to all men of candour, as it probably was distressing to all those of a different description.

After his return into port, and the conclusion of the trial above-mentioned, he was, in the month of December, appointed commodore of a small squadron of English and dutch ships of war, sent to protect a fleet of storeships to Lisbon, and to convoy the emperor of Morocco's ambassador to Tangier. During the ensuing year, and not improbably for the remainder of the war, he continued in the Mediterranean, under different admirals; and in common both with his superiors and equals in command,

experi-

experienced a series of dull uninteresting cruises and expeditions, where even diligence itself is hardly remarked, because there was, perhaps, less opportunity of displaying it, than any similar period of hostilities had ever rendered either possible, or necessary before or since.

We find no particular mention again made of him till the year 1715, at which time he commanded the *Essex*, one of the fleet sent to the Baltic under sir John Norris. We are again ignorant whether, or on what particular stations he was employed till the year 1718, when we find him commander of the *Lenox*, of seventy guns, one of sir George Byng's fleet ordered for the Mediterranean, to counteract the attack made by Spain on the territories of the emperor. In the memorable action with the Spanish fleet in the month of August, he was stationed as one of the seconds to the commander-in-chief*. After his return from this station he was, in the latter end of the year 1721, appointed captain of the *Yarmouth*, a fourth rate, one of the squadron ordered to be equipped, under the command of sir Charles Wager, for the chastisement of the Portuguese. The apparently impending storm of war was averted by the prudent submission of the court of Portugal, even before the ships were thoroughly collected, so that the fleet above-mentioned never even put to sea.

About the latter end of January 1723 †, he was advanced to be rear-admiral of the blue; and from thence, on the 5th of February, to be vice-admiral of the white, a promotion he did not long live to enjoy, dying on the 11th of November 1724.

STUDLEY, James,—was, at the latter end of the year 1692, appointed second lieutenant of the *Forelight*, of forty-two guns, a ship sent, soon after that time, to

* We do not find any other mention made of him in the following year, during which he continued on the same station, except that, in the month of July, he drove on shore and burnt, near Palermo, a Genoese transport, with two hundred Swiss recruits for the Spanish army in Sicily.

† This information is taken from Lediard and other historians: but from some private documents, we rather believe him to have been appointed rear-admiral of the blue in the month of January 1722, and advanced to be rear-admiral of the white on the 16th of February ensuing.

convoy to Virginia the outward-bound fleet. We know no other particulars relative to this gentleman till we find him, on the 23d of May 1696, appointed captain of the *Pearl*, a frigate of thirty guns. He was presently advanced to the command of the *Pembroke*, of fifty guns, and sent to Cadiz, in the month of November, under the command of vice-admiral Neville. On his passage thither he was separated from the fleet in a violent gale of wind, which he had however the good fortune to weather in safety, and arrive at the above-mentioned port on the 11th of December. Mr. Neville was ordered for the West Indies almost immediately after he reached the Streights, and captain Studley accompanying him thither, scarcely survived the hour of his arrival. Dying on the 28th of May 1697, he was among the first of those brave and unfortunate men whom disease, infinitely more destructive at this time than all the other mischiefs and horrors attendant on war in that climate, put a period to the service of, without their even enjoying the satisfaction of having seen and encountered their enemies.

TREVANION, Sir Nicholas,—was, in all probability, a son, or collateral descendant of captain Richard Trevanion, the constant and faithful, though misguided adherent and attendant of James the Second*. We have no information as to his several naval appointments, till he was, on the 25th of May 1696, appointed captain of the *Dunwich*. The war was then near a conclusion, and nothing but a most singular interference of good fortune could have procured him at such a time, and in such a ship, an opportunity of distinguishing himself out of the ordinary line of service. Some little time after the ratification of the peace at Ryswic, he was appointed captain of the *Lyme*, a new frigate of thirty-two guns, and sent to the Streights, in 1698, under the command of vice-admiral Aylmer. But we do not find him occupied in any service worth commemorating, the sole intention of the equipment of the fleet † to which he belonged, being accomplished by its presence only. In the month of

* See Vol. I. p. 273r

† Which was to restrain and overawe the different piratical states of Barbary.

October 1700, he was dispatched from Cadiz for the Canaries, from whence he immediately returned to England. Not long after his arrival he was appointed to the *Dover* of fifty guns; in which ship we find him at the recommencement of the war with France, after the accession of queen Anne.

He was at first employed as a cruiser in the German Ocean, and there met with but trivial success, although he was in every respect considered as a very active and able commander. Towards the conclusion of the year he was sent to cruise in the Irish sea, and ordered to stretch twenty leagues to the southward and westward of Scilly. After this change of station he was more fortunate, having, in the month of January 1702-3, fallen in with and captured a large privateer belonging to St. Maloe, called the count de Thoulouse. This prize was rendered more consequential, and the conquest more brilliant, from its having on board, at the time of the action, three hundred regular troops, in the pay of the French king, exclusive of the ordinary crew belonging to the ship*. The engagement was desperately maintained, on the part of the enemy, for six hours, but with very little prejudice to captain Trevanion and his people, not one of whom were killed, and a very inconsiderable number wounded, some of them only slightly; while on the other hand upwards of 50 of the French were killed and 20 wounded. Captain Trevanion's success did not end here; the count de Thoulouse had the day before the engagement captured a large ship from New England laden with naval stores, and other valuable articles of commerce. But his prize fell again into the hands of the English, being retaken by the *Dover* on the following day.

After captain Trevanion had convoyed his prize, as well as the recapture to England, and repaired those trivial damages which he had sustained in the preceding action, he was ordered to join the main fleet: and the scene of naval operations being transferred from the Channel to the Mediterranean, he sailed for that station, under the command of sir C. Stovel, on the 1st of July. Of the operations of this armament never were greater expecta-

* It is not accounted for on what particular occasion these troops were on board; or to what service they were destined.

tions vainly formed in England; and never were gigantic hopes more miserably disappointed. These causes and consequences have been already repeatedly dwelt on; and the fact itself is mentioned here only to account for our having nothing memorable to recount of such commanders as were there employed under so brave a chief as Shovel.

➤ In the beginning of September captain Trevanion was dispatched for Scanderoon, under commodore Jumper, to convoy thither the Turkey fleet. He returned from thence to England in the month of December, and we have not been able to discover on what station or service he was employed during the ensuing year. In 1705 he was promoted to the command of a ship of sixty guns, we believe the York; and continued, with some very short intervals, on the Mediterranean station during the remainder of the war, at all times held in the highest honour and respect by the different commanders under whom he served, although fortune denied him any of those opportunities of raising himself into public notice, which she occasionally bestowed, with much liberality, on her greater favourites. On his return from the Mediterranean he appears to have retired from active service; and, after the accession of king George the first, was always one of the persons principally consulted relative to the civil oeconomy and management of the navy. He also quickly became highly esteemed and cared for by that sovereign, who bestowed upon him the honour of knighthood; and, in the year 1726, appointed him commissioner of the navy resident at Plymouth. This office he held till his death, and executed with the greatest honour to himself, affording all the advantage that could be derived by the country from a station of such trust, filled by a man of the highest attention, integrity, and ability. He died on the 17th of November 1737.

UNDERDOWN, John.—We know nothing of this brave and enterprizing commander, till we find him, in the beginning of the year 1695, commanding the Wrenn Pink, a small vessel attached to sir C. Shovel's Squadron in the Channel. On August 25, 1696, he was appointed commander of the Garland. No other mention is made of him during the reign of king William; and it is most probable, his ship being put out of commission at the conclusion of the war, he was not re-appointed to any other. After the accession of queen Anne he was appointed to command

command the Falkland, of fifty guns, and sent to Virginia. On his passage from thence, in company with the Dreadnought and Fowey, he had the good fortune to capture a French ship of war, mounting fifty-four guns, which was afterwards called the Falkland Prize, as a just compliment to captain Underdown, who bore the brunt of the action, and to whom the capture was entirely owing, the Dreadnought not being able to get up till the very end of the engagement.

He continued to command the Falkland many years, and was principally employed on the West Indian, and American stations. In the month of May 1707, he signalised himself in a very remarkable manner in the destruction and capture of a very considerable number of the enemy's ships and vessels, as well as of all their settlements at Newfoundland*. To what cause we are to assign it we are

* We find the following account of this memorable transaction published in the Gazette, No. 4378. It has been, with scarcely any alteration, inserted by Mr. Campbell as a part of his history; but the high honour it reflects on captain Underdown, and the rest of the gentlemen concerned, will probably be a sufficient excuse for its reinsertion here.

“ St. John's Harbour, Newfoundland, Aug. 30, 1707.

“ Captain John Underdown, commander of her majesty's ship the Falkland, having received advice, on the 25th of July, that the enemy had many ships employed on the fishery, in several harbours to the northward, our commanders of ships, merchants, and inhabitants, petitioned him to endeavour the destroying of them, and by that means to encourage and protect the British trade in those places. In pursuance whereof, on the 26th of July, captain Underdown set sail from hence, having taken major Lloyd, who desired to be employed in the expedition, with twenty of his company, on board the Nonfuch.

“ On the 27th they came before Bonavis, and finding there, no appearance of an enemy, the commodore ordered captain Hughes to sail with him. On the 2d of August they stood into the bay of Blanche till they came off of Fleur-de lis harbour. Major Lloyd was immediately sent into the harbour in the commodore's pinnace, and the lieutenant of the Falkland in the pinnace belonging to the Nonfuch, in order to make what discoveries they were able. They found there several stages and other necessaries for the fishery, to which they set fire, and afterwards returned on board the men of war. By six the next morning they came about the Cape, and saw a ship, which, upon exchange of a few shot, struck. The commodore sent his boats aboard, and found her to be of St. Malo, carrying about three hundred and sixty tons, thirty guns, and one hundred and ten men, and called the

are totally ignorant, but we have no other information whatever relative to captain Underdown, except the mere date of his death, an event which did not take place till the
4th

duke of Orleans. In another arm of the bay, named Eguillette, was another ship; but the place being rocky, and the water shallow, neither the Falkland nor Nonfuch could come near her: whereupon the Medway's Prize was ordered to go as close in as she could with safety; and at the same time captain Carlton, major Lloyd, and the lieutenant of the Falkland, in boats well manned and armed, to land upon the island which she lay under. This was executed with so good effect, that the enemy, after having fired several broadsides, being no longer able to keep the deck against our small shot from the shore, struck. This ship was of twenty guns, and eighty men, belonging also to St. Malo.

“ Having here received information, that about three leagues to the northward, in La Couche, there were two ships, one of twenty-two guns, and the other of twenty-six, both of St. Malo, the commodore gave capt. Hughes directions to burn the last prize, and afterwards to join him at La Cotte, himself and the Nonfuch making the best of their way thither. The 5th, in the afternoon, they came into La Couche, where they found the two ships in readiness for sailing. The enemy fired several broadsides at them, which, as soon as our men of war returned, they set their ships on fire and left them, going over to the next harbour, called Carrouse, in which the commodore had received intelligence there were four ships. He immediately weighed and stood for that harbour; and about eight o'clock at night was joined by the Medway's Prize: but there being very little wind at S. W. and much difficulty in getting out of the harbour's mouth, the commodore sent in his boat, but found the enemy had escaped; having, by the advantage of little wind, and the great number of men and boats, cut and towed out. The British ships stood to the northward and saw several vessels, to which they gave chase. About five in the afternoon they came off the harbour of St. Julien, where they discovered a ship; and having lost sight of the vessels they had pursued, stood in for the harbour, and came to an anchor in twenty-six fathom water. The place where the ship was hauled in being very narrow and shoally, the commodore ordered the Medway's prize to go as near in as she possibly could. The enemy fired two guns, but it was thought fit not to attack her till the morning: accordingly, the 6th of August, at four o'clock, captain Carlton, major Lloyd, and lieutenant Eagle, went in with all their boats well manned and armed; and immediately after landing, drove the enemy from their post, who were likewise on shore. Our men took their boats, and went on board the ship, where they found the enemy had laid several trains of powder in order to blow her up, which being seasonably discovered she was preserved, and by noon towed out to sea. But the British pilots being unacquainted with the coast, and the commodore not thinking it proper to go further to the northward, it was resolved to sail back to Carrouse, and there remain till they were joined by the Duke of Orleans's Prize, which was left

4th of November 1728. He had not the rank of admiral: and as several men who were of younger rank as captains possessed it at that very time, it is most probable this gentleman had, for some private reasons of his own, declined the service.

WATKINS, John,—is, on some accounts, supposed to have been appointed 1st lieutenant of the *Rupert* in the year 1692, while on other grounds we dare not assert any information relative to him to be authentic, till he was, on the 14th of August 1696, appointed captain of the *Seaford*. We find no other remark to make concerning him after this time till the year 1700, when it is asserted by some, though not perfectly believed by us, that he commanded the *Pearl* frigate on the Mediterranean station. Be that as it may, we have no other information concerning him that we can thoroughly depend on till the year 1706, at which time he commanded the *St. George*, of ninety guns, we believe as captain to Sir John Jennings, on the Mediterranean station. He distinguished himself in a very signal manner at the storming of *Alcant*, being the third officer who entered the town. When the admiral above-mentioned, was ordered to sail for the West Indies about the latter end of August, he shifted his flag into the *Devonshire*, of eighty guns; and captain Watkins was also removed into the same ship as his captain, a patronage that

left at Grand *Canarie*, with a lieutenant and sixty men. In the way to *Carrouse* it was thought fit to look into *Petit-Maitre*, where they destroyed great numbers of boats and stages, with vast quantities of fish and oil. About seven at night they came to an anchor in *Carrouse* harbour, and moored. On the 12th and 13th it blew a hard gale at S. W. Having destroyed the fishery at *Petit Maitre*, and the *Duke of Orleans's Prize* being come to *La Couche*, on the 14th, by four in the morning, they weighed and stood out to sea, taking her with them, and made for this harbour, where the *Falkland* and *Nonfach*, with the two prizes, arrived the 17th instant, having before given the *Medway's Prize* orders to sail to *Trinity*. The damage the enemy have received in this expedition is as follows.

“ Two ships taken, one of 30 guns and 110 men, and another of 20 guns and 100 men; one ship taken and burnt, of 20 guns and 80 men; two ships burnt by the enemy, one of 32, and another of 26 guns; 228 fishing-boats burnt; 470 boats and shallows, that were not employed in the fishery this season, burnt; 23 stages burnt; 23 train vats burnt; 77280 quintals of fish destroyed, and 1568 hogheads of train oil destroyed.”

reflects the greatest honour on one, while it is at the same time no slender proof of the discernment of the other. On his return from the West Indies, in the month of April 1707, where the events were too uninteresting to merit any other recital than what has been already given in the life of sir John Jennings, that admiral struck his flag, and captain Watkins continued to command the Devonshire as a private captain.

In the month of October he was sent, under the command of commodore Edwards, in the Cumberland, to convoy the outward-bound fleet for Lisbon. On the 10th, which was only the day after they had sailed from Plymouth, they fell in with the united squadrons of Forbin and Guai Trouin. The force of the enemy was so superior as to render resistance almost an act of desperation; nevertheless, the British commanders prepared to defend themselves and the very valuable fleet under their protection with a spirit that would have done the highest honour to men who had something more in view than merely their own defence. What, however, can the most romantic valour effect against numbers so highly unequal? the squadrons of France consisted of fourteen ships, ten of which were of two decks; that of Britain of five only! Captain Watkins, in the Devonshire, even among those whose bravery on this occasion was so pre-eminent, distinguished himself in a manner almost superior to the most valorous: he defended himself for near three hours against seven of the enemy's ships, and for four hours more against five. The night now approached and appeared to afford some chance that courage, so memorable, should be, at least, rewarded by its preservation from captivity. Fate, however, and with much apparent severity, decreed it otherwise; the Devonshire suddenly took fire, and, almost on the same instant, blew up; two only, out of the remains of nine hundred men, who were on board at the commencement of the engagement, being saved.

The merchants, whose ships escaped this wretched disaster, were honourable enough to attribute their safety principally to the noble defence made by this unfortunate commander. We have already stated, that the engagement above alluded to took place on the 10th of October 1707.

WATTS, Jonathan,—was, about the latter end of the year 1692, appointed second lieutenant of the *Charham*, one of the ships employed, in the ensuing year, under sir George Rooke, to convoy the outward-bound Smyrna fleet. We hear nothing of him after this time till the 29th of October 1696, when he was appointed captain of the *Sun Prize*. No other notice is ever taken of him except that giving us the date of his appointment, as we have just stated; and a second, informing us that he died on the 25th of July 1698, whether in or out of service does not appear.

WHITE, Richard,—in the year 1693, served as 2d lieutenant of the *Mary*, of sixty-two guns, at that time commanded by captain Henry Butler, and attached to the main fleet under the joint admirals, Killigrew, Delaval, and Shovel. He was on the 28th of April 1696, promoted to the command of the *Mary galley*. No mention is made as to any particular or distinguishable service in which he was employed during the war. After the conclusion of the peace at Ryswic he was promoted to the command of a ship of the line which was kept in commission, and which he continued captain of till the year 1699: he was then, in consequence of his former ship wanting repairs, appointed to the *Hallings*, a fifth rate of thirty-four guns. He died captain of this ship on the 7th of July 1700.

WILD, Henry,—was, towards the end of the year 1692, appointed first lieutenant of the *Woolwich*, one of the ships sent in the ensuing year, under sir G. Rooke, to the Mediterranean, as convoy to the unfortunate Smyrna fleet. We do not hear any thing more of him till we find him, on May 1, 1696, appointed captain of the *Solebay*. This vessel was stationed as a cruiser in the German Ocean, a service in which captain Wild displayed considerable activity, which was accordingly rewarded with the capture of several small privateers, which, although of inconsiderable force, had done much mischief to the commerce of England; for the enemy, finding themselves incapable of contending with the naval power of Britain, in a way likely to end the contest, by mere prowess and force of arms, prudently adopted a different conduct, and turning all their efforts to revive the drooping spirits of their

nation, through the partial enrichment of individuals, by a strange and sudden, though politic manœuvre, converted their fleet into a myriad of small privateers. These, on their newly projected scheme of war, were much more successful than their more noble predecessors, and they thus meanly effected considerable injury to the property of those whom they were afraid, and, indeed, unable to assault in any other way.

To return to captain Wild. He is no farther noticed till after the accession of queen Anne; nor, indeed, have we then been able to collect any other particulars relative to him, except that, in 1705, he commanded the *Chester*, which ship, as well as the service, he altogether quitted in the following year, on what particular account is not known, neither have we been able to discover the time of his death.

WILLSHAW, Thomas, — is supposed to have been the son of captain Thomas Willshaw, afterwards commissioner of the navy, of whom we have already given some account*. He is said, in a manuscript list of the navy, to have been appointed captain of a ship of war, called the *Horfe Guard*, on the 15th of March 1696. This, however, is certainly a mistake, there never appearing to have been a ship of that name in the navy; and it is one of those unavoidable errors to which that species of document is more particularly liable. The ship in question was the *Rose*, a small vessel, employed at that time as a guard ship. He never acquired any celebrity, or, indeed, was invested with any consequential command, as we do not find any other notice taken of him, except that he was put on the superannuated list in the year 1714. The time of his death is also unknown to us.

See vol. i. p. 276.

1697.

ALDRED, John.—The first information we have been able to procure relative to this gentleman is, that he was appointed commander of the *Owner's Love* fireship on the 11th of February 1697. The peace at Ryswic taking place soon afterwards, put a temporary stop both to his service, and promotion: the latter appears to have been remarkably slow, for in the year 1704* we find him commanding a ship of no higher rank than the *Solebay*, a small sixth rate, employed as a cruiser in the German Ocean. Inconsiderable as were both his command and his service, he displayed considerable activity in the pursuit of French privateers, which were the particular class of enemies with whom he was sent to cope. We meet with nothing farther worth commemorating relative

* The following advertisement concerning this gentleman, published in the *Gazette*, No. 4015, is too extraordinary to be omitted, as it is among many others a strong proof of the very unwarrantable means that have been sometimes used by the mercantile part of the world to injure the reputations of the bravest, and best of men.

“Whereas a petition was presented to his royal highness prince George of Denmark, lord high admiral of England and Ireland, &c. by way of complaint against captain Aldred, commander of her majesty's ship *Solebay*, in the name of the ship masters and inhabitants of the ancient borough of Lin, signed by several persons, amongst which were the names of John Clarke, Joseph Hervey, Edmond Quash, sen. Philip Masou, William Quash, George Osborn, Henry Gurdleston, Joseph Taylor, Thomas Robottom, Henry Chenery, and Samuel Brown; upon which complaint the said captain was tried, as a court-martial, by rear-admiral Whetstone in the Downs, the 18th inst, and acquitted: but it appearing to the said court-martial that the hands of John Clarke, Joseph Hervey, Edmond Quash, sen. Philip Masou, William Quash, George Osborn, Henry Gurdleston, Joseph Taylor, Thomas Robottom, Henry Chenery, and Samuel Brown, were forged to the said complaint; if any person can discover who it was that forged their names to the same, so as they may be prosecuted and convicted as the law directs in that case, he shall have the reward of 10 l. paid him by Mr. William Wriglesworth, attorney at law, in Abchurch-lane, London.”

to this gentleman till the year 1710, at which time we find him commanding the Rochester, of fifty guns, as commodore or commandant of the small Squadron generally stationed off Newfoundland for the protection of the fishery there. The French, notwithstanding their repeated losses in that part of the world, had re-established themselves in some force on a part of that island; their fishery was even become extensive, and a quiet uninterrupted possession for a few years longer would have given them so firm a footing, and allowed them to become so formidable, that it might have been at least difficult to dislodge them? but captain Aldred, in conjunction with captain Humphrey Pudner, in the Severn, and captain George Purvis, in the Portland, both fourth rates, of fifty guns, attacked them with so much vigour, as to rout them more completely and perfectly than they had ever been on a former occasion.

The loss of the enemy was immense, fifty of their ships and vessels being taken, several of which were of considerable force, and all their settlements on the shore totally destroyed*. It is very extraordinary, after this very brilliant success we find not the smallest mention made of captain Aldred. Whether he retired from the service, having acquired, by the foregoing success, a fortune equi-

* The following particulars are given us of part of the enemy's loss on this occasion.

Harbours	names.	When.	French ships names.	Men.	Guns.	Tons.
La Couché,		Aug. 24,	La Contesse d'Evreux	75	16	200 taken.
Do.		Do.	La Couronne	70	14	200 burnt.
Caroufc,		Do.	Le Marquis du Bray	120	28	400 taken.
Do.		Do.	Le Comted'Bonrepos	120	28	400 burnt.
Do.		Do.	L'Aigle Noire	70	12	200 taken.
Petit Maître,		Do.	Francois Maire	80	18	250 ditto.
Great St. Julian,		Aug. 25,	Francois de la Paix	120	30	400 taken.
Little St. Julian,		Aug. 24,	St. Pierre	90	20	290 escapd
Co.		Do.	—	30	12	— ditto.

"All the fish, oil, staves, train-vats, fishing-tackle, &c. of the above-mentioned ships fell into our hands, and were either taken or destroyed by us; and the two ships which escaped left even their anchors and cables, and some of their sails behind. Dated on board her majesty's ship the Rochester. in Carbonnier, September the 12, 1710."

valent to his wishes, or was induced to quit it by some other private motive, does not appear, but we believe him to have held no command after he quitted the Rochester. He died in an advanced age on the 30th of August 1740.

ASTON, John, — was on the 7th of May 1697, appointed captain of the *Pensance*, and was, but on what account we are ignorant, dismissed from the above ship on the 6th of March 1698. The time of his death is uncertain.

BALCHEN, Sir John, — was born on the 2d of February 1669, and having made a very early choice of a naval life, passed regularly, and with the highest reputation, through every subordinate station, till he very deservedly attained to the highest rank in the service. The first mention that we find made of this brave and unfortunate man in the naval world, is, that he was appointed captain of the *Virgin*, or *Virginia Prize*, a frigate of thirty-two guns, on the 25th of July 1697; but we do not meet with any thing worthy of record, concerning him, till the year 1707, when he commanded the *Chester* of fifty guns. In the month of September he was ordered, together with the *Ruby* of the same force, to convoy the fleet bound to Lisbon. As it was not only of a very considerable intrinsic value, but of the highest consequence and importance, considered in a national light, for all the provisions, stores, and upwards of one thousand horses for the service of the ensuing campaign in Spain were embarked on board it, it was thought proper to strengthen the convoy by the addition of two ships of eighty guns and one of seventy-six, all under the command of commodore Edwards, who was to see them fifty leagues to the south-west of Scilly, where it was presumed they would be perfectly out of danger from the *Dunkirk* squadron, which was the only quarter from whence any attack was apprehended.

The fleet was not completely collected and ready to sail till the 9th of October; and on the 10th, having then proceeded on their voyage no farther than the *Lizard*, they fell in with the united squadrons of *Forbin* and *Du Guai Trouin*. Reinforced as the *escort* was, it was un-
able

able to contend against an enemy*, so wonderfully superior; the commodore's ship, the *Cumberland*, as well as the *Ruby* and *Chester*, after having separately made a most gallant, and, indeed, desperate defence, fell into the hands of the enemy. The *Chester* itself became the prize of the count de Forbin himself, who, notwithstanding the disparity of force which totally annihilated every thing like glory in his conduct, was wonderfully elated with his success, which was most romantically magnified on the part of the French.

Captain Balchen was not exchanged till towards the end of the following year, so that the trial which, in compliance with the general rules of the service, always ensues after such a misfortune as the preceding, did not take place till the 27th of October 1708. It is almost unnecessary to add, he was most honourably acquitted. We do not, however, find any mention made of him after this time till the year 1717, when he commanded the *Orford*, of seventy guns, one of the fleet ordered for the Baltic under sir George Byng; and on his return from that expedition, during which nothing at all memorable took place, was appointed to the *Shrewsbury*, of eighty guns. In this ship he accompanied sir George to the Mediterranean in the following year, and on his arrival there became captain to vice-admiral Cornwallis who hoisted his flag, on board the ship just mentioned, as second in command of the fleet.

We do not believe him to have been present at the memorable action with the Spanish fleet, off Sicily, notwithstanding Campbell, and other historians of the first reputation for veracity and authenticity, positively assert he was. We do not indeed know whether, or on what account this ship was detached; but from many concurrent circumstances, we strongly believe this to have been the case. On captain Balchen's return from the Mediterranean he was appointed to a ship of seventy guns, one of the fleet sent to the Baltic in the year 1720, under the command of sir John Norris. He continued captain of the same ship several years, even until he was promoted to

* See the lives of captain Edwards, Vol. ii. p. 310; and captain Watkins, Vol. iii. p. 149.

be a flag-officer, and was, consequently, always concerned in those annual and harmless expeditions * which constantly took place during the remainder of the reign of George the First.

On the 19th of July 1728, he was promoted to be rear-admiral of the blue, having at that time served as a private captain for the space of thirty-one years. On the 4th of March 1728-9, he was promoted to be rear-admiral of the white. He had not, however, any command till 1731, when he went out second in command of the fleet sent, under sir Charles Wager, to Cadiz and the Mediterranean, principally for the purpose of taking possession of Leghorn, of placing don Carlos on the throne of Naples, and besides that, of seeing other points of inferior consequence properly carried into execution, according to the treaty of Vienna.

Admiral Balchen on his first appointment to this command, had hoisted his flag on board the Dreadnought, at Spithead; but soon after the arrival of sir Charles from the Downs with some ships, he shifted it into the Princess Amelia, in which he continued during the remainder of the expedition. This being concluded, he does not appear to have had any re-appointment to a command till the year 1734; when, having in the interval † been promoted to be vice-admiral of the white, he was made commander-in-chief of a small squadron collected at Plymouth, which was intended to have been sent out as a reinforcement to sir John Norris on the Lisbon station, in case the dispute between that court and Spain had not been amicably adjusted. The storm quickly blowing over, and the pacific temper of sir Robert Walpole, who

* In 1721 he again sailed for the Baltic under sir John Norris, and was, as being one of the oldest captains in the fleet, stationed to lead on the larboard tack. In 1726 he was under the command of sir Charles Wager, on the above station, acting as one of his seconds; as he was in the following year of his former admiral, Norris. After his return from thence he proceeded for Gibraltar, under the command of sir George Walton, who was sent with a reinforcement to sir Charles Wager. He continued there, without meeting with any interesting occurrence, except being appointed temporary commodore of a small squadron, ordered to cruise between cape St. Mary's and Cadiz, till the month of January, when he returned to England with vice-admiral Walton.

† On the 16th of February 1723.

was then prime minister of Great Britain; being rather prone to submit patiently to injuries and affronts than plunge the nation into a war by spiritedly resenting them, no opportunity presented itself of calling Mr. Balchen into active service till the year 1739*.

The justly excited clamours of a generous and spirited nation at length compelled the timid genius of the British premier to do a violence to itself, and rouse into a pretended spirit and energy, by declaring war against Spain. Mr. Balchen being, accordingly, among the first officers pitched upon for a consequential command, was appointed to that of the Mediterranean, where Mr. N. Haddock, at the time of the approaching rupture, commanded a squadron of some strength, but which it was at this juncture deemed highly necessary to reinforce with six ships of the line. The first intended enterprize of their united force was to intercept the *Assogues* ships, which were daily expected at Cadiz from Vera Cruz, laden with the usual tribute of treasure, the annual produce of that part of the western world dependant on Spain. This fleet was actually on its passage, and steering a course which would have inevitably thrown them into the hands of the English, but unfortunately admiral Pizarro, who commanded the convoy, having, by mere accident, received information of the situation of affairs in Europe, he stretched to the northward, and instead of making the *Madeiras*, and steering for Cadiz by that which was the usual route, he stood away to the northward of the *Bahamas*, and returned to Europe in the track used by the ships bound from the *West Indies* for the British Channel. He actually made the *Lizard*; and from thence standing over to *Ullant*, by creeping close under the shore he eluded the vigilance of the British cruisers, both off the coast of Spain and in the bay of *Biscay*, and arrived in perfect safety at the port of *St. Andero*.

Not long after this disappointment Mr. Balchen returned to England and had the command of a squadron in the Channel, during the latter end of the year 1740; but,

* He was, however, on the 2d of March 1735-6, promoted to be vice-admiral of the red. *

as necessarily must be the fate of all equipments stationed in a part of the world where there is no enemy to contend with, we have nothing farther to recount than merely that he was thus employed. On the 9th of August 1743, he was promoted to be admiral of the white, and early in the next year was appointed, as a very just reward for his long and faithful services, to be governor of Greenwich-hospital, as successor to sir John Jennings, who died on the 23d of December 1743. Soon after this time he received the honour of knighthood. It might now have been naturally expected that he would, in this very honourable retirement, have been permitted to pass the remainder of his days in that enviable tranquillity which a noble and good mind must naturally enjoy, from a reflection of having been uniformly employed in the honourable pursuit of public virtue, untainted, uncontaminated by the private vices of avarice or oppression. Such, however, were the necessities of his country, and such the spirit of this gallant man, that even at the very advanced age he had now reached, an age felt more severely in consequence of infirmities naturally induced by so long and active a service, that, in the year 1744, he accepted the command of the fleet expeditiously equipped for the purpose of releasing sir Charles Hardy, who was blocked up in the Tagus with a squadron of eleven ships of the line and a bomb-ketch, by a very superior force under the count de Rochambault.

By the beginning of July a fleet of fourteen British ships of the line had rendezvoused at Spithead, and sir John hoisted his flag as commander-in-chief on board the *Victory* of one hundred and ten guns, the largest and finest ship in the navy. She was manned with a chosen crew of 1100 men; and had, besides, upwards of fifty young gentlemen on board, some of them belonging to families of the first distinction, who entered as volunteers, ambitious to serve, and learn the first rudiments of naval tactics under so worthy and able a commander. On the 15th a squadron of seven Dutch ships of the line and two frigates came up to Spithead, under the command of four admirals; and sir John having a special commission for that purpose, assumed the command of the whole.

This

This formidable fleet * did not, however, leave Spithead till the 7th of August, when it proceeded for Portugal and the Mediterranean, with upwards of two hundred sail of merchant-ships under its convoy. Encumbered as the admiral was with this very valuable and extensive charge, and impeded also on his passage by contrary winds, he did not arrive off the rock of Lisbon till the 9th of September, and sir Charles Hardy immediately joining him with his squadron, and the storeships which were with him, they both proceeded for Gibraltar, the reinforcement of which garrison, as well as to recruit its provisions and military stores, had been the first object of sir Charles's voyage.

The French admiral, on the first information of the approach of this very formidable force, prudently resolved to retire and secure himself in the harbour of Cadiz; a resolution, happily for him, he carried into effect before the arrival of the combined fleet. Gibraltar was therefore succoured and put in the best posture of defence without any opposition on the part of, or, indeed, even seeing the enemy. When this part of the destined service of the squadron was effected, sir John proceeded to cruise off the coast of Portugal for some days, still entertaining hopes

* Which consisted of the following ships :

British division.		Ships.		Guns.
Sir John Balchen, admiral, in the		Monmouth	-	70
Victory.		Duke	-	90
Ships.		Prince Frederick	-	60
	Guns.	Princess Mary	-	60
Hampton Court	- 70	Etna	} fireships, and	
Augusta	- 60	and		
Captain	- 70	Scipio		
Victory	- 110	Fly sloop.		
Princess Amelia	- 80			
Dutch Division.				
Vice-admiral Martin, in the		Ships.		Guns.
St. George.		Haerlem, admiral Bacchereff		70
Falkland	- 50	Dordrecht vice adm ^l t'Hooff		54
Suffolk	- 70	Damiata, vice-adm ^l Schryver		64
St. George	- 90	Leeuwenhooff, rear adm ^l Reyna		54
Exeter	- 60	Edam, captain Trenfel		54
Vice-admiral Stuart, in the		Assendelft, — Boudaen		54
Duke.		Delft, — Wellesceyn, and		
Sunderland	60	Two frigates.		

that

that mons. Rochambeau would leave his place of security while the relief of Gibraltar was effecting, in hopes of eluding the British fleet and getting back to Brest. In this Sir John was disappointed: and finding at last, after an ineffectual cruise of some days, that the enemy cautiously confined themselves to the harbour of Cadiz, he quitted the coast of Galicia on the 28th of September, and on the 30th entered the bay of Biscay on his return to England. A violent storm dispersed the whole fleet on the 3d of October, and many of the ships were with the utmost difficulty prevented from foundering: they all, however, arrived at Spithead, in a very shattered state, by the 10th of October, the Victory excepted. This noble ship separating from all her companions, was supposed to have struck on the caskets, a ridge of rocks, near Alderney, on the 4th. Fate thus in one instant overwhelmed a most worthy and able commander with nearly twelve hundred of his brave associates, and destroyed a ship which was justly, at that time, the pride of Britain and terror of her enemies.

The inhabitants of Alderney are said to have heard repeated signals of distress made during the night; but from the darkness, added to the violence of the tempest, were totally unable even to attempt affording them any assistance. The whole nation was filled with the truest sorrow at this dreadful and accumulated misfortune. The merits of the admiral himself, the diffused sorrow of relatives, and the loss of such a number of brave men, separately less honoured because less known, all tended to increase the public grief to a poignancy that had scarcely been felt since the loss of the brave Shovel. Sorrow on such an occasion is the only tribute gratitude can pay to deceased merit; and the generous mind feels some relief in bestowing it worthily. His majesty was pleased to settle a pension of five hundred pounds a year on lady Balchen; and a small, but elegant monument, to perpetuate his memory, was erected in Westminster-abbey*.

BLOWERS,

* On it is the following inscription, which we have thought it not improper to insert, as it very concisely affords some interesting biographical particulars.

BLOWERS, William,—was, on the 13th of July 1697, appointed commander of the *Dolphin*. His naval life was of exceeding short duration, he having been, but for what particular reason does not appear, put on the superannuated list, in the following year, with a pension equivalent to the half-pay of the captain of a fifth rate. He enjoyed this till his death, which took place on the 14th of September 1720.

BLOYS, William,—was, on the 27th of August 1697, made captain of the *Swan*. We believe him to have retired from the service not long afterwards, finding no other mention whatever made of him, except that he died on the 9th of August 1720.

“*Sir John Balchen, knight, admiral of the white squadron of his majesty's fleet, who, in the year 1744, being sent out commander-in-chief of the combined fleets of England and Holland, to cruise on the enemy, was, on his return home, in his majesty's ship the Victory, lost in the Channel by a violent storm; from which sad circumstance of his death we may learn, that neither the greatest skill, judgment, or experience, joined to the most unshaken resolution, can resist the fury of the winds and waves: and we are taught from the passages of his life, which were filled with great and gallant actions, but accompanied with adverse gales of fortune, that the brave, the worthy, and the good man, meets not always his reward in this world. Fifty-eight years of faithful and painful service he had passed, when, being just retired to the government of Greenwich-hospital, to wear out the remainder of his days, he was once more, and for the last time, called out by his king and country, whose interest he ever preferred to his own; and his unwearied zeal for their service ended only with his life, which weighty misfortune to his afflicted family became heightened by many aggravating circumstances attending it. Yet, amidst their grief, they had the mournful consolation to find his gracious and royal master mixing his concern with the general lamentations of the publick for the calamitous fate of so zealous, so valiant, and so able a commander; and, as a lasting memorial of sincere love and affection borne by his widow, to a most affectionate and worthy husband, this honorary monument was erected by her.*”

“*He was born February the second 1669. Married Susannah, the daughter of colonel Aprecc, of Washingly, in the county of Huntingdon. Died October the seventh 1744, leaving one son and one daughter; the former of whom, George Balchen, survived him but a short time, for, being sent to the West Indies, in 1745, commander of his majesty's ship the Pembroke, he died, at Barbadoes, in December the same year, aged twenty-eight, having walked in the steps, and imitated the virtues and bravery of his good, but unfortunate father.*”

BAGDEN,

BUGDEN, or BRIDGEN, Edmund, — was, on the 10th of March 1697, appointed captain of the *Jersey*. He was dismissed in a short time after, from this ship, by the sentence of a court-martial, for what particular offence does not appear, but it may be naturally concluded to have been of an heinous nature, for his judges were not content, as in ordinary cases, with simply dismissing him from his command, but condemned him to forfeit all his half-pay, which it had been customary to allow officers dismissed the service on common occasions.

COLE, Edward, — was, on the 27th of January 1697, appointed to command the *Strombolo* fireship. He, sometime afterwards, unhappily fell under a derangement of mind, which ended not but with his life, and of necessity compelled him not only to quit the service, but also obliged his friends to put him in confinement. He died in Bethlehem-hospital, but in what year is not known.

COULSEA, Christopher, — was, at the latter end of the year 1692, appointed second lieutenant of the *St. Alban's*, of fifty guns. Having served for some years in that station on board different ships, he was, on the 10th of December 1697, made captain of the *Speedwell*. In the month of May 1698, he was ordered for the West Indies, where he arrived in safety on the 27th of July. A dangerous and desperate conspiracy was formed on board his ship while on its passage to Barbadoes, to surprize and murder the principal officers, and afterwards run away with the ship. This villainous design was happily, however, discovered before the miscreants concerned, thought their plot ripe enough to be carried into execution. The ringleader, one Jonathan Bear, a midshipman, and some others, who had been most active in promoting the scheme, were secured and sent home to England, to be tried. Captain Coulsea unhappily did not long survive his arrival at Barbadoes, dying there on the 21st of September 1698.

CROFTS, Henry, — was, on the 11th of August 1697, appointed to command the *Hunter* fireship. He did not live to obtain any consequential command, or to distinguish himself in a way entitling him to public notice, dying on the 16th of December 1702.

DUNBAR, Robert,—towards the end of the year 1692, was appointed 4th lieutenant of the *Victory*, a first rate. He was, after serving in the same rank on board several different ships, promoted, on the 28th of June 1697, to be captain of the *St. Paul* fireship. No other mention whatever is made of him. We have even been unable to discover the time of his death.

FOWLES, Henry,—early in the year 1693, was appointed second lieutenant of the *Hope*. This ship was, in the year 1695, unhappily captured by a very superior French force; and in consequence of Mr. Fowles's very exemplary behaviour on that occasion, he was, on the 28th of October 1697, which was very soon after his release from captivity, promoted to command the *Deal* Castle. Soon after the accession of queen Anne, he was appointed to the *Scarborough*, and sent to the East Indies, where he died captain of the ship just mentioned, on the 24th of April 1704.

GARDNER, Martin,—was, about the end of the year 1692, appointed third lieutenant of the *Rupert*, of sixty-six guns. We find no farther mention made of him till he was, on the 27th of May 1697, promoted to the command of the *Queenborough* frigate. No other notice is taken of him, nor are we even acquainted with the time of his death.

HARRIS, Barrow,—was, in the beginning of the year 1693, appointed 2d lieutenant of the *Samuel and Henry*, a ship of forty-four guns hired from the merchants, and sent soon afterwards to New England under the command of captain, afterwards sir C. Wager. We hear nothing more of him till he was, on the 13th of August 1697, promoted to the command of the *Lightening* fireship. He is supposed to have been appointed to the *Sapphire* frigate soon after the peace, and to have continued in that ship, principally on the Mediterranean station, during the remainder of king William's reign. We do not meet with any information relative to him after this time till the year 1706, in which, as well as during the two or three succeeding years, he commanded the *Assistance*, of fifty guns, one of the West India squadron, which, during the first part of captain Harris's command, was under sir Wil-

lian

from Whetstone's orders, who was afterwards succeeded by sir Charles Wager.

In 1708 he was the senior captain then on that station; and we find him in that rank sitting as one of the members of the court-martial held, on board the Expedition at Port Royal, on the 23d of July 1708, for the trial of the captains, Bridges and Windsor. He returned from the West Indies soon after this, and quitted the command of the Assistance: after which he does not appear to have held any command till the year 1718; when he was appointed to the Bredah, of seventy guns, and sent to the Mediterranean under sir George Byng. At the memorable action with the Spanish fleet off Sicily, he was stationed as one of the seconds to the commander-in-chief, and behaved with the greatest gallantry although the manœuvres of the Spaniards prevented the fleet from engaging in a regular line. In this engagement the Prince of Asturias, of seventy guns, with rear-admiral Chacon's flag on board, struck to the Bredah and Captain; the latter being commanded by captain Arch. Hamilton. The dispute with Spain being terminated in the following year, in consequence of the tremendous blow their navy sustained on this occasion; captain Harris had no other appointment till 1723, when he was made commodore of the small squadron usually kept at Jamaica, even in times of the most profound peace. He hoisted his broad pendant on board the Falkland, and unhappily perished, together with his whole crew, in an hurricane, which overtook him on his return from thence on the 24th of March 1724-5.

HUGHES, Robert,—was appointed a lieutenant in the navy soon after the revolution; but we do not know in what particular ships he served till the year 1693, when we find him second lieutenant of the Suffolk. We are in the same degree of ignorance concerning him* till he was, on the 28th of June 1697, appointed captain of the Flamborough. He continued to command this vessel during the whole of the ensuing peace; and on the accession of queen Anne, and the re-commencement of war

* Except that we find him to have served, in 1695, as first lieutenant of the Queen, at that time the flag ship of sir Cloudesley Shovel.

with France, was stationed in the German Ocean as a cruiser. He displayed great activity and diligence in this employ, having captured several small privateers, which infested those seas, from the port of Dunkirk, and were at that time reputed the best sailing vessels in the enemy's service. Towards the latter end of this year he was promoted to the Winchester, of fifty guns, and in 1703 accompanied sir Cloudesley Shovel to the Mediterranean, where, owing to causes already explained, too little was done by the whole fleet to enable us to descend to the particular services of each individual and private commander.

We have not been able to collect any particulars relative to captain Hughes, from the time above-mentioned till the year 1708, when he commanded a ship of the line, one of the squadron stationed in the Mediterranean under sir John Leake. He was appointed by that admiral commodore of a small squadron ordered to cruise off the Straights mouth; in which service he met with considerable success, having, during the very short time he was thus employed, taken and driven ashore two of the enemy's frigates and a settee.

Although we do not meet with any other mention made of him, we believe him to have been principally employed on the same station during the remainder of the war. In the year 1715 he was appointed to command the Plymouth, of sixty guns, one of the ships sent in that year, under sir John Norris, to the Mediterranean. We believe him to have continued to serve on the same station, as well as in the same ship, during the ensuing year, and to have been appointed, in 1717, to command the Devonshire, of eighty guns; but we have not been able to make out the last appointment perfectly to our satisfaction. We do not find any farther mention made of this gentleman till the year 1726, when he commanded the Hampton Court, of seventy guns, one of sir Charles Wagers fleet in the Baltic. On the 21st of April 1727, he was promoted to be rear-admiral of the blue; and having hoisted his flag on board the very ship he had just before commanded as a private captain, sailed immediately afterwards for the Baltic, third in command of the fleet sent thither under sir J. Norris. Soon after his return to England, that is to say, on the

4th of January 1727, he was advanced to be rear-admiral of the white, as he was on the 29th of July following to be rear-admiral of the red. This promotion he did not long enjoy, dying on the 14th of March 1728-9.

JOHNSON, William,—was, on the 29th of March 1697, appointed captain of the *Lizard* frigate. This vessel was put out of commission after the conclusion of the peace at Utrecht, and captain Johnson did not live to obtain any re-appointment. He died on the 31st of Aug. 1699.

KELLING, Jonathan,—entered into the navy towards the end of the last Dutch war. He attained the rank of lieutenant soon after the revolution; and, in 1693, was appointed first lieutenant of the *Rochester*, a fourth rate of forty-eight guns. We are ignorant of any other particulars relative to him, till we find him, on the 3d of March 1697, promoted to the command of the *Maidstone*. He was soon after sent to the West Indies, where he died on the 20th of October 1698.

LAPTHORN, John.—Nothing farther is known of this gentleman, than that he served as first lieutenant of the *Crown*, a fourth rate, in 1693; and was promoted, on the 5th of May 1697, to be captain of the *Lizard*. We have even been unable to discover the time of his death.

LONG, Richard,—was, on the 4th of December 1697, appointed captain of the *Rupert Prize*. After the accession of queen Anne he was made master-attendant and captain of the *Lewis Hulk* at Jamaica; from these stations he was, on the 12th of September 1705, dismissed by sir William Whetstone, who then had the chief command there. The particulars of his offence are no where mentioned. He is said to have died sometime in the year 1717.

MARTIN, Samuel,—was, on the 18th of October 1697, appointed captain of the *Biddeford*. We know nothing farther relating to this gentleman till some little time after the accession of queen Anne, when he was appointed to the *Blackwall*, and employed for a long time as a cruiser, in which service he had tolerable success. He was sent, in Sept. 1705, with two other small ships of war, to convoy the fleet bound to the Baltic, and was on his return from thence with the same ships of war, having under

their protection all the merchant vessels that had completed their lading in time to return with them, when they unfortunately fell in with the Dunkirk Squadron, commanded by M. de St. Paul. It consisted of five stout king's ships, and as many large privateers, which were joined, after they had put to sea, by several more. Against these formidable, and, indeed, tremendous odds, the English commanders contended with a bravery that deserved a much better fate. After an obstinate defence they were all taken.

Captain Martin fell in the engagement, as well as the French commodore, St. Paul, the latter is said to have been an officer so highly esteemed by the French king, that when it was reported three English ships of war, together with twelve merchant-ships, were carried into Dunkirk, but that St. Paul had fallen in the encounter, the king answered with a sigh, "Very well, I wish they were all safe in any English port, provided that would restore me M. de St. Paul." The above event, deemed unfortunate even by the victors, took place on the 20th of October 1705.

MAUGHAM, George. — The first commission we find granted to this gentleman was dated on the 1st of October 1692, appointing him second lieutenant of the Reserve. We hear nothing farther of him till he was, on the 5th of June 1697, promoted to the command of the Lincoln, a fourth rate of sixty guns. This gentleman's name was, by some accident or other, omitted in an official list of officers commanding ships of the line, and dated soon after this time; nevertheless, we entertain no doubt of the above appointment. He afterwards commanded the Kinsale; in which station he was unfortunately killed, at Barbadoes, on the 28th of August 1702: whether he fell in a duel, or by some natural accident does not appear.

MITCHEL, Henry, — was appointed a lieutenant in the navy soon after the revolution; and, in 1692, was promoted to be second lieutenant of the Sandwich, a second rate of ninety guns, commanded by captain Woolfran Cornwall. We know not what commissions he held after this time till the year 1697, when he was, on the 1st of October, appointed captain of the Phoenix fireship.

After

After the accession of queen Anne he was promoted to the Plymouth, a fourth rate. This ship unhappily foundered at sea, the captain and all the crew perishing with her, on the 11th of August 1705.

MOORE, Joseph, or Joshua, — was appointed third lieutenant of the *Montmouth*, of sixty guns, at the latter end of the year 1692. We hear nothing farther of him till the 8th of January 1697, when he was promoted to be captain of the *Flame* fireship. He was immediately afterwards advanced to the command of a ship of the line, which was put out of commission soon after the peace at Ryfwic took place, and captain Moore remained unemployed during the remainder of king William's reign. Immediately after the accession of queen Anne he was appointed captain of the *Mary* galley, a frigate of thirty-four guns, and at that time employed as a cruiser; in this service he was remarkably diligent; and successful enough to capture several of the enemy's smaller privateers, and some of their merchant vessels. He was sometime afterwards promoted to command the *Monk*, on board which ship he unhappily shot himself, either on account of some private discontent, or what is more probable, some temporary insanity, on the 27th of February 1705.

MORRICE, MAURICE, or MORRIS, Salmon, — for thus is his name variously spelt in various MSS. and by different historians and authors. The first commission we find this gentleman holding is that of second lieutenant of the *York*, a sixty gun ship, commanded by captain James Killgrew. This appears to have been given him in the month of October 1692; and after this time we find no mention made of him till he was, on the 14th of May 1697, appointed captain of a small frigate, called the *Royal Transport*, or, as we are rather inclined to believe, the *Royal Escape*, a small vessel still kept in the navy to commemorate the preservation of king Charles the Second. We hear nothing farther of him during the reign of king William; and perhaps there are very few persons who have ever obtained the rank of a naval commander, of whose early life and service we are more ignorant than of those of this gentleman.

Not long after the accession of queen Anne he was appointed captain of the *Advice* of fifty guns; but we do not

not find any more remarkable mention made of him, than of his having captured, in June 1704, a small French ship of war, mounting eighteen guns, which was afterwards taken into the service and called the Advice Prize. He was after this time principally employed on the Mediterranean station; but we do not find any positive mention made of him till the year 1712, when we find him serving in the Lisbon Squadron under vice-admiral Baker, and appointed by him commodore of a small force stationed off the Streight's mouth, while he himself was engaged in cruising off the Western islands for the Brazil fleet.

We do not, singular as it may appear, find any mention made of him after this time till the year 1723, when he was appointed, in the month of April, to command the Sandwich, a second rate of ninety-six guns, one of a number of ships ordered to be immediately equipped, but on what particular occasion was a secret, and which being known only to the administration of that time, will now, consequently, ever remain so; for it never was made public, but died, like most other abortive expeditions, with those who contrived it.

In 1726 we find him captain of the Nassau, of seventy guns, one of the fleet sent in that year, under sir Charles Wager, to the Baltic, and appointed to command, with the rank of commodore, the third division of the fleet. Nothing memorable enough to merit relation took place during this expedition. But in the following spring a Squadron being again ordered to the same part of the world, under sir John Norris, captain Morris was, on the 21st of April, just before sir John was ready to put to sea, advanced to be rear-admiral of the White, yet he was not appointed to any command in that fleet, nor, as we believe, was he again employed: he, nevertheless, partook regularly of the progressive promotions * which took place in the navy from this time till the year 1732; an honourable compliment, if it is not a misapplication of the term to call it so, which his long service and highly esteemed character justly entitled him to, and which it would have

* On the 4th of January 1727-8, he was appointed rear-admiral of the red; on the 19th of July 1728, vice-admiral of the blue; and, on the 29th of June 1732, vice-admiral of the white Squadron.

been an high act of public injustice to have withheld from him. In the month of March 1733-4, worn out with age, infirmities, and long service, he retired on a pension of 450*l.* a year, which he enjoyed till his death, which happened on the 27th of March 1741.

NOBLE, Mark.—The first information we have of this gentleman is, that he was second lieutenant of the *Dutchess*, a second rate, in the month of June 1696; how long before this he obtained the above rank we cannot precisely say, but we believe a short time only, as we have reason to suppose his promotion in the navy was remarkably rapid. On the 12th of July 1697, he was appointed captain of the *St. Vincent*, a fireship, which had been formerly a small frigate taken from the French. He was in a very short time after promoted to the *Dunwich*, and sent, in the month of February 1698, to Cadiz and the Mediterranean. He died, commander of the ship just mentioned, on the 22d of March 1701.

Rear-admiral Hardy, in his list of naval commanders, adds, as a remark, that he was dismissed the service from the *Dulwich*. Of this circumstance we find no mention made in any other place; and suppose the alteration of the ship's name to have been merely an error of the press, there not being any such ship as the *Dulwich* in the service.

ORMEROD, Charles,—is entitled to a place here, only from having been, on the 15th of February 1697, appointed captain of the *Lightening* fireship.

SEARLE, Henry,—is nearly in the same predicament; we know only he was appointed fifth lieutenant of the *Sandwich*, a second rate, in 1695; and being afterwards removed into some ship sent to the West Indies, was there promoted, on the 5th of June 1697, to be captain of the *Flame* fireship. This vessel unhappily foundered at sea on the 22d of August following, being then on its passage home to England: the captain and the whole crew perished with her.

SPANN, Jonathan.—We do not find any mention made of this gentleman previous to his appointment, on the 25th of February 1697, to be captain of the *Virgin Prize*. The peace at Ryswic taking place soon after this time, he had no opportunity of distinguishing himself so

as to enable us to say any thing particular concerning him, or even to ascertain with any degree of precision, whether he remained in commission during the continuance of the peace itself. On the accession of queen Anne, and the recommencement of the war with France, he was appointed to the *Sorlingues*, a frigate of thirty-two guns, being of the same force with that he before commanded. He was sent in 1703 to Newfoundland, where he met with much success, having captured some valuable prizes, one of them a ship of war mounting twenty guns. The different services in which he was employed after this time, were, unhappily for him, so little consequential, that we do not find any mention made of him till the year 1706, when we believe him to have been sent to India*, being then commander of the *Norwich*, a fourth rate of fifty guns, to convoy thither a fleet of merchant-ships. He himself, as well as the other commanders, returned from thence, with six India ships under their protection, towards the close of the following year. We again find no mention made of him for an interval of three years; but early in 1710 he was sent out with a small squadron to the West Indies, on which station he was appointed commodore and commander-in-chief, as successor to sir Charles Wager. The French had at that time no naval force in the West Indies for him to contend with†; and therefore the equipment of this squadron was intended merely to prevent any sudden surprize, by such small force as the

* Together with the *Litchfield*, captain T. Smith, and the *Woolwich*, captain R. Thompson.

† Mr. Burchet, in his account of this expedition, says captain Spann failed from England, with the *Rupert* and two fourth rates, on the 30th of January; and after he had seen his convoy to Barbadoes and the Leeward islands, proceeded to Jamaica: but it does not appear that any thing took place, during the time he held this command, more worthy of remark, than that he took two prizes of inconsiderable value, one a ship, the other a sloop, off cape Maize, in the isle of Cuba; and forced two ships ashore on the west end of Hispaniola, one mounting thirty, the other fourteen guns. The largest of these ships the commodore sent his lieutenants, with the boats manned and armed, to take possession of, the officers and men having been obliged, by the fire of the English ships, to quit her. They, however, had taken the precaution to set her on fire before they left her, and she blew up, fortunately before the boats reached her; the smaller ship was sunk.

enemy might be able to send out without being observed at home, and also to prevent those piratical depredations that might be committed by their privateers.

The enemy made no attempt of either kind; but if, through this inoffensive disposition on their part he had no opportunity of acquiring popular fame, his civil conduct was, at least, so irreproachable, and his manners so conciliating to the merchants, and others with whom he was in his public character more materially connected, that he experienced from them, on all occasions, the highest attention and respect; and left them, a happiness attained to but by few, more particularly in those days, without deserving, or even incurring their censure.

After his return to England he continued captain of the *Rupert*; which ship, as has been already stated, he carried out when he was first invested with the West India command. The same inactivity on the part of the enemy prevailing in Europe that did in the West Indies, captain Spann had no opportunity of signalising himself during the short remainder of his life. He died on board the *Rupert*, at Portsmouth, on the 30th of August 1712.

TREVOR, Tudor,—is very reasonably supposed, from his name, to have been a descendant of one of the younger branches of the very ancient family of Trevor*. The first

* Of which Collins affords a very long heraldic account.

“The noble family of Trevor,” says he, “is one of the principal families in Wales, deduced by the Welsh heralds from Rourd Wiedick, father to Eignian Yothe; which Eignian held the lands of Gaercinion in Powysland, and was grandfather to Kariodock Urech fras, earl of Hereford and Marchiogen, in the time of prince Arthur, who began his reign anno 516.

“But the first that bore this name was Tudor Trevor, earl of Hereford, son of Rheingar, grandson of Kariodock aforesaid. He married Aukaret, daughter of Howel Dha ap Kadell, prince of North Wales; and from him lineally descended, in succeeding ages, another Tudor, whose great-grandson, Jerworth Hen. ap Owen ap Blethyn ap Tudor, had in marriage Aukaret, daughter and heir to Griffith ap Melior ap Ellidor, by Aukaret his wife, daughter and heir of Llul ap Merrick ap Karadon ap Jestir ap Guergant, and had issue by her Jerworth, junior.

“And although surnames were not fixed in these dominions till the reign of Henry VIII. yet I find a like name, and of authority, in Ireland, in the annals of that kingdom, A. D. 1361, where Joane is mentioned as wife to Gessry, lord Trevers.

“Moreover

first information we have of this gentleman, in the line of his profession, is, that he was, on the 8th of October

“ Moreover there was John Trevers, or Trevaur, the 14th bishop of St. Asaph; and another of that name, who was the 19th bishop of the same see; and likewise chamberlain of Chester in 3 Richard II. A.D. 1380, and continued so to 6 Hen. VI.

“ Jerworth Vichen aforesaid, had issue four sons; and from one of them the family of Mostyn is derived, for Thomas, in the time of Henry VIII. took the name of Mostyn, from the place of his nativity and ancient inheritance, by advice of the judge, who disapproved the genealogical way of appellation, used by the Welsh, as tedious; this Mostyn at that time being called, at the pannel of a jury, by the name Thomas ap William ap Thomas ap Richard ap Howel ap Evan Vaughan, &c.

“ Those of the name of Jenkyns, with divers others, are also branches of this family, and bear the same coat of arms.

“ Jerworth Voel, another of the sons of Jerworth Vichen, married Gwladua, daughter and heir of Jerworth ap Griffith ap Brockwell, and left issue Ednevet Gam, who married Giolades, daughter and heir of Madoc Eignion ap Edwin, by whom he had several sons.

“ The second son was David, the fifth Jevan, ancestor to the Howels, and the Hofiers, both of Woodcote, in the county of Salop; and the Hofiers, of Creakton, in the same county.

“ David married Gwenwhyser, daughter of Adda Goch, and had issue Edward ap David, who died 1448. He married Aukeret, daughter of Robert Pulifson, of Emral, by whom he had two sons, John, and Richard, progenitor to the Trevers of Oswaldfree, in the county of Salop.

John (the eldest son, as likewise his brother) took the name of Trevor, and was seated at Brynkynate; and died in 1494, having had issue by his wife Agnes, daughter and heir to Peter Cambre, of Poole, five sons, which laid the foundation of as many several branches: 1. Robert, who succeeded his father at Brynkynate, married Catharine, daughter and heir of Llewelin ap Ithele de Mauld, and had posterity: 2. Edward, who wedded Anne, daughter of Geffry Kyffin, or Cuffin, and had two sons, John and Thomas; and from him descended (probably) colonel Mark Trevor, a loyalist to king Charles I. and by him ennobled in Ireland, whence the viscounts Dungannon proceeded; which colonel Mark Trevor had to wife Anne, daughter and heir of John Lewis, esq. and relict of John Owen, esq. son and heir of sir Hugh Owen, of Orielson, in Pembroke-shire, knt. and bart. but had no issue: 3. Richard Trevor, of whom hereafter: 4. Roger Trevor, of Planykenwich, who married Gwerolla, daughter of Rose Lloyd ap Gruff ap Enion, of Gedroi, and left posterity: 5. Thomas, who married Margaret, daughter of John Hanmer, of Lightwood, and left issue.”

N. B. From Richard Trevor, the third son, the present lord Visc. Hampden is descended.

1697, appointed commander of the *Dunwich*, in which ship he continued, though unnoticed, during, at least a considerable part, if not the whole remainder of king William's reign. On the accession of queen Anne he was promoted to the *Triton* of fifty guns, and during the years 1702 and 3, was employed at home as a cruiser. He was laying in Yarmouth road, during the great storm, which happened on the 26th and 27th of November in the latter year, and though in so exposed a situation happily weathered it without experiencing the smallest injury, infomuch that, as soon as the tempest abated, he was dispatched to sea in search and succour of any ships that were unfortunate enough to be dismasted and survive the hurricane, with that, or any other partial and remediable disaster.

In the following year he accompanied sir Cloudefley Shovel to Lisbon, who was sent thither with a strong reinforcement to the Squadron which had sailed sometime before under sir George Rooke. He behaved with singular gallantry at the battle off Malaga, which took place some time after the junction of their force, and had the good fortune to escape with a loss comparatively trivial to what might have been expected in so long and desperate an encounter, having had only five men killed and his first lieutenant and twenty-one men wounded. His conduct on this memorable occasion so highly recommended him to the notice and favour of sir George, the commander-in-chief, that he had the honour of being made the messenger of the victory. We hear nothing of him after this time till we find him, in 1706, captain of the *Windfor*, of sixty guns, one of the Squadron sent to the West Indies in that year, under commodore Kerr. Some mention was made of this gentleman in the petition presented to the house of lords, by Mr. T. Wood, against the commodore; the particulars of which charge have been already noticed in the life of that gentleman*. But we have to remark, in justice to Mr. Trevor, that, notwithstanding the accusation might be just against Mr. Kerr, as principal, not the slightest part of it could be, in any degree, attached to Mr. Trevor as agent; the part he bore in the business alluded to being,

* Vol. II. p. 326.

to speak of it in its *harsh* light, nothing more than being employed in the conveyance of a message from his commander-in-chief to the complainant, the purport of which he, the messenger, never complied with. It is not at all improbable the completion of the bargain was frustrated by Mr. Trevor himself, who might properly reflect on the disgrace that would attend its being carried into execution. We are confirmed in this idea by finding, on the re-commencement of a second treaty between the above-mentioned parties, that the share captain Trevor was formerly to have borne in it was now confined to other hands, namely, captain Bowler, of the Experiment.

He continued to command the *Windsor* under sir C. Wager, who succeeded the commodore; and we find him 2d captain in rank on the court-martial convened, at Jamaica, for the trials of the captains, Bridges and *Windsor*, on the 23d of July 1708. In the month of September he was promoted to the *Monmouth*, a third rate of seventy guns, newly arrived from Europe, his old ship, the *Windsor*, being ordered home as unfit for farther service, without a thorough repair. Rear-admiral Wager himself returned to England in the month of October 1710, leaving captain Trevor commander-in-chief on that station *pro tempore*. He was relieved by commodore Spanu, and returned to Europe in the following spring.

We do not find any mention made of captain Trevor after this time till the year 1717, when we believe him to have commanded the *Exeter*, of sixty guns, one of the fleet designed for the Baltic under sir George Byng, as he did, in 1721, the *Medway*, of the same force, ordered on the same service as the former, in the fleet commanded by sir John Norris. In 1726 he was appointed to the *Elizabeth*, of seventy guns, in which he sailed, for the third time, to the Baltic, under the orders of sir Charles Wager, being stationed in the line as one of the seconds to sir George Walton, the second in command. This expedition was equally uninteresting with those which had preceded it; and we have no reason to suppose that, after the conclusion of it, capt. Trevor ever went again to sea. In 1736 he retired altogether from the service, on being appointed a captain in *Greenwich-hospital*. In the following year he was promoted, upon the death of Mr.

Soanes, to be the lieutenant-governor of the same, but unhappily did not long enjoy this honourable advancement, dying on the 28th of January 1739-40.

WALTON, Sir George,—was a man who, from some particular circumstances, we believe to have been of obscure origin, an homely truth, which must cause him to rise with additional splendor in the public esteem, as from thence we must be convinced he owed his attainment of the highest degree of popular favour, as well as that rank he so deservedly reached in the service, merely to his own merit, unalloyed by interest, or what is vulgarly called connexion, and ministerial favour. We find him to have been appointed, in the year 1692, first lieutenant of the Devonshire, of eighty guns. He in all probability had attained the rank of lieutenant some years before, but the particulars of his appointments have not come to our knowledge. In 1695 he was first lieutenant of the Restoration, of seventy guns, one of sir Cloudefley Shovel's division in the main fleet: but it can scarcely be expected, we should in this early part of his life, have it in our power to do more than barely record these biographical points, trivial and insignificant as they are. On the 19th of January 1697, he was promoted to the command of the Seaford frigate. This ship being put out of commission, and taken into dock for repair, after the conclusion of the peace at Ryswic, we believe captain Walton to have accepted of the command of a Smyrna ship, called the Delaware; in which he continued for one voyage, or, at most, two. In the year 1699, he was captain of the Seahorse, a small frigate on the Mediterranean Station, but where he met with no occurrence worth recording.

The restless temper of Louis the Fourteenth rendering it more than probable it would be impossible to keep terms with him longer than while his inability to do mischief prevented his natural genius and turn of mind from displaying itself, a fleet was ordered to be equipped for the West Indies towards the end of the year 1701, and put under the command of vice-admiral Benbow, as has been already stated in the account of that gentleman*. Captain Walton, who was just before promoted to the

* See Vol. II. page 231, et seq.

command of the *Ruby*, a fourth rate of forty-eight guns, was one of the officers who accompanied him; and was also one of those few brave men, to whose gallantry the admiral was, in the memorable action with *Du Casse*, indebted for his preservation, in all probability, from captivity*. His conduct on that trying occasion renders the highest praise and panegyric too feeble to do it proper justice: to every discouraging circumstance, to every studied cause of depression, that the malignant hearts of several of his comrades could invent and contrive, his magnanimity and honourable spirit rose superior. Principally through his assistance, the traitorous intentions of the captains *Kirkby*, and others, were not only frustrated, but the French *chef de Escadre* himself, was happy to retire with the bare ignominy of a defeat, complete in every respect except that of his not becoming the prisoner of the British flag.

On his return from the *West Indies*, in 1704, he was promoted to the *Canterbury*, of sixty guns, and sent to the *Mediterranean* in the following year, under *sir C. Shovel* and the earl of *Peterborough*, who, by a strange capriciousness and turn of mind in ministers, was appointed with the former, joint-admiral and commander-in-chief of the fleet. In the month of *October* he was dispatched for *England* before the fleet, and brought the first confirmation of the surrender of *Barcelona*. He continued to command the *Canterbury* several years; and, in 1707, we find him one of the captains in *sir Thomas Hardy's* Squadron, at the time that gentleman was sent to convoy the outward-bound *Lisbon* fleet. His fair and honourable testimony of the commander-in-chief's gallantry and good conduct in that affair, which drew on him so much unmerited obloquy, not only tended to produce his legal acquittal, but also contributed exceedingly to restore him to that degree of popular favour, which, to speak candidly, he never deserved to have forfeited.

After this time we believe captain *Walton* to have been principally employed in the *Mediterranean*; but we have been unable to ascertain this fact to our own satisfaction, as well as to discover the precise time when he quitted the

* Vol. II. p. 235.

command of the *Canterbury*. The first specific mention we find made of him is in the year 1711, at which time he commanded the *Montague*, of sixty guns, one of six *Hovenden Walker's* Squadron, employed on the unfortunate expedition against *Quebec*; but in which, if he was unable to acquire fame, he had at least the negative satisfaction of escaping all censure. We are again totally unable to give any account of captain *Walton* during a long, though, far as relates to naval affairs, a very uninteresting interval; for we do not find any mention made of him till the year 1718, when he again commanded his old ship, the *Canterbury*, and was sent, under the command of sir *George Byng*, to the Mediterranean. His very gallant behaviour in the memorable engagement with the Spanish fleet off *Sicily* is almost too well known to render any account of it necessary: it may admit of some dispute, whether this gentleman derived a greater degree of popular favour from the gallantry his conduct itself displayed, or the very singular account he rendered of it to his commander-in-chief, and the world. It became an universal topic of generous mirth, which applauded with a gratitude as unbounded, as the cause itself, taken altogether, was, perhaps, unprecedented.

However notorious this particular piece of naval history may be, it would certainly be an act of injustice not to give a concise detail of it. On the 11th of August the British fleet, which had, during the preceding day and night, been in close pursuit of the Spaniards, having so considerably neared them as to render an engagement

* " Sir, *Canterbury*, off *Syracuse*, Aug. 16, 1718.

" We have taken and destroyed all the Spanish ships and vessels that were upon the coast, the number as per margin.

" I am, &c.

" *George Walton*."

" To sir *George Byng*,
commander in chief, &c."

Mr. Corbet, in his account of the *Sicilian* expedition, quaintly and at the same time judiciously observes, " The captain was one whose natural talents were fitter for achieving a gallant action than describing one; yet his letter on this occasion carries in it such a strain of military eloquence, that it is well worth inserting."

unavoidable, the marquis de Mari, one of their rear-admirals, separated from the body of the fleet and ran in for the Sicilian shore, with six ships of war, and all the galleys, storeships, bombketches, and fireships. Captain Walton was immediately detached after them with six ships of the line, by the commander-in-chief, who himself pursued the remainder, and soon began to attack. The Argyle, which was the headmost ship of captain Walton's detachment, having got nearly close up with one of the Spanish ships of war, fired a shot across her, as is customary, to bring her to. The enemy taking no notice of it, the Argyle fired a second, which was equally ineffectual: and the Canterbury, who was now approached very near, firing a third, the engagement commenced in earnest immediately, by the Spanish ship returning the fire of the Canterbury with her stern chace.

The result is not only well known, but was, what was to concisely stated in captain Walton's *dispatch*. His prizes, and the several operations previous to their capture, would, as it is remarked by Campbell, "have furnished matter for some pages in a French relation," for from his marginal list referred to, it appeared he had captured four Spanish ships of war, one of them mounting sixty guns, commanded by rear-admiral Mari himself, one of fifty-four, one of forty, and one of twenty-four guns, with a bomb vessel and a ship laden with arms; and had burnt one ship of war mounting fifty-four guns, two of forty, and one of thirty, a fireship and a bomb-ketch.

His behaviour on this occasion procured him the honour of knighthood immediately on his return; and some, among the rest Mr. Corbet, have mentioned his promotion to be rear-admiral of the blue, which did not take place till the 16th of February 1722-3, as bestowed on him for the same reason: but however sir George, as we must now call him, might justly merit it, it is not to be reckoned among the list of his rewards, he having been advanced to be a flag-officer in conformity to the general custom of the service, and not till he, considered as a man of irreproachable character, would have been unjustly treated, had he not received it, even supposing he had not been present at the action off Cape Passaro. Sir George had no appointment in actual service, as a flag officer, till

the year 1726, when, having hoisted his flag on board the Cumberland, he was made second in command of the fleet, sent to the Baltic under sir C. Wager; the cause and particulars of which expedition are to be found in that admiral's life*. On April 21, 1727, he was advanced to be rear-admiral of the red, and sent out, in the month of October, with a reinforcement of four ships † of the line, to sir C. Wager, who then commanded a squadron stationed at Gibraltar to cover that important place, and watch the motions of the Spaniards.

The rear-admiral was immediately sent out to cruise off cape St. Vincent's, with a squadron of seven ships of the line besides frigates. Sir George returned to England after a very uninteresting expedition, and arrived in Portland road on the 15th of January 1727-8, having been a few days before advanced to be vice-admiral of the blue. News of the death of vice-admiral Hopson arriving in England in the month of July, sir George was, on the 19th, advanced to be vice-admiral of the white. In 1729 he was appointed second in command of the fleet under his old colleague, sir Charles Wager; but this armament, which was intended merely as provisional, having by its equipment only sufficiently kept the Spaniards in awe, we do not believe it ever even put to sea. In 1731 sir George was again called into active service, and hoisted his flag in consequence on board the Sunderland, of sixty guns, at Spithead: but it appears also on this occasion, as well as the former, that he did not put to sea. On the 29th of June 1732, he was farther advanced to be vice-admiral of the red; as he was, on the 26th of February 1733-4, to be admiral of the blue. In the month of June following he commanded a squadron of thirteen ships of war at the Nore, which appears to have been the last appointment he ever held, for, in 1735, he retired altogether from the line of active service on a pension of 600*l.* a year. He died sometime in the year 1740, and

* See Vol. II. p. 447.

† The Captain, (the flag ship) Bedford, Monmouth, and Grafton; they sailed from St. Helen's on the 22d of October, and arrived at Gibraltar, after a very quick passage, on the 30th of the same month.

we think his character sufficiently delineated by the foregoing account to render any remark or feeble attempt at panegyric unnecessary.

1698.

BELVIN, Robert, — although regularly appointed captain of a ship of war, is scarcely entitled to a place here, except on account of the very extraordinary anecdote that attends his promotion, and which, not to speak paradoxically, is the very reason why he has a less claim to the rank of a naval commander. After having regularly served as a lieutenant, he was promoted to the command of the Trident on the 27th of January 1698, but never took out his commission, having, in lieu of it, accepted of a purser's warrant for a first rate!!! The time of his death is unknown.

BRISCOE, Edward, — is known only as having been appointed captain of the Sun Prize, a frigate of twenty-four guns, on the 8th of November 1698. No mention is made even of the time of his death.

DAMPIER, William. — The name of this gentleman, as a navigator, is too generally known to make it necessary for us to expatiate on his merit in that particular line. His celebrity recommended him, through the right honourable Mr. Montague, president of the royal society, to the notice of the earl of Orford*, at that time

* Captain Dampier takes very grateful notice, both of the patronage itself, as well as the cause of it, in this dedication of the second volume of his voyages to that noble personage.

" My lord (says he) it is in acknowledgement of the favours your lordship has conferred upon me, that I presume to place your name before these papers. The honourable person to whom I dedicated my former volume could not have taken a more agreeable way to befriend me, than by recommending me to your patronage, and I shall always retain a grateful sense of it; and your lordship has been pleased to prefer me in a way suitable to my genius and experience, and wherein therefore, if in any way, I may be able to do something towards the preserving the good opinion you have been pleased to entertain of me." — Damp. Dedicst.

first commissioner of the admiralty, and through his interest he was, on the 26th of July 1698, appointed commander of the *Roebuck*, a small frigate then equipping for a voyage of discovery. But it is necessary we should first make some mention of his life and former voyages, which were the cause of his being entitled to a place here. He was born in the year 1652, being descended from a respectable family in the county of Somerset; and conceived an early disposition for adventure, especially that particular species connected with maritime discovery and travel. He informs us he was not originally intended by his father and mother for the sea, but that upon their death his guardians removed him from school, where he had been placed by his parents; and after having caused him to be properly instructed in such branches of knowledge as were calculated to render him service in such a station, bound him apprentice to the master of a vessel belonging to Weymouth.

Mr. Dampier very fairly exonerates those who had the care of him from any blame that might be thrown on them for this apparent defeat of his parents intentions, by confessing, that in adopting the above measure they only complied with a very early inclination he had of seeing the world. He first began by making a short voyage to France, and afterwards one to Newfoundland, at which time he was only eighteen years old. He tells us that he suffered so much from the severity of the cold at the last place, that he for a time gave up all thoughts of pursuing a naval life; nevertheless, as if fate had pre-ordained his celebrity as a navigator, he relaxed from this resolution on hearing of an East India ship that was then ready to sail. He entered on board as a foremast-man, and continued in that station during the whole voyage. He was not absent from England much longer than twelve months: and the second Dutch war breaking out soon after his return, he continued at home during the remainder of that year, living with his brother, who appears to have been a man of some property and estate in the county of Somerset. In the ensuing spring he grew weary of so indolent a life, and entered on board the *Royal Prince*, the ship which carried the flag of sir Edward Spragge,

He was present at both the first and second actions which took place with the Dutch fleet in this year; but being taken very suddenly ill only a day or two before the third happened, was put on board an hospital ship, in which he was conveyed to Harwich, with a number of other sick and wounded men. The war nearly concluding with the battle above-mentioned, and having continued sometime in the hospital in a very weak and languishing condition, he went home to his brother, where, from better care and attention being paid him, he quickly recovered. The nation being at peace, and his health perfectly re-established, he agreed to go to Jamaica, on an offer made him by a colonel Hillier, of East Coker, in Somersetshire, his native parish, to be his agent or steward in that island, under a Mr. Whalley. He continued with that gentleman for six months, and then entered into an employ in the same line under a captain Hemmings. This, however, ill-suited his genius, and, perhaps, ability, he shipt himself with a captain Hudsel, who was bound to the bay of Campeachy, to load logwood.

They sailed from Port Royal about the beginning of Aug. 1675, and met with no very extraordinary occurrence during the voyage. This ship returning to Jamaica, and the crew being discharged, Mr. Dampier engaged, in the month of February 1675-6, with a Mr. Johnson, of New England, who was bound to the bay on an errand similar to the former. This voyage was much longer than the preceding; and he did not return to Jamaica till the month of April 1678. He sailed from thence for England, whence he again prepared to return to the bay of Campeachy, having embarked, early in the year 1679, as a passenger on board the *Loyal Merchant*, a trading ship bound for Jamaica. When he reached that island he changed his former resolution, and having disposed of such commodities as he brought with him from England, for the purpose of trade, was about to return to his native country, when he was prevailed to alter his plan a second time, and accompany a Mr. Hobby to the Musquito shore.

They had proceeded no farther on their voyage than the west end of Jamaica, when all the men, himself excepted, deserted his patron to go on a buccantering expedition

dition to the Spanish main. After a few days Mr. Dampier, who was thus left alone with Mr. Hobby, was prevailed on to accompany them also. Their first expedition was against Portobello, which having succeeded, they set forth, on the 5th of April 1680, to march across the isthmus of Darien; and, when they reached the South Seas, embarked in such canoes and vessels as the Indians furnished them with. By the 23d of April they reached Panama, and after having in vain attacked Puebla Nova, in which assault they lost captain Sawkings, who, till then, acted as their commander, steered their course to the southward for Peru. They continued in the South Seas, variously occupied in cruising, though with indifferent success, against the enemy, and quarrelling among themselves, till the month of April 1681. A separation then took place between the two contending parties; the most formidable of these continued with a captain Sharp, who had been chosen commander, though not unanimously, being thought, by Mr. Dampier and others, ill-qualified for such a station; while that gentlemen with the remainder, amounting to about fifty persons, embarked to seek their fortune, furnished only with a large boat, or launch, and one or two canoes: these being far inadequate to the purpose, they took the first opportunity of bettering their condition, by seizing a bark laden with timber for Guiaquil.

After escaping a multitude of dangers from the Spanish guarda costas, Mr. Dampier and his people agreed at last, to run their vessel on shore, and return back over the isthmus to the Gulph of Mexico. They began their march on the 1st of May 1681, and, after a tedious and dangerous journey of twenty-three days, got on board a buccaneer, laying near the mouth of the river Conception, commanded by captain Tristram, a Frenchman. This vessel, with several others, manned with crews of the same profession, continued cruising, with moderate success, till the month of July 1682, when they put into Virginia. A new band of adventurers was here formed in the following year, consisting of several from among those who came from the South Seas with Mr. Dampier, recruited by some newly entered men, so as to make up a crew of seventy persons.

Their

Their vessel, which was called the *Cygnet*, was well equipped for the intended service, mounting eighteen guns, and well stored with every thing necessary for a cruise in the South Seas, whither it was determined to proceed. They sailed from Virginia, on their intended voyage, on the 23d of August 1683, having chosen a Mr. Cook, who had come with them from the South Seas, as their commander. They passed through the straits Le Maire and round Terra del Fuego, so that they did not reach the island of Juan Fernandes, in the South Seas, till March 22, 1684; but during their whole voyage they met with no occurrence worth relating, except their having met a ship in the South Seas, sent from London on the same errand with themselves, and commanded by a captain Eaton, with whom they all agreed to associate, and join company.

Having refreshed their people, they sailed from the above-mentioned island, after a stay of sixteen days, and cruised in the South Seas with very good success, being afterwards joined by several celebrated adventurers in the same line. They made some valuable prizes; but their principal hope and pursuit was the capture, or at least attack of the Spanish fleet, bound from Lima to Panama. They waited with much impatience for this expected object, which they at length got sight of and chased, on the 28th of May 1685, but by a dextrous manœuvre were thrown to leeward by the Spaniards, who, during the ensuing night, sent one of their small vessels, with a light, to decoy the English, and by that means enable them to gain the weather gage. All their hopes of conquest were vanished with the dawn; and the promised pleasures of acquired wealth were totally superceded by the anxiety of self-preservation: the Spaniards, who were to windward and far exceeding the buccaneers both in strength and numbers, became themselves the assailants; and had they not wanted courage to pursue their advantage properly, would, in all probability, have captured the greater part of the buccaneers. After this grievous disappointment they stood farther to the northward, and were, by turns, unfortunate and successful in a variety of petty enterprises which they undertook; the most memorable of which was, the surprize of the city of Leon, which was sacked and burnt.

burnt. They continued afterwards to cruise on the coast of Mexico, where they met with very indifferent fortune*, till the 31st of March 1686, when having parted company with all their former companions, and being now reduced to a company of one hundred and fifty persons on board one ship and a tender, they took their departure from Cape Corientes, on the coast of California, for the East Indies.

They made the island of Guam on the 20th of May, and in good time, their provisions being nearly all expended. A friendly intercourse was soon established, and continued to be kept up between the ships and the Spanish governor, notwithstanding the latter was well apprised of the profession of his visitors. Nevertheless, as he was neither able to withstand an attack, nor the ships inclined to make one, which, though it proved successful, they well knew would not repay them for the trouble and loss they might probably sustain, it appeared, as if mutually agreed, that hostilities should be confined to the wealthy coasts of Peru, or to such encounters as would repay the courage of the victors, and that in every other part of the world, Spaniards and buccaners should meet as apparent friends. On the 2d of June they sailed from Guam for Mindanao, one of the Philippine islands, which they reached in safety on the 22d of the same month. They continued at this place till the middle of January 1687, when they left the river of Mindanaot, intending to cruise off Manila.

On

* For which Mr. Dampier assigns the following reason.

“ We came on this coast (says he) full of expectations, for besides the richness of the country, and the probability of finding some sea-ports worth visiting, we persuaded ourselves that there must needs be shipping and trade here, and that Acapulco and La Vera Cruz were to the kingdom of Mexico, what Panama and Portobel are to that of Peru, viz. wants for carrying on a constant commerce between the South and North Seas, as indeed they are; but whereas we expected that this commerce should be managed by sea, we found ourselves mistaken, that of Mexico being almost wholly a land trade, and managed more by mules than by ships, so that instead of profit we met with little on this coast besides fatigues, hardships, and losses.

† While they continued here they nearly had their ship destroyed by the worm, as the tender actually was, owing to her not being sheathed. Mr. Dampier gives us, on this occasion, a singular instance of the knavery of the people, and particularly of their general.

Captain

On this station they took two prizes of small value, one of them of so little consequence, that it was immediately released. They continued thus occupied, though with very indifferent success, till the month of May 1688. The repeated feuds and disturbances that prevailed among the crew, their irregular riotous mode of conducting themselves, and above all, the disreputable occupation itself, all tended, at this time, to induce Mr. Dampier to quit them. After a little altercation, and subduing a few difficulties, he was at length put a shore on the isle of Nicholas, with a Mr. Hall, and a man of the name of Ambrose. After escaping many dangers he at last arrived at Bencoolen, where he was well received and appointed master-gunner of the fort there. Still, however, he continued uneasy, anxiously waiting for an opportunity to return to England, which at last he happily effected, though much against the will of the governor, by creeping through one of the port-holes of the fort, and getting on board the *Defence*, a ship belonging to the English East India company, on the 2d of January 1691.

The dangers and difficulties he had so long encountered did not, however cease after this stroke of good fortune, a dreadful scurvy broke out among the ships company, occasioned by the unwholesome water that was imprudently taken on board at Bencoolen, added to the condition of their provisions, which were almost spoiled, the ship having been out three years. Such, however, were

Captain Swan, the commander, had been induced, by the persuasion of this chief, to bring his ship into the river for convenience and safety; but it had not lain there long before the above-mentioned inconvenience was discovered, and the sheathing ripped off, to be replaced by new work. The general was present at this operation, and was very much discontented and dissatisfied when he saw the planking, adding, that he never knew a ship have two bottoms before. The reason of this ill temper was, the Mindaynayan thought that the ship must be in a short time rendered unfit for sea, and hoped, when that became the case, he should get her guns, as he had those of a Dutch ship not long before, and by the same dextrous manœuvre. Not long before the ship's departure a violent disagreement took place between captain Swan and the crew; in consequence of which he himself, and about thirty-six of his people, were left behind, the ship proceeding to sea with the remainder, under a new commander chosen by them.

the exertions of captain Heath, the commander, that, in spite of these distresses, the ship was brought safe into the Cape in the month of April. The sick being tolerably well recovered, and the place of those who had unhappily died in some measure supplied by Dutch men, entered at the Cape by stealth, they sailed from thence on the 23d of May, and after touching at St. Helena, arrived in the Downs without meeting with any remarkable occurrence on the 16th of September 1691.

Mr. Dampier had brought with him to England an Indian chief curiously tatowed, or, as he styles it, painted. This person he had bought in India, in conjunction with a Mr. Moody, and he was for some time shewn for a sight; but Mr. Dampier being in rather distressed circumstances, was obliged to dispose of a part of this strange property, and by degrees, afterwards of the whole. He does not make any mention in his voyages how he was employed for eight years after the time of his arrival in England, so that we presume him to have continued principally at home till he became commander of the *Roebuck*, as already stated. In this vessel, which mounted only twelve guns, he sailed from the Downs, on a voyage of discovery, with a fair wind, on the 14th of January 1698-9. Being victualled and equipped for a voyage of twenty months, he proceeded by Teneriffe and Brazil to the Cape of Good Hope, and from thence to New Holland; in the discovery of which he made considerable progress. He would have pursued his intentions, and indeed instructions, of acquiring a still more perfect knowledge of that country, had he not been compelled, after sailing up that extensive coast for five weeks, to bear away for the island of Timor, in consequence of his people being terribly afflicted with the scurvy, principally occasioned by the water they had taken on board from that coast, which, though brackish, was the best they could at that time meet with.

Captain Dampier, his people having in some measure recovered their health and strength, again sailed from Timor, on the 12th of December 1699, and arrived off the coast of New Guinea on the 1st of January 1700. Here he made a considerable number of new discoveries, particularly of a large island which he called New Britain, having

having coasted round it, and found out a passage, which has ever since borne his name. The time of the eastern monsoon approaching, he resolved to steer for Batavia, where he arrived the beginning of July. He continued in that port till the 17th of October, and met with nothing very remarkable afterwards, during his passage to the island of Ascension, which he got sight of on the 21st of February. Between eight and nine o'clock in the morning of the 22d the ship sprung a dangerous leak which quickly encreased in so violent a degree, that the chain-pump could not keep the ship clear. Every possible method was tried to remedy this disaster, at last, by the assistance of the hand-pump the ship was freed from water; and by continuing those exertions it was kept under. Early on the following morning captain Dampier stood for the bay and anchored there, at the distance of two miles from the shore, about nine o'clock. Every measure of prudence or ingenuity could suggest or contrive, to remedy or lessen their disaster, was immediately carried into execution. These were unhappily all fruitless, for, after clearing the part of the ship where the defect was, in order to get at it within board, the plank was discovered to be so rotten, that, to use Mr. Dampier's own words, it broke away like dirt.

Nothing remained for Mr. Dampier to do in this distressed situation, but to endeavour, if possible, to save the lives of his people. The boats were hoisted out although it was then dark, that the people might preserve themselves in case the ship should appear likely to founder at her anchor. As soon as day broke they got up their anchor and endeavoured to run in shore, but the land-breeze prevented them from effecting this intention so well as they wished, and expected. In the afternoon, on the springing up of the sea-breeze, they ran into seven fathom water, and afterwards warped the vessel, by carrying out a small anchor a-head, into three and an half, where they secured her. The greatest exertions were now made to save such articles as were more immediately necessary for their future existence and preservation; all the seamen's chests and bedding were got safe to land, upon a raft, by eight o'clock at night; and the next morning

all the sails were unbent and carried on shore for the purpose of being converted into tents.

It was a considerable relief to their misfortunes that this island abounded with turtle; and, to add still farther to their satisfaction, they discovered in a few days afterwards a spring of excellent water, though their joy was somewhat damped from its being eight miles distant from the bay where they landed, and where the major part of them were obliged to continue, for the purpose of making their distress known to the first vessels that should put in there. To men, however, who have no other employment than that of satisfying the necessities of nature, difficulties of this kind gradually become less intolerable. After continuing on this island, therefore, in a state by no means so uncomfortable as that experienced by many other unhappy voyagers, the captain and his people were relieved from their anxiety by the arrival of three English men of war*, and the Canterbury East India ship, on the 3d of April. Captain Dampier immediately went on board the Anglesey with the greater part of his people, the remainder being dispersed into the other ships.

Mr. Dampier and some of his officers afterwards removed into the Canterbury for the purpose of getting expeditiously to England, as the ships of war, having missed the island of St. Jago, were obliged to bear away for Barbadoes to procure water. Notwithstanding, it was uncandid, and, indeed, ungenerous in the highest degree, to affix any thing like blame on this gentleman, because of the already related accident and misfortune; yet we find there were not wanting those, who were by no means thrifty of their censure: of this captain Dampier feelingly complains in his dedication to the earl of Pembroke †, of the third volume of his voyages. "The world (says he) is apt to judge of every thing by the success; and whoever has ill fortune will hardly be allowed a good name. This, my lord, was my unhappiness in my late expedition in the Roebuck, which foundered through perfect age near the island of Ascension. I suffered extremely in my

* The Anglesey, Hastings, and Lizard.

† Who was first lord of the admiralty during a part of king William's reign.

reputation by that misfortune, though I comfort myself with the thoughts that my enemies could not charge any neglect upon me; and since I have the honour to be acquitted by your lordship's judgment, I should be very humble not to value myself upon so complete a vindication."

All the lists of naval officers, as well those in manuscript as that published by rear-admiral Hardy, have uniformly erred in their account of this gentleman. According to these he perished at the time the *Roebuck* was lost, on the 24th of February 1700. What could have led them into so gross a mistake we cannot pretend to say, for it is not only contradicted by the dedication above quoted, in which he says, "as the particular service I have now undertaken hinders me from finishing this volume, so I hope it will give me an opportunity of paying my respects to your lordship in a new one." But in the *Gazette*, No. 3906, is the following notification: "St. James's, April 18, Captain William Dampier being prepared to depart on another voyage to the West Indies, had the honour to kiss her majesty's hand on Friday last, being introduced by his royal highness the lord high admiral." It appears, however, that he did not sail on this expedition till the year 1704: in the course of it he took the town of Puna, in the South Seas; but putting into Batavia on his return, was there imprisoned by the Dutch, who seized on all his effects. He returned to England after his release, but does not appear to have ever afterwards been employed in the royal navy. There is indeed a report, that he was dismissed, or suspended from the service by the sentence of a court-martial for misbehaviour and ill-treatment of his officers and people: but this circumstance is by no means sufficiently established to warrant our positively asserting it. He afterwards accompanied the celebrated captain Woodes Rogers in his voyage round the world, in the capacity of master; and returned with him to England, where he arrived on the 1st of October 1711. No particulars are known relative to him after this time. The history of his voyages, particularly his first round the world, has been translated into most European languages, while his assiduity, and unremitting perseverance, has entitled him to a rank among the ablest navigators.

HUNTER, Colin.—It is very apparent, from his name, this gentleman was of Scotch extraction. We hear nothing of him till he was, on the 24th of June * 1698, appointed commander of the *Dolphin*: he was dismissed from this ship, and from the service altogether, on the 7th of August 1700, but on what particular account does not appear.

MOSES, William,—the brother of captain John Moses, of whom a short account has been already given †, was appointed captain of the *Winchelsea* on the 13th of December 1698. He never was fortunate enough to obtain any command so consequential as to afford him an opportunity of distinguishing himself out of the ordinary and unnoticed line of service. This might, and we believe was, entirely owing to an infirm state of health, under which he laboured, for a great number of years previous to his death. In consequence of this natural and truly pitiable incapacity, he retired with a pension as a superannuated captain. He enjoyed this many years, if the term may be thought applicable to any person in the state above-described. He died on the 3d of February 1740, having then attained his eighty-first year. A plain undecorated stone, affording us the above information, is laid over his remains in Deptford church-yard, where it also appears the remainder of his family was interred.

OAKE, John,—was, on the 9th of November 1698, appointed captain of the *Queenborough* frigate, and died on the 13th of January following.

SMITH, George,—was advanced to the rank of lieutenant in the navy soon after the revolution. He was appointed second lieutenant of the *Deptford*, of fifty guns, in 1692; and after having served in the same station on board divers other ships, was, on the 21st of November 1698, promoted to the command of the *Coventry*. After the accession of queen Anne he was advanced to be captain of the *Warwick*, of fifty guns, and sent to the West Indies, where he died on the 2d of November 1704.

* Others have, though erroneously, the date of this commission to be the 4th of September.

† Vol. III. p. 82.

1699.

ALLEN, Bennet, — had the honour of being brought into the navy under the special countenance and protection of sir Cloudesly Shovel, a patronage which we are sorry to say his subsequent conduct proved him to have been by no means worthy of. He was specially recommended by the worthy admiral just mentioned, to be promoted to the rank of lieutenant, in the month of January 1695-6; and, through the same interest, after having on all occasions deported himself highly to the satisfaction of those under whom he served, was advanced, on the 27th of February 1699, to be captain of the Maidstone. After the accession of queen Anne he was promoted to the Lark; from which ship he was dismissed for misconduct, by the sentence of a court-martial, on the 5th of August 1703. Others, with much greater appearance of truth on their side, assert, that he was only fined three months pay. We adopt the latter as the most probable state of his sentence, for we find him not long afterwards captain of the Montague. His former censure had not the good effect of amending his conduct, for, in the year 1706, he was dismissed from the last mentioned ship in the West Indies for misbehaviour, by the special order of the prince of Denmark, at that time lord high admiral. The particular cause of this order is no where given, except the general one of misconduct on the representation of governor Handaside. He survived many years, living, as we believe, totally in retirement till the time of his death, which happened not till the month of September 1750.

BILLINGSLEY, Rupert. — The first information we have of this gentleman is, that he was, on the 12th of January 1698, appointed commander of the Queenborough frigate. We hear nothing of him after this time till the beginning of the year 1704, when he was promoted to the command of the Litchfield, of fifty guns, and employed as a cruiser during that year, princi-

principally in the German ocean, where he had the good fortune to make many prizes; the greater part of them, indeed, were of little consequence, the largest a frigate of twenty-two guns, called the Sun Prize. We do not hear any mention of this gentleman during the year 1705; but in the ensuing summer we find him commanding a ship of the line in the Mediterranean, under sir J. Leake, who appointed him to act as lieutenant-colonel of the regiment of volunteer seamen, raised for the purpose of assisting in the reduction of Alicant. We have not been able to collect any other particulars relative to this gentleman, except the date of his death, which happened on the 15th of December 1720.

BOKENHAM, Robert*,—we do not find mentioned any where till the time of his appointment, on the 6th of May 1699, to be captain of the Coventry frigate. Previous to the accession of queen Anne, and the recommencement of war with France, he was appointed to command the Chatham †, of fifty guns, and ordered on a cruise off the coast of France ‡. He displayed considerable activity in this employment after the rupture had taken place; but, nevertheless, was not happy enough to effect any service more memorable, during some months, than that of capturing a small sloop of war, mounting eight guns. In the month of August, however, he was more successful, having had the good fortune, in company with some other ships of war, to fall in with the Jason and Auguste, two French ships of the line; the

* He was in all probability the brother of captain William Bokenham. See Vol. ii. p. 240.

† On the 26th of December 1701.

‡ Extract of a letter from Deal, dated March 25, 1703.

“Her majesty’s ship the Chatham, captain Bokenham commander, came this day into the Downes, having been on the French coast, with other of her majesty’s ships. Two days ago, being about two leagues to the westward of Diepe, he chased a French sloop, which running a-shore; he sent his boat to get her off, as they did; but the country people came down, and made some resistance; and the boat’s crew firing upon them killed two of them, the rest ran away. Yesterday her majesty’s said ships, being off Beachy Head, chased another sloop, which was taken by her majesty’s ship the Charles galley, captain Taylor commander. She belonged to the French king, and carried ten guns and fifty-eight men. She came out of the port of Diepe about four days before.”

latter of which was taken after a very smart action, in which captain Bokenham had, as it will appear below, a very distinguished share*. He still continued to command the ship just mentioned, as well as to be employed in the same line of service, for a considerable time; and, in the month of January 1704-5, had the still farther good fortune to fall in with a large French private ship of war, mounting 32 guns, called the Constable, of St. Maloes, which he captured after a smart action of an hour's continuance, in which the Chatham had eight men killed and wounded, the enemy thirty. This encounter took place about thirty leagues to the westward of Cape Clear. Not long after his return into port with his prize, he was appointed to command the *Auguste*, the French ship of war, to the capture of which he had, as has already been stated, so eminently contributed. He died captain of this ship in the month of August 1707.

COCK, William, — was, on the 13th of November 1699, appointed to command the *Harwich*, a fourth rate of fifty guns. Sometime after the accession of queen

* Lediard, who we believe is the only historian who commemorates this spirited little encounter, gives the following concise account of it. He is, however, as has been already remarked in the life of Mr. Littleton, in some measure mistaken as to the place of action, which we have there explained, see page 39.

“ About this time captain Robert Bokenham, who commanded her majesty's ship the *Chatham*, of fifty guns, being a-head of the admiral, about two in the morning, fell in with two French ships of war, called the *Jason* and the *Auguste*, which getting between her and the body of the fleet, she engaged them at the distance of about pistol shot; but when it was broad day-light, they, seeing our strength, left her, and endeavoured to make their escape; whereupon she chased them, and coming within gun-shot about noon, they exchanged their broadsides at each other: meanwhile several other ships of the fleet had an opportunity of getting near them. At five in the afternoon the French ships separated; and about eight at night the *Worcester*, of fifty guns, commanded by captain Thomas Butler, engaged the *Jason*, while the *Chatham* was in fight with the *Auguste*; but it proving little wind, she towed from her at some distance. At nine at night the *Greenwich* came along side the *Auguste* and engaged her till one o'clock; at which time she being much disabled, and the *Medway*, another ship of 50 guns, commanded by captain James Littleton, coming up, she struck, having four and fifty guns mounted, and four hundred and twenty men, commanded by the chevalier Nesmond; and being a very good ship, not above twelve months old, she was added to our royal navy.

Anne,

Anne, he was made captain of the *Dartmouth*, a ship of the same rate as the former. The most consequential service in which we find any mention made of this gentleman, is that of convoying the East India trade to and from St. Helena, in which we believe him to have been uninterruptedly engaged from the year 1705 to 1708. During his two first voyages he was under the orders of captain Francis Hozier, but afterwards he appears to have been himself the commanding officer of the escort. During a short time in the beginning of the year 1707, he was ordered to join the squadron in soundings, at that time commanded by sir Thomas Hardy, but appears to have quitted him before he sailed for Lisbon, to convoy the outward-bound fleet thither in the month of July. After this time we find no other mention made of him except that he was dismissed the service in the year 1715, on what ground is not stated, but it is not improbable to have been on account of a difference of political principles. The time of his death is not mentioned.

LETCHMERE, Edward, or rather, as we believe, Edmund,—was, on the 16th of March 1699, promoted to be captain of the *Lynn*. He was twice afterwards re-appointed to the same vessel, first on the 9th of July 1700, and again on the 26th of May 1701. After the accession of queen Anne he was removed into the *Lyme*, and stationed to cruise in the Channel, a service in which he met with considerable success, having taken many prizes. He continued in the same line of employment till the time of his death, which happened on the 16th of Jan. 1703-4, in an action with a large French privateer off the *Deadman*. The enemy's ship mounted forty-six guns, the *Lyme* thirty-two only; but, after a desperate engagement of three hours, the former was content to yield the honour at least, of victory, to her very inferior antagonist, who was too much disabled to prevent her flight. Captain Letchmere was so desperately wounded in this encounter, that he died the next morning. Thirty-six of the crew were killed and wounded.

MITCHEL, Thomas,—was, on the 25th of July 1699, appointed captain of the *Falmouth* of fifty guns. We do not find any other mention made of this gentleman, except that he was put on the superannuated list,

with a pension, of 911. 5s. per ann. by order dated July the 9th, 1708, and that he died on the 24th of February 1714.

RUMSEY, Edward. — We believe this gentleman to have been appointed a lieutenant soon after the revolution, but have no certain information concerning him till the year 1695, when he served as first lieutenant of the *Dutchess*, of ninety guns, commanded by captain *Ley*, and employed during that year in the main fleet, being stationed in the line as one of the seconds to sir *Claudesley Shovel*. He was afterwards appointed acting commander of a sloop of war of ten guns, called the *Jolly Prize*. On the 1st of September 1699, he was promoted to the command of the *Lizard* frigate. After which time he experienced, in common with a number of other brave and distinguished characters, the misfortune of being totally unknown and unnoticed, till we arrive at that fatal period which, while on one hand, it leads us to commiserate his fate, on the other entitles him to the highest posthumous praise and veneration.

In the year 1710, being then captain of the *Pembroke*, of sixty-four guns, one of the fleet under sir *J. Norris*, in the Mediterranean, and ordered on a cruise, in company with the *Falcon* frigate, commanded by captain *Constable*, they fell in with three French ships of war, one of seventy, a second of sixty, and a third of fifty-four guns. Against this very unequal force the English ships for a long time contended, with a valour meriting a much better fate: the *Pembroke* and *Falcon* were at last both compelled to surrender; but this did not take place till captain **Rumsey** was unhappily killed, and an hundred and forty of the crew killed or wounded. The ship itself was also completely disabled, her mizen-mast being shot by the board, and her rigging almost totally destroyed. The above desperate encounter took place on the 29th of December 1710.

SCALLY, William, — was, on the 26th of June 1699, appointed commander of the *Gloucester*; and was re-commissioned to the same ship on the 10th of July 1700. After the return of the fleet from *Cadiz* and *Vigo*, under the command of sir *G. Rooke*, in the year 1702, he was removed on the 22d of January into the *Kinsale*, and soon afterwards promoted to the *Ranelagh*, of 80 guns, the ship on
board

board which rear-admiral Byng hoisted his flag as commander of a division of the fleet, sent under sir C. Shovel, to the Mediterranean. He died at Leghorn during this expedition, on the 26th of September 1703.

1700.

CLEMENTS, Bartholomew, — is known only as having been appointed to command the *Kinsale* on the 13th of June 1700. Even the time of his death is nowhere given, far as we have been able to discover.

MARTIN, George, — is supposed by some to have been appointed a lieutenant soon after the revolution, and to have served as fourth lieutenant of the *Royal William* during the years 1692 and 3. This circumstance does not however appear to be very clearly established: and the first information that we can strictly depend upon concerning him is, that he was, on the 8th of July 1700, appointed commander of the *Lizard* frigate. We have not been able to meet with the smallest occurrence worth reciting relative to this gentleman, till the year 1710, when we find him captain of the *Dragon*, of fifty guns, and appointed commodore of a small expedition destined for the attack of Nova Scotia. The naval force sent from England on this occasion consisted only of the *Dragon*, above-mentioned, and the *Falmouth* of the same force, commanded by captain Walter Ryddel. These had under their convoy eighteen merchant ships, the *Star* bomb-ship, and a tender, together with several transports, having on board a number of British officers, a quantity of stores and provisions, and a regiment of marines, under colonel Francis Nicholson, who was appointed commander-in-chief of the land forces. This little fleet*

* There were on board the *Dragon* four Indian chiefs of the six nations, who had been sent to England to request assistance against the French.

sailed from Spithead on the 8th of May, and arrived at Boston on the 15th of July. Captain Martin was there joined by the *Lowestoffe* and *Feversham* frigates from New York, as he was some time afterwards by the *Chester*, a fourth rate, commanded by captain T. Mathews. The necessary levies of recruits, the collection of transports, stores, and provisions were immediately entered upon with much spirit and diligence by colonel Nicholson, whose laudable exertions were extremely well seconded by the governors and inhabitants of the respective provinces of Massachusetts Bay, Connecticut, New Hampshire, and Rhode Island.

The fleet, however, was not ready for sea till the middle of September, by which time two thousand land-forces being, with all the necessary stores and artillery, embarked on board thirty-one transports, the commodore proceeded to sea, from Nantasket road, on the 18th of September. The *Chester* was dispatched a few days before in order to prevent the enemy from sending any supplies or reinforcements into Port Royal, afterwards called Annapolis, against which important settlement the expedition was principally destined. The armament arrived off Port Royal, and came to an anchor at the entrance of the harbour on the 24th. A council of war was convened that very evening, and the mode of attack arranged, which was carried into execution, and with the completest success, on the morning of the 25th*.

The

* The following concise account of this attack is given by Campbell.

“ Things being in this situation on the 25th of September, about six in the morning, colonel Vetch, and colonel Reading, with fifty men each, together with Mr. Forbes the engineer, went on shore to view the ground for landing the troops; and soon after colonel Nicholson himself, with a body of men, actually landed, the enemy firing at the boats in which they were, from their batteries of cannon and mortars, but with no great success. Colonel Vetch, with five hundred on the north side, so lined the shore that he protected the landing of the cannon, ammunition, and stores; and the mortar being fixed on board the bomb-vessel, she driving up with the tide of flood within cannon-shot of the fort, both that day and the next bombarded the enemy therein, which did in a great measure induce them to capitulate sooner than otherwise they would have done, not but that they were very much galled in the attempts made on them, and the warm fire from the artillery on shore; but the 28th, 29th, and 30th, the bomb-

The governor beat a parley, and proposed terms of capitulation on the 1st of October; which being finally settled and concluded on the following day, the place was immediately taken possession of, and captain Martin sailed a few days afterwards for Boston, on his return to England, having executed his orders most fully and completely, and in less time than some commanders would have consumed in settling their plan of assault. Captain Martin appears to have retired from the service after this time, as we no where find any mention made of his holding any command: it is most probable some natural infirmity of body deprived the country of the farther services of this brave and enterprising officer. We believe him to have died in England on the 22d of October 1724, but rear-admiral Hardy, in his list of naval officers, gives us, as the date of this event, November 22, 1732. The former date we are well persuaded is correct.

1701.

BERKELEY, James, Earl of.—This illustrious nobleman was the representative of the original, ancient, and honourable stock, from whence were collaterally descended those noble and ever to be celebrated naval characters*, of whom we have already had occasion to give some account. He was the grandson of George, first earl of

bomb-vessel was not able to throw any shells, by reason of hard gales of wind."

N. B. On the following day the governor capitulated, Campbell very justly adds in a note.

"This expedition, which was one of the most fortunate that we had undertaken in this part of the world, owed its success in a great measure to the conduct of colonel Francis Nicholson, who maintained a perfect agreement with commodore Martin, and the rest of the sea officers, who, on their part, omitted nothing that was demanded for the use of the troops, and supported them very cordially upon all occasions, with their boats and men."

* Sir William Berkeley, Charles and John, lords Berkeley, of Stratton.

Berkeley,

Berkeley, so created by Charles the Second in the year 1679. This George was the lineal descendant, in the twelfth generation, from Maurice Fitzharding, otherwise Berkeley, the son of Robert Fitzharding, who died in the year 1170, in the 17th of Henry II. and from whom are descended many noble and great personages who have, in different ages, distinguished themselves, both as statesmen and warriors*.

James, of whom we are now to speak, having early manifested an inclination for a naval life, and passed through the necessary gradations of service, was, on the 2d of April 1701, appointed captain of the *Sorlings*. Not long after the accession of queen Anne, he was promoted to the *Litchfield*, of fifty guns; and being detached from the main fleet, under sir George Rooke, to cruise in soundings, he fell in with and captured, after a smart action, a French ship of war mounting thirty-six guns †, and a large vessel, homeward-bound, from Martinico, carrying twenty guns, valued, according to some authors, at forty thousand pounds, both these vessels he brought into Spithead.

He afterwards accompanied sir Cloudesley Shovel on his expedition to the Mediterranean, for the proposed relief and succour of the Cevenois; and on his return from thence assisted captain, afterwards sir John Norris, in capturing the *Hazard*, a French ship of war mounting

* The following short account of the origin of this family may, perhaps, not be thought unentertaining.

“ According to the custom of those times, when the English, in imitation of the Normans, began to assume their surnames from the place of their residence, this of Berkeley was then given to one Roger de Berkley, in the time of William the Conqueror, whose descendants did enjoy the same for some time; but the male line of that noble family ceasing, we are to observe that Robert Fitz Harding (a powerful man in his time) obtaining a grant of the castle and honour of the Berkeley from Henry, son of Maud the Empress, possessed himself thereof; whereupon his descendants assumed the surname, which, together with the castle and barony, continues to them in the male line to this day; of which Robert, I am to take notice, that his father is said to have been the youngest son to one of the kings of Denmark, or, as others affirm (which differs but little) to be descended from the royal line of those kings, and that accompanying duke William of Normandy, in that signal expedition he made into England, was present with him in the memorable battle where king Harold was slain.”

† Gazette, No. 3923.

fifty-four guns. In the beginning of the year 1704, he was promoted to the command of the *Boyne*, of eighty guns. On the 7th of March, in the same year, he was called up to the house of lords, by writ, by the title of lord Dursley, and was soon afterwards sent out, under sir Cloudefley Shovel, to reinforce the fleet already in the Streights, commanded by sir George Rooke. At the ever memorable battle off Malaga, he was stationed in the line as one of the seconds to sir John Leake, and behaved with the greatest gallantry, the *Boyne* having suffered more than any ship in the squadron, except that of the admiral, sixty-nine of the crew being either killed or desperately wounded; among the latter were the first lieutenant, the master, and the boatswain. Lediard bestows the following pointed and particular commendation on his conduct upon this occasion. "Among the actions of other brave commanders we must not forget those of the gallant lord Dursley, commander of the *Boyne*, an eighty gun ship, who, though then but about twenty-three years of age, gave many memorable instances of his undaunted courage, steady resolution, and prudent conduct."

We do not find any particular mention made of his lordship after this time till the year 1706, when he commanded the *St. George*, a second rate, one of the fleet sent to the Mediterranean, under sir Cloudefley Shovel. He continued under the same admiral, and on the same station, during the following year, and distinguished himself at the siege of Toulon, in a way no less singular than he had on every former occasion where an opportunity presented itself. The particulars of this transaction are very modestly related in the *Gazette*, No. 4361, where it is briefly stated, as an article of intelligence from the camp at La Vallette, dated August the 9th, N.S. that "The lord Dursley, riding at anchor before one of the isles of Hieres, on which were three forts, he surprised the strongest, and then summoned the two others, which surrendered at discretion." On his return to England with admiral Shovel, in the month of October following, he almost miraculously escaped being involved in the same unhappy fate with him. His ship actually struck on the same ridge of rocks with the *Association*; but the very
wave

wave which beat over and destroyed that noble ship, providentially set the St. George afloat.

On the 26th of January 1707-8, he was promoted, although at that time not more than twenty-seven years old, to be vice-admiral of the blue, which, it is as singular as was his advancement to be an admiral at so early an age, was the first appointment in that rank he ever received. Having hoisted his flag on board the Berwick, he was immediately appointed second, or, according to other accounts, third in command, under sir George Byng, of the fleet equipped for the North Sea, to oppose the French armament fitted out at Dunkirk to support the cause of the Pretender. The most prominent and remarkable transactions of this successful expedition * have been already related.

The designs of Louis the Fourteenth being baffled, the fleet retired into port about the end of March, and lord Dursley was soon after this time appointed to command a squadron in soundings. Being principally employed in escorting such homeward-bound ships as he fell in with into port, and in protecting, to a safe latitude, all the different outward-bound fleets, he does not appear to have met with any extraordinary occurrence till the 26th of June. On that day he fell in with three French ships of war, mounting from forty to fifty guns; but these vessels being just come out of port, and perfectly clean, while on the other hand, his own had for the most part been long off the ground, and were very foul, the enemy made for their own coast, and were fortunate enough to effect their escape.

In the month of July he was directed to put himself again under the orders of sir George Byng, who was invested with the chief command of a strong squadron ordered to escort a body of troops, commanded by general Erle, which was intended to alarm the coast of France, and, if possible, induce the enemy to make some considerable detachments from their army in Flanders. This armament sailed from Spithead on the 27th of July, O.S. and came to anchor off Deal on the 28th, at night. The transports and ships of war being much crowded with troops, it was deemed expedient and proper to shift some

of them into a number of empty transports, which were then laying in the Downs.

This necessary service being completed by the last day of July, the fleet stood over to the coast of Picardy on the 1st of August, and about noon came to an anchor in the bay of Bologne. It was immediately resolved to make a feint of landing the troops; and accordingly, upon a signal being made at two o'clock in the morning of the 2d, the boats of the fleet rendezvoused near the flags, and every preparation was apparently made for carrying the above-mentioned design into execution. The enemy, much terrified at the supposed impending attack, lined the shore with large detachments of troops. These threatenings were almost daily made, in different parts of the coast, for upwards of a fortnight; even small bodies were occasionally put on shore, that the enemy might not be led to flatter themselves these hostile appearances were merely intended for that parade necessary to excite alarm.

By this time it was discovered that the enemy had taken such precautions to strengthen and fortify themselves, that no real or effectual impression could be made without hazarding a loss, to which even success would not be equivalent: and, moreover, the principal intention of the expedition, which was to compel the French to detach from their army in Flanders, and permit the duke of Marlborough to carry on the siege of Lisle unmolested, being effected, lord Dursley parted from the fleet on the 16th, with the Orford, of seventy guns, bearing his flag, six other ships of the line, and some frigates, with orders to cruise in soundings. The want of stores and provisions, as well as the foulness of his ships, compelled him, after a few days cruise, to put into Plymouth; so that nothing farther was effected by the force under his command, than the capture of a French merchant-ship bound to Placentia, which was taken by the Salisbury.

Every expedition being used to refit the squadron, his lordship sailed from Plymouth on the 28th of September with five ships of two decks and some frigates. He was joined on the following day by the Hampshire, of fifty guns, which being ready before the other ships, had been sent out to cruise, but had no other success than that of capturing a small French privateer. This squadron con-

tinued