

tinued at sea till the 7th of November, when lord Dursley himself returned into port, leaving three of his smaller ships under orders to continue out a fortnight longer. The sum of the success of this little armament, if it could be said to deserve that name, from its first sailing to its final return into port, amounted to the capture of six or seven ships of different descriptions and of inconsiderable consequence; that of the greatest note appears to have been a privateer belonging to St. Maloes, mounting twenty-four guns, taken by his lordship himself.

On the 21st of December following he was advanced to be vice-admiral of the white; and Campbell erroneously makes the following remark on this promotion. "That it was resolved to give him an extraordinary mark of her majesty's favour, as a reward for his diligence\*, by promoting him to the above rank. But though this was somewhat retarded by the death of his royal highness the lord high admiral, yet it took place in the *spring* of the succeeding year." On this we have only to remark, that prince George died on the 28th of October, long before the promotion in question was in contemplation. Either on the day from whence it was dated, or on that which immediately preceded it, his lordship again put to sea, and on the 29th had sight of two large French ships, which at first chaced him; but on a nearer approach finding their mistake, hawled their wind, and crowded all the sail they could carry to effect their escape. He neared them so much as at last to get within gun-shot, when the French captains lightening their ships by throwing several of their guns, and other heavy articles overboard, were fortunate enough to get clear. This undoubtedly gave his

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\* "The indefatigable diligence of his lordship, though it was not attended with any extraordinary success, gave great satisfaction to the merchants, as it hindered the French privateers from venturing near our coasts, as they had done many years before, to the inexpressible damage of our trade, as well as to the prejudice of our reputation as a maritime power."—Campbell, vol. iii. p. 201.

He farther adds the following eulogium, which appears to be a very just one, by way of note.

"What I have here advanced, is on all hands allowed, and even by bishop Burnet himself, who confesses, that much greater care was taken of our trade, and the French privateers were more effectually restrained, than in any year since the war began."

lordship

lordship much concern, these vessels being both equal to English fourth rates, one of them mounting fifty, the other sixty guns. After a short cruise he returned into port having been even more unsuccessful than before, for he met with no other prize than an inconsiderable vessel laden with fish from Newfoundland.

The ships being cleaned his lordship again sailed from Plymouth, on the 14th of February, with one third and three fourth rates\*, and three days afterwards was joined by two other fourth rates and a frigate: as a dawning of success, he had scarcely put to sea when two French privateers mounting twelve guns each were taken by different ships of his Squadron; and on the 22d, having then only three ships with him, exclusive of the flag, he fell in with eleven strange ships, about twelve leagues from Scilly: these were supposed to be monsieur du Guai Trouin's Squadron, a part of which did a few days afterwards engage captain Tolley, in the Assurance†: but his lordship losing them in the night, stood in to Plymouth, where he found the Dartmouth, who had been sent in a few days before with a prize, and to stop a leak, and had been chased off the Start by nine ships, supposed to be a part of the same Squadron.

His lordship having been somewhat reinforced sailed again almost immediately, and on the 20th of March detached three of his Squadron to cruise off Brest, for the purpose of gaining intelligence. Nothing consequential happened during the time these ships were absent, except that the Salisbury captured a very valuable ship from the West Indies; and the principal part of her cargo was immediately taken out, the vessel being so leaky as to induce apprehensions of its foundering at sea. On the 29th his lordship received orders from the admiralty board to see the outward-bound Lisbon fleet safe to a certain latitude‡. He had scarcely fulfilled these instructions, and parted

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\* The Kent, of seventy guns (the flag ship), the Medway, Plymouth, and Dartmouth.

† See his life, page 114.

‡ Campbell gives us the following anecdote relative to this service, which we think too curious to be omitted.

“ On the 29th, his lordship had orders to see the Lisbon fleet of merchantmen safe into the sea; but his lordship having received cer-

parted from his charge, when, on the 9th of April, he fell in with the *Achilles*, of seventy guns, commanded by monsieur du Guai Trouin himself, and the *Glorieux*, of forty-four guns, which vessels had only the day before taken the *Bristol*, an English ship of war mounting fifty guns.

The signal for a general chase was immediately made by his lordship, and with so much success that the *Bristol* was very soon recovered, but having received a shot in her bread-room, foundered soon afterwards; all the people, however, on board her were saved, twenty men only excepted. The pursuit being continued with much alacrity, the *Glorieux* was taken by the *Chester*, captain T. Mathews; and the *Achilles* alone had the good fortune to effect her escape, though very much shattered. In this encounter the squadron had seventy men killed and wounded. Three or four other prizes, though of no considerable consequence, were taken during the cruise. Provisions and water growing scarce, his lordship was obliged to return to Plymouth, on the 13th of May, with his squadron, which then consisted of eight two-decked ships and some frigates. On his arrival he received the unwelcome news that the *Sweepstakes* frigate, of thirty-two guns, one of his scouts, had been taken some days before by two large French privateers, each of which were of greater force than herself.

In the month of July this noble lord was ordered to take upon him the command of a small squadron collected at the Nore, and to proceed off Schouwen, in Zealand\*, for the purpose of intercepting some ships laden with corn, which were daily expected from the northward. These he was not fortunate enough to meet with, and on his disappointment put into Oosely bay, on the coast of Yorkshire. He repaired from thence to Plymouth, by land, and resumed

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tain intelligence, that M. du Guai Trouin was then cruising at the distance of about thirty leagues from Scilly, his lordship proposed to leave the trade and transports, under the protection of some Dutch men of war that were expected from Portsmouth, and resolved to go himself in search of the enemy; but these Dutch ships of war not arriving in time, his lordship thought it better to comply with his orders."

\* To relieve sir John Leake, who commanded on that station, and who then took the command in soundings.

his old command. In the beginning of October he detached two small squadrons, one consisting of three fourth rates of fifty guns each, which was ordered to cruise in the Bristol Channel, and attempt the destruction of a squadron, if it may be so called, of the enemy's privateers, eleven of which, mounting from twelve to forty-six guns, were said to be cruising between Ireland and the isle of Lundy; and a second of six two-decked ships, under commodore Vincent, who was ordered to cruise to the westward of Scilly, for the security of a fleet daily expected from the West Indies; he himself followed almost immediately afterwards with five more two-decked ships; and having joined captain Vincent, effectually baffled a design the enemy had formed of attacking the valuable fleet above-mentioned.

Continuing to cruise at the entrance of the Channel, on the 31st of October he took a French ship from Guadeloupe, which is said by some to have mounted forty guns, and to have had on board a cargo valued at upwards of one hundred thousand pounds. He took two or three other inconsiderable prizes, and afforded the most complete protection and security to the trade of England. On the 14th of November 1709\*, he was advanced to be vice-

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\* Campbell affords us the following remarkable anecdote, but we scarcely know whether it is most proper to insert it here, or in the life of captain Hughes.

"While his lordship was thus employed, there happened, in the latter end of November, such an accident to one of the ships of his squadron, as very well deserves our notice. Captain Hughes, in the Winchester, chased a ship, which proved to be a Dutch privateer, whose commander being required to strike, he, instead of paying that respect due to the flag of England, fired both great and small shot into him; but being answered in the same manner, after an obstinate dispute (though it was very well known the Winchester was an English ship of war) the commanding officer was killed, and between thirty and forty of the Dutch seamen." He adds, "It is certain that the behaviour of the captain was not only right in itself, but so agreeable likewise to lord Dursley, that soon after he hoisted his flag on board the Winchester."

Lediard, in conjunction with Campbell, gives us the following minutes relative to the leading transactions of this cruise.

"His lordship on the 9th of December, detached captain Hartnoll, in the Restoration, with four other ships, to cruise from fifteen to



vice-admiral of the red: he was at this time at sea, where he continued with little or no interruption till the beginning of May, when he came into port and struck his flag.

After this time he appears to have enjoyed a retirement, of some years continuance, from the fatigues of that troublesome and laborious service in which we have lately found him engaged. By the death of his father, on the 24th of September 1710, he became earl of Berkeley, and was immediately afterwards constituted lord lieutenant of the county of Gloucester, as well as of the city of Bristol, and custos rotulorum: he was also appointed warden of the forest of Dean; and on the 21st of November following, high steward of the city of Gloucester. His well-known zeal for the interest of the house of Hanover had so highly recommended him to the notice of king George the First, that, immediately on the accession of that monarch\*, he was appointed one of the lords of his bedchamber, and restored to the offices of lord-lieutenant of the county of Gloucester and city of Bristol, from which he had been, through the influence of party, removed in the year 1711: on the 18th of December he was also reinstated in the office of custos rotulorum of the county above mentioned from which he had also been displaced.

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twenty leagues west of Scilly, for the better protection of some East India ships which were supposed to be then on their passage from Ireland. In the beginning of January he was about to sail from Plymouth, with seven ships, to relieve Mr. Hartnoll, when he was ordered to accompany, to a certain latitude, sir John Norris, who was then going to Lisbon. Not long after his return to his station, he was forced from it by a violent gale of wind, which, however, afforded him an opportunity of capturing a French privateer of twenty guns, and retaking a very valuable ship, called the *St. Peter*, belonging to Dublin. Finding the long expected East India ships, were not even then arrived, he detached three ships of his Squadron to see them into port.

"On the 21st of February the *Kent* brought into Plymouth a small privateer, and a French merchant-ship; and the next day the *Restauration* and the *Auguste* brought in four more, bound from Nantz to Martinico. On the 10th of March the *Montague* took a privateer of ten guns, and his lordship having seen the East India ships, and those bound to the isle of May, a hundred and fifty leagues from Scilly, returned to Plymouth on the 9th of May."

\* He was appointed by the lords justices to command the convoy ordered to attend his majesty to England.

On the 16th of April 1717, he was sworn a member of the privy council, and on the same day appointed first lord commissioner of the admiralty; which high station he continued to fill, with much reputation, during the whole remainder of the reign of king George the First. On the 13th of March 1718-19, in consequence of the rupture with Spain, he was appointed admiral and commander-in-chief of the fleet. The author of sir J. Leake's life makes the following observation on this appointment: "The earl of Berkeley, being then vice-admiral of Great Britain\*, and first lord commissioner of the admiralty, endeavoured to come as near the lord high admiral as possible, both in power and state; by a particular warrant from the crown, he hoisted the lord high admiral's flag, as it is called, (the first time, I believe, it was ever worn in command at sea) and had three captains appointed under him, as a lord high admiral, Littleton, then vice-admiral of the white, being his first captain. This appointment was rendered the more extraordinary, from the circumstance of sir John Norris, who was a senior flag officer, being at that time employed in the Channel, and being honoured with no such distinction."

The earl having hoisted his flag on board the Dorsetshire at Spithead, sailed from St. Helen's on the 29th of March, with a squadron of seven ships of the line, to join one of the same force, under sir John Norris, which was cruising between Scilly and the Lizard. Having stretched as far as Cape Clear, he returned back into the British Channel on the 4th of April; and coming into Spithead, struck his flag on the 15th and repaired to London. After this time he appears to have retired totally from the line of active service, at least as a naval commander.

Collins briefly recapitulating the great variety of civil offices held by this noble lord, gives us the following brief account of him and adds some other interesting heraldic particulars relative to his family. "He was (*says he*) five

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\* To which honorary station he was appointed, on the 21st of March 1718-19, at a time when sir John Norris was rear admiral only.

times one of the lords justices of Great Britain whilst his majesty went to Hanover; and being elected a knight of the most noble order of the garter on March 31, 1718, he was installed on April 30, following, and placed in the fourteenth stall at Windsor.

“ On September 15, 1727, he was appointed lord lieutenant of Lincolnshire by his late majesty; and on November the 10th, in that year, was constituted lord lieutenant of the county of Gloucester, and cities and counties of Gloucester and Bristol, as also of the county of Surry, and likewise custos rotulorum of the counties of Gloucester and Surry; moreover, on the 17th of the same month, he was appointed keeper of the forest of Dean, and constable of St. Briavel's castle; also vice-admiral of Great Britain, and lieutenant of the admiralties thereof, and lieutenant of the navies and seas of this kingdom. He departed this life at the castle of Aubigny, a seat of the duke of Richmond's, near Rochelle, in France (being there for the recovery of his health) on the 17th of August 1736, and was buried at Berkeley.

“ His lordship married the lady Louisa Lenox, (eldest daughter to Charles first duke of Richmond) who was appointed, on October 30, 1714, one of the ladies of the bedchamber to her late majesty, queen Caroline, then princess of Wales; dying of the small pox on January 15, 1716-17, in the twenty-third year of her age; she was buried at Berkeley; leaving issue one son, Augustus, fourth earl of Berkeley; and a daughter, lady Elizabeth, married on February 11, 1727-8, to Anthony Henley, of the Grange, in the county of Southampton, esq; elder brother of Robert, late earl of Northington; and deceased in September 1745.”

The personal influence and political consequence of this noble personage was greater, we not only say than any of his contemporaries, but had apparently more weight than that of any subject since the revolution. We have in no instance found the established rules of the service so repeatedly broken through as to make room for his particular promotion: when scarcely thirty years old he was advanced to the high naval rank of vice-admiral of the blue, although there were at that very time many commanders in the navy who had, most deservedly, obtained the

the rank of captains some years before this noble earl held even the commission of a lieutenant; and yet, nevertheless, were not advanced to be flag officers till twenty years after him; some not till even a more remote period.

This distinction and favour is the more extraordinary as we do not ever find it practised, except in the instances of those sons of sovereigns who have made choice of a naval life. Let us, however, in justice to his manifold virtues, his cool determined bravery, and spirited intrepidity, so often displayed, his skill and knowledge in all concerns relative to the navy, his unquestioned integrity, and above all his firm and steady attachment to those conjunct principles of liberty and good government, which are the glory and constitute the true happiness of Britain, confess, that this exaltation, attended, as it was, with circumstances totally unprecedented, could not have been more worthily or happily bestowed. His merits silenced even the breath of envy; and the most distinguished naval characters were content, without murmur, to serve under a man, an imitation of whose conduct and gallantry, was the certain path to honour, fame, and national veneration.

BERTIE, Peregrine,—was the fifth son of James, first earl of Abingdon, so created by king Charles the Second, on the 30th of November 1682. Peregrine was born on February 2, 1677; and having entered very early in life into the sea service, was, after passing regularly through the different subordinate stations, appointed, on the 3d of March 1701, to command the Betty, a small armed frigate of war hired from the merchants. He was afterwards promoted to the command of the Panther, a fifty gun ship, employed, during the year 1704, under sir G. Rooke, at Gibraltar\*, and present at the well-known engagement with the French fleet, under the count de Thoulouse. This vessel being one of the smallest two-decked ships in the fleet, was ordered, together with the Swallow of the same

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\* His Catholic majesty, who was escorted by that fleet to Lisbon, presented captain Bertie, as well as lord Archibald Hamilton and captain Fletcher, with his picture and a purse containing one hundred guineas.

force, commanded by captain R. Haddock, to lay some distance to windward of the British line, that, in case the enemy's van should attempt to break through with their galleys and fireships, the ships just mentioned, with some frigates and fireships, might act as a reserve to repel the mischief and disorder their irruption might otherwise have occasioned. Notwithstanding, he might be supposed, from the peculiar situation in which he was stationed, to have had but little concern in the action alluded to, this appears to have been by no means the case. He bore a very distinguished share in the encounter, having supplied the place of one of the ships belonging to his division which was obliged to quit the line for want of shot; in consequence of which he had, during the short time he was so spiritedly engaged, ten men killed and sixteen wounded.

When sir George Rooke returned to England, leaving sir John Leake behind with a Squadron for the protection and better security of Gibraltar, captain Bertie was one of the commanders put under his orders; and we find him detached by that admiral, about the latter end of November, to reconnoitre the port of Cadiz, where the enemy had, as it was reported, and as captain Bertie found to be true, collected a very formidable naval force, to attack the Squadron under sir John.

The diligent manner in which he performed this service, and the accurate information he procured of the force and disposition of the enemy's ships, in all probability preserved the English Squadron, which would otherwise, perhaps, have been surprised. We find him continuing on the same station during the greatest part of the year 1705: but do not meet with any more remarkable mention made of him, than his having, in the month of March, assisted by the Expedition, driven on shore and burnt, near Cape de Gatt, a French ship, of thirty guns, from the West Indies.

Not long after his return he was made captain of the *Ruby*, a ship also of fifty guns. In the year 1707 he was ordered, with captain Balchen, in the *Chester*, to convoy the outward-bound fleet to Lisbon. They were to be protected to a certain latitude, by two ships of eighty and one of seventy-six guns; under commodore Edwards, but  
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had not cleared the Channel when they fell in with the united squadrons of the count de Forbin and M. de Guaf Trouin. A desperate action immediately ensued, which unhappily ended in the capture and destruction of the whole squadron, except the Royal Oak, which contrived to disengage herself and escape in a very shattered condition. Captain Bertie displayed on this occasion all the gallantry that might naturally be expected from a man of the strictest honour and highest spirit. Overpowered at last by the superiority of his enemy, he surrendered to the marquis de Nesmond, who commanded a ship of seventy guns. Being carried prisoner into France, he died in captivity, near Rochfort, some time in the year 1709.

CAVENDISH, Philip,—was the collateral descendant of the very ancient and noble \* family, whose representatives have, as it is well known, borne, for many generations, the titles of earls, and, in latter days, dukes of Devonshire. We do not find any mention made of this gentleman till he was, on the 17th of January 1701, appointed captain of the FEVERSHAM frigate. He was afterwards removed into some other vessel of the same description, and sent to the Mediterranean in 1704, with the fleet under sir George Rooke. On the dismissal of captain Legge from the command of the Antelope, in the month

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\* This illustrious family derives its descent from a younger branch of the Gernons, famous in Norfolk and Essex, settled at Cavendish in Suffolk, and from that seat and estate were soon distinguished by the surname they now bear. John de Cavendish was constituted one of the justices of the king's bench 1366, 39 Edward III. and made chief justice of the same court, by clause. writ, 15 July, 46 Edw. III. 1373. In the next reign he was continued in that honourable office, and had the grant of one hundred marks per annum, by letters patent, 26 June, 1 Rich. II. 1378, and had his summons to parliament by express writ, from 46 of Edward III. to 5 Rich. II. when, upon the insurrection raised in Kent, under Straw and Tyler, the mob was animated to rise in other parts, and particularly in Suffolk. A body of fifty thousand made it their triumph to plunder and murder the lawyers, and insulting the house of the chief justice Cavendish, they brought him out and beheaded him; as their accomplices had done the lord chancellor, lord treasurer, and other chief ministers.

Of the same family was the glorious seaman, captain Thomas Cavendish, born in Suffolk, who finished his noble expedition round the world in September 1588; and making another like attempt in 1592, died in his return, and deserved a place among the English heroes.

of January 1704-5, captain Cavendish was promoted to that ship, and continued to serve on the Mediterranean station during the two ensuing years. The first remarkable service we find him engaged in was the reduction of Terragona, in Spain. He was ordered on this expedition during the time the fleet lay before Barcelona, and was completely successful.

A letter from Genoa, dated the 29th of November following, N. S. informs us of a very spirited action which had just before taken place between the *Antelope* and a large French ship of the line, mounting seventy or seventy-four guns. This action is said to have been maintained with the greatest spirit, by the English ship, for upwards of two hours; when the French ship, though so much superior in force, thought proper to sheer off. In this encounter captain Cavendish is said to have had twelve men killed and seventeen wounded, himself being included among the latter; although his hurt was of no other ill-consequence than producing a temporary confinement.

We are somewhat astonished to find no mention whatever made by historians of the preceding event, which we might naturally have supposed was too honourable to the national character to be omitted, and at the same time sufficiently consequential to have worthily entitled it to a place in the page of history. We are particularly happy in having it in our power to rescue so material and interesting an event from oblivion, and the more so in the present instance, because few persons have served longer, and with greater virtue, although no man, perhaps, had ever less opportunity of acquiring that renown which is the consequence of brilliant achievements.

During his continuance on the Mediterranean station he appears to have been employed in nothing more consequential after this time, than convoying stores, provisions, or money, from Leghorn to Catalonia, for the use and support of the confederate army in that province: and in conformity, or rather proof of what we have just observed, we do not find the smallest mention ever again made of this gentleman during the war, nor indeed for many years after it was concluded. It is particularly wonderful that we find not even his name mentioned as commanding, in a private station, any ship of war in the



many different fleets that were equipped for various pacific expeditions previous to the rupture with Spain in 1718.

In the month of December 1719, he was appointed commodore of a small squadron ordered to cruise off Cape Vincent; and while employed on this service, met with an encounter in which his reputation very undeservedly suffered, as will appear by an impartial statement of it. On the 7th of December, at night, this gentleman having then under his command only the Norwich, and Advice, of fifty guns each, with the Dover, of forty, and being about nine leagues to the westward of Cape St. Vincent, fell in with three Spanish ships of war, mounting sixty-four, sixty-two, and fifty guns. Notwithstanding this very great superiority of force, after keeping sight of his antagonists till the 9th, without being able to bring them to action, he engaged them on that day for upwards of three hours, although, as a disadvantage in addition to the great inferiority of force already mentioned, the sea ran so high that the British ships, which were to windward, could make no use of their lower tier of guns: finding it impossible to succeed in so unequal an encounter, the commodore prudently resolved to bear away for Gibraltar. The loss of the British ships in the foregoing action amounted to forty men killed and wounded; that of the Spaniards to a much greater number.

It is a very just observation that popular opinion is frequently founded on the most unjust principles, alternately bestowing censure and applause on transactions which merit neither, or which, perhaps, when truly weighed and examined, may prove entitled to a public reception diametrically opposite to that they experience. Erroneous as it may be in its very first principles, popular obstinacy disdains to confess its mistake, and baseless as the foundation must appear in the eye of candour, those who have been weak enough to lay it, continue firmly to support the superstructure of capricious persecution, or to speak of it in the mildest possible terms, an ungenerous, unmanly dislike. The conduct of the commodore in the foregoing encounter, which should have entitled him to the heartfelt praise of all generous and candid men, unfortunately experienced a very different treatment at the hands of the populace

populace and their favourite leaders. The people had been accustomed to behold the British flag triumphant over that of Spain in every encounter; they had acquired the habit, and with little reason, perhaps, of despising an enemy over whom they had for ages been victorious; and the late destruction of the fleet off Messina had not a little contributed to strengthen this prejudice in favour of their own prowess.

They never troubled themselves to compare the relative force of the enemy with that under sir G. Byng, whose natural gallantry had hardly any room to expand itself in an encounter, that could not well be said to deserve that name, with an inferior and fugitive enemy. They regarded only the more substantial fruits of that enemy's defeat, and foreboded to themselves a similar good fortune in every contest that might afterwards take place. To behold three Spanish ships engaging an equal number of their own nation, and *escaping* (for that was the degrading and ignominious term they bestowed on this event) was a circumstance that struck them with wonder and astonishment. Too superficial, too arrogant to seek for causes that presented themselves almost without an enquiry, they condemned Mr. Cavendish for not having, in spite both of the weather and his own inferiority, captured antagonists, the bare resistance of whom was a matter displaying considerable gallantry, and whose discomfiture and repulse certainly entitled him to the highest praise.

We do not find any other mention made of Mr. Cavendish till the 9th of January 1727-8, when he was promoted to rear-admiral of the blue, as he was, on the 19th of July following, to be rear-admiral of the white. On the death of rear-admiral Robert Hughes, he was advanced to be rear-admiral of the red; but still does not appear to have had any appointment to an actual command. On the 29th of June 1732, he was appointed vice-admiral of the blue; and on the 26th of February 1733-4, of the red. Soon after his latter advancement, having hoisted his flag on board the *Blenheim*, he took upon him the command of a squadron, collected at Spithead, consisting of eleven ships of the line, eight of which were of seventy guns and upwards. This afterwards formed a junction with admiral sir John Norris, who arrived from the

Downs

Downs with a fleet of nineteen sail of the line and six smaller vessels. Whatever might be the object of equipping this very formidable armament, it appears to have been quietly accomplished, without rendering it necessary to send out the above-mentioned fleet, which does not appear to have ever put to sea. On the 2d of March 1735-6, he was still farther promoted to be admiral of the blue; but no mention is made of his ever having held any command. On the 19th of March 1742, he was appointed one of the commissioners for executing the office of lord high admiral; a station he continued to hold till his death, which took place on the 14th of June 1743.

HUDSON, Thomas. — This unfortunate man, for every person may be deemed so, who enters into a profession or employment which he afterwards proves a disgrace to, was appointed third lieutenant of the *Restoration* in the year 1695. We find no other notice taken of him till the 21st of December 1701, when he was promoted to the command of the *Scarborough*. He was, not long afterwards, unhappily both for himself and his country, promoted to the *Pendennis*, of forty-eight guns, one of vice-admiral Benbow's Squadron, in the ever-memorable and disgraceful contest with Du Casse. The particulars of this much-to-be-regretted event has been already stated at full length in the life of Mr. Benbow\*; and the guilt of captain Hudson being presumptively no less strong than that of Kirkby and Wade, he would in all probability have received the same just, though ignominious sentence. Death however took from the court-martial the power of punishing this crime, by putting a period to this unhappy man's existence, on the 25th of September 1702, ten or twelve days before his trial would have taken place.

WATKINS, Robert, — is supposed to be the same person of whom a very short notice has been already taken, page 90. He is said to have been appointed captain of the *Pearl* on the 28th of January 1700-1, and to have died in England sometime in the year 1732.

1702.

BOYS, or BOYCE, Philip.—We find this gentleman to have been appointed third lieutenant of the Royal William about the year 1695: after which time we have no information concerning him till 1702, when he was, on the 20th of February, appointed captain of the *Defiance*. In the following year he was removed into the *Nonfuch* and sent to Jamaica, where his conduct in that which immediately ensued was much complained of in the address presented, by the house of lords to the queen, in the month of March 1707-8\*, relative to the mismanagement of the affairs of the navy. In 1706 he was captain of the *Dunkirk's Prize*, a small frigate on the same station, and one of the squadron under commodore Kerr. No other mention, however, is made of this gentleman but what has been already related in the life of the commodore†, nor is any notice taken of him in the service. He fell as it is supposed, sometime after this, under a melancholy derangement of mind, under the influence of which he unhappily put a period to his own life, at Stanmore in Middlesex, on the 20th of January 1726. He first attempted to shoot himself, but that being prevented, he afterwards threw himself out of a window and fractured his skull.

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\* "In July 1704, the *Roundhurst* galley, John Sampson master, arrived in Jamaica, where captain Boys, in the *Nonfuch* man of war, pressed five of his seamen, whereby he was disabled (though fully laden) to sail in company of a ship of good force, which then sailed for London, and with great difficulty; and after long delay (with much damage and danger to the ship in the mean time) the master got four seamen more; two of his own five before pressed from him, for which two he was forced to give captain Boys a pipe of wine, charged at 25*l.* but the ship proving leaky, by long lying, was lost in her passage home, in the gulph of Florida; which loss in the ship and goods, was computed to amount to 2,500 *l.* to the owner, Mr. Coward, beside the losses of several other merchants."

† Vol. ii. page 324:

**CAMMOCK, George,**—was the descendant of a very ancient and respectable family originally settled in the county of Essex, where it flourished about the year 1585; not long after that, a branch from it went over to Ireland, where it continued, and became possessed of a considerable property. Mr. Geo. Cammock having entered into the naval service, was appointed first lieutenant of the *Loyal Merchant* in the month of September 1692. This ship was one of those sent in the following year, under sir G. Rooke, to convoy the *Smyrna* fleet. His diligence, his strict attention to his duty, and his abilities as a seaman, were spoken of in the highest terms of commendation, by the different commanders under whom he served. In the year 1695 he was promoted to be acting captain of the *Intelligence* Brigantine, a small vessel, which, during that as well as the following year, was constantly attached to the fleet, stationed in the Channel. On the accession of Queen Anne he was appointed \* commander of the *Bonetta* sloop, and employed as a cruiser between Cape Finisterre and Cape Clear †.

His general good conduct while in this station, procured him to be appointed captain of the *Speedwell*, a small frigate, on the 6th of June 1702; in this vessel he appears to have continued many years, displaying a very considerable share of activity; which was accordingly happily rewarded with more success, and opportunities of distinguishing himself, than usually fell to the lot of men holding so

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\* About this time began the regular distinction between post captains and those commanding vessels not mounting twenty guns, since called masters and commanders.

† The following account of him is given in a letter dated from Falmouth, June 8, 1702.

“Her majesty’s ship, the *Bonetta* sloop, captain Cammock commander, is put in here, who, on the 31st of the last month, met with a Portuguese ship bound from Oporto to London; the master whereof reports, that on the 23d he met with the Squadron of her majesty’s ships, commanded by sir John Munden, 25 leagues off Cape Finisterre bearing north-west, and that they had taken two French ships richly laden from Martinico. This morning capt. Cammock met the *May Flower*, from the Canaries, James Tresslen master, bound to this place, who says, the war was not yet declared at the Canaries when he came away; but that all the English merchants there were imprisoned, by the governor, upon the probability of a war.”

inferior and insignificant a command. The first, however of these instances of good fortune did not take place till the month of June 1706, when, being on a cruise to the south-west, in company with the *Shoreham*, he fell in with a small fleet, of ten sail, bound to Martinico and other colonies in the French West Indies; of these they captured five, which they carried safely into Ireland. Soon after this happy adventure he was sent to the West Indies, where he was equally successful, and particularly distinguished himself in attacking and burning, in the harbour of Basseterre, at Guadalope, a large French privateer; an act of gallant intrepidity which wonderfully terrified and alarmed the neighbouring inhabitants. He returned from this station in the ensuing spring, being sent home particularly to escort the Broughton galley, a vessel from Guinea, having on board a very valuable cargo, and a considerable quantity of gold dust. On his passage he was neither inactive nor unsuccessful, having captured two prizes, one of them a brigantine, bound to Newfoundland, mounting six guns.

After his return he again was employed on the Irish station, but without meeting with any occurrence deserving particular mention till the month of May 1709, when he was ordered by the earl of Wharton, at that time lord lieutenant, to put to sea from Kinsale in quest of two French privateers which had entered Bantry bay, and surprised there the *Ruth*, of London, a very valuable ship from the West Indies, supposed to be worth 25,000*l*. Capt. Cammock in consequence sailed directly for Beerbaven, at the entrance of which he had the fortune to meet with one of the enemy's ships proceeding to France with her prize. The latter was immediately retaken; and the captain, having sent his lieutenant with forty men to take possession, gave chase to the privateer. This he continued all night; but finding at day break that his expected prize had escaped his vigilance, by altering her course, he stood for Bantry bay which he entered the next morning, and captured the other privateer\*, which was manned chiefly with Irish. These were sent to Cork to be tried for high treason.

Campbell, who has given nearly the same circumstantial account of this affair, adds, "that \* in about three weeks after this time he had the good fortune to surprise a French privateer of twelve guns and ninety men, which was on the very point of capturing three merchant-ships, richly laden, all which he brought safe into the port of Londonderry †." On his return to England soon after this event he was promoted to the *Monk* ‡.

We do not find any mention made of this gentleman from this time till the year 1714; when, in consequence of a most improper attachment to the cause of the exiled house of Stuart, he was dismissed the service. Although the political errors of a brave man scarcely fail of being pitied at the very time they are condemned, yet the subsequent conduct of this unhappy man was such as, compassionately as we might be inclined, almost takes from us the power of commiseration. He entered into the Spanish service, and was appointed one of their rear-admirals; in which eminent station, having his flag on board the *St. Ferdinand*, a ship of sixty guns, he served in the fleet,

\* This is confirmed by the Gazette, No. 4556.

† In the life of sir John Leake we find the following mention made of him.

"In the month of September 1709, upon his (sir J. Leake's) arrival at Plymouth, he found some orders from the lord high admiral, and letters of advice, which his lordship had received from capt. Cammock, giving an account that eleven sail of French privateers, seven from thirty to forty-six guns, and the rest from twenty-four to twelve, were cruising between Dungannon and the island of Lundy, to destroy the trade, and particularly those large fleets from Dublin, Waterford, and Cork, bound to the Severn; and that the enemy were sitting out at St. Maloe's three ships of forty odd guns each, and seventeen from fifty-six to sixty guns at Brest, which intelligence captain Cammock affirmed might be depended upon."

We have been induced to insert the above as a proof of Mr. Cammock's indefatigable activity in every line of service where he was employed.

‡ We have the following account of a very meritorious service performed by this gentleman in the month of April 1712, extracted from a letter dated on board the *Monk*, May the 9th. Captain Cammock, commander of his majesty's ship the *Monk*, having intelligence that several of the enemy's privateers, were cruising off the Cape, set sail on the 28th of the last month, and the same day took a privateer called the *Salamander* of sixteen guns and one hundred and fifty



fleet, under admiral Castaneta, which was so memorably defeated by sir Geo. Byng off Messina \*. Mr. Cammock himself escaped out of the battle and got into the neutral port of Malta, with three ships of the line and as many frigates.

fifty men belonging to Havre de Grace. On the 29th the captain retook a ship called the Boyle Galley of about two hundred and fifty tons, and of the value of eight thousand pounds belonging to Cork. After this the captain met with the Oxford Galley, from Barbadoes, and two other galleys, which he saw safe into Croukhaven, where he landed ten guns, made two batteries on each side the harbour, raised the militia, and intrenched each side, so that it was impossible for them to be attacked; and thus set sail in pursuit of the enemy. In the captain's absence, one of the privateers of forty guns, sent his boat to the harbour with a flag for the vessels there to surrender or ransom, but they firing both from on board and from the batteries on shore, he soon left them. The next day the captain got sight of the same privateer, and after two hours engagement took her. She is called the Count Giraldin of St. Maloes, of forty guns, and three hundred and fifty-five men, commanded by captain du Pre; the enemy had thirty men killed and ten wounded, without the loss of one person belonging to her majesty. The value of the ships retaken and saved amounts to upwards the value of fifty thousand pounds.

\* Mr. Corbet, the author of the account of the expedition of the British fleet to Sicily, has been particularly severe, and we indeed think rather unwarrantably so in his character of this gentleman, which we have been induced to insert, and the more so because it contains an anecdote concerning him rather interesting.

"This unhappy man (says he) was a native of Ireland, and being bred up to the sea had raised himself to the post of a captain, and served in queen Anne's war with no bad character; but associating himself with those who were enemies to the house of Hanover, and becoming obnoxious to the government, on the accession of that family to the crown he abandoned his country, and entered into the service of Spain, where he was promoted to the rank of a rear-admiral, and served in that post in the expedition against Sicily. He had never been noted to want courage, but in the action off Passaro he ran away among the first, and escaped to Malta, affording an instance, how much a consciousness of guilt, and dread of punishment depresses the heart, more than the fear of an enemy. He was a vain boasting man with a roving unsettled head, filled with airy schemes and projects, without any judgement or discretion. He assured signor Patinho, that he could put most of the English fleet into his hands, in recompense for that he had lost: and, in that senseless confidence, wrote a letter to the admiral to let him know, that he had the pretender's commands to assure him, if he would bring over the greatest part of his fleet to Messina, or to any port in Spain, he would create him duke of Albenmarle, with a royal bounty of one hundred thousand pounds to support the honour and dignity of that rank; and that every captain should have

frigates. He was followed by admiral Byng in the month of October; but having cleaned and refitted the greater

have ten thousand pounds, and the seamen a gratuity of two months wages: that signor Paimho would satisfy him of the king of Spain's security for the performance of this agreement; and that nobody else but the duke of Ormond and Mar were in the secret. Whether he wrote by direction or not, does not appear, but the letter met with the contempt it deserved."

Notwithstanding these asserted extravagancies of temper, which we do not in the least doubt his having exhibited, Mr. Corbet in some measure contradicts himself, by attributing the defeat of the Spaniards as owing in great measure to a neglect of his wholesome advice. This has been literally transcribed by Mr. Campbell, who adds some very just and interesting remarks on Mr. Camock, and his general character as an officer and seaman.

"It is agreed (says he) on all hands, their admirals defended themselves gallantly, so that, upon the whole, their defeat may be charged upon their irresolution at the beginning, and their not taking good advice when it was given them.

"I mean that of rear-admiral Cammock, an Irish gentleman, who had served long in our navy, and who was (to speak impartially) a much better seaman than any who bore command in the Spanish fleet. He knew perfectly well the strength of both parties; and saw plainly, that nothing could save the Spaniards but a wise disposition. Therefore, in the last council of war held before the battle, he proposed, that they should remain at anchor in the road of Paradise, ranging their ships in a line of battle, with their broadsides to the sea, which measure would certainly have given the English admiral infinite trouble to attack them, for the coast there is so bold that their biggest ships could ride with a cable's shore; and farther out the currents are so various and rapid, that it would be hardly practicable to get up to them, but impossible to anchor, or lie by them in order of battle. Besides, they might have lain so near the shore, and could have received so great reinforcements of soldiers from the army to man and defend them; and the annoyance the Spaniards might have given, from the several batteries they could have planted along the shore, would have been such, that the only way of attacking the ships seemed to be by boarding and grappling with them at once, to prevent being cast off by the currents, which would have been an hazardous undertaking, wherein the Spaniards would have had many advantages, and the English admiral have run the chance of destroying his fleet, or buying a victory, if he succeeded, very dear."

Mr. Campbell very properly adds, in a note, "that such was the opinion of sir George Byng himself," and therefore we may reasonably conclude, he who gave the advice was a good officer. He concludes his observations by saying, "The Spanish admirals were too much persuaded of their own strength, and the courage of their seamen, or else they foolishly depended on their not being attacked by our fleet: whatever the motive was, they slighted this salutary counsel, and were thereby undone."

part of his squadron, had put to sea with four ships-five days before the arrival of sir George.

Powerful as was the naval force, and numerous as were the ships of the English at that time in the Mediterranean, Mr. Cammock had address enough to escape their vigilance and get into Messina. From thence he considerably incommoded the operations of the German arms, by encouraging the equipment of small privateers from the island of Lipari, which intercepted many of the casual supplies destined for the support of the troops. To remedy this inconvenience sir George Byng stationed captain Walton, with a small squadron, to cruise off Messina, that he might at one and the same time block up Mr. Cammock \* and secure the passage of the vessels, with provisions for the use of the German camp. The tempestuous weather, by no means uncommon at that season of the year, having blown Mr. Walton from his station, Mr. Cammock seizing the first opportunity when the storm abated of putting to sea from Messina, appeared before Tropea, a port in possession of the Germans, under English colours. He made use of a stratagem, which would have succeeded in giving him possession of all the stores and provisions collected there, had not the governor been a man of singular penetration and prudence. Mr. Cammock wrote him a letter, fictitiously signed with the name of one of the commanders in the British fleet, informing him that he was dispatched thither, by sir George Byng, to escort from thence the vessels laden with supplies for Melazzo, where the German army then lay encamped.

He urged him very strongly to dispatch, as the place was in the greatest distress. This story being exceedingly plausible, would undoubtedly have had the desired effect, but the governor examining the letter scrupulously, discovered it to be written on paper manufactured at Genoa, a circumstance that first induced a suspicion, and afterwards a positive refusal to send the vessels in question out

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\* While that gentleman was thus employed, Mr. Cammock again ridiculously exposed himself, to say no worse of his conduct, by writing a letter to captain Walton also, as he had to sir George, with the promise of a reward of ten thousand pounds, a commission of admiral of the blue, and to be made an English peer, if he would bring his ships into Messina; this offer the honest captain made known to the admiral with vehement expressions of abhorrence and indignation.

of the port. On what critical points do the affairs of war turn? Had the commandant been less wary, and the stratagem succeeded, it is by no means improbable that, notwithstanding the naval superiority of Britain, the cause of the emperor, her ally, would have been so totally ruined in Sicily, as to be irretrievable. Captain Walton returning a few days afterwards, Mr. Cammock thought himself happy in getting a second time into Messina. In addition to the squadron under Mr. Walton, captain, afterwards admiral Mathews, was stationed at Pontemelia with a competent force to prevent Mr. Cammock's escape to the southward. The rear-admiral, after having lost two of the ships of his squadron, one of sixty-four guns, called the *Santa Rosalia*, which was driven on shore by the British, and the other the *St. Pedro*, of sixty guns, cast away in the bay of Tarento, thought it high time to attempt making his escape to Spain, knowing the fate that must inevitably await him, should he be taken prisoner. He accordingly put to sea, in the beginning of February 1719, in a small frigate; this vessel being chased on the 6th, by one of the ships belonging to the squadron under Mr. Mathews, the admiral himself escaped with much difficulty to Catania in his boat, the frigate itself was taken, having on board all his effects and papers, among which was found a commission from the pretender, appointing him admiral of the white.

It is reported, and appears to be so on a good foundation, that not long after his return to Spain, he was banished to Ceuta where he died, in what year is not particularly known, but in a state of obscurity and need bordering on distress, despised by his countrymen, and oppressed as well as neglected by those whom he had endeavoured to serve, at the expence of not only having his memory branded with infamy, but at the hazard of suffering the ignominious death almost invariably inflicted on a captive traitor.

We behold in the conduct and fate of this unhappy man, a proof how talents, which when directed by propriety, would have entitled him to the highest public applause and veneration, are by the opposite behaviour converted into the means of punishing him with neglect, scorn, and detestation. We learn from this useful lesson, that the greatest

greatest professional merit becomes an absolute injury to its possessor, unless it is sustained and surmounted by honour and public virtue. Even while in arms against his countrymen, he had the mortification of finding the wise and prudent measures he proposed for the benefit of his new friends rejected by them, his councils despised, and the advice of others preferred, which brought on their ruin. He had the mortification of finding himself commanded by a man, for whose conduct, in every respect but gallantry, he must have entertained a thorough contempt, and whose worse judgment being followed, he himself was made the innocent sacrifice to atone for those errors, which he had in vain endeavoured to prevent. Such instances and such examples are perhaps necessary, to render mankind thoroughly acquainted with the defects of human understanding, and deter them from falling into the same abyss.

**CANNING, Richard**,—was the son of captain George Canning, a captain in the navy in the reign of Charles the second. Mr. Richard Canning himself is supposed to have entered into the navy, either before or very soon after the decease of that monarch. His promotion in the service was but slow, so that he was not appointed a lieutenant till the year 1691, and to what ship does not appear. In the following year he was promoted to be second lieutenant of the *Montague* of 70 guns, one of the ships, we believe, belonging uninterruptedly to the main fleet during the whole war; it is not therefore much to be wondered at, that he neither acquired fame or procured promotion, having for so many years continued in a station, where his abilities and exertions could be but little noticed.

The general good opinion, however, which was entertained of him, procured him at last to be promoted on the 22d of August, 1702, to be captain of the *Tartar* frigate, and in the following year he was advanced to be captain of the *Association*, of 90 guns, the flag ship of vice-admiral sir Stafford Fairborne. In this ship he encountered and wonderfully survived, after a myriad of disasters, that tremendous hurricane known by the name of the great storm, which happened in the month of November, 1703, a particular account of which is subjoined

to the account of sir Stafford, and which nothing short of exertions almost incredible, could have enabled them to surmount the dangers of. He does not appear to have met with any other opportunity of distinguishing himself, during the time he held this command. In the month of June, 1705, he was appointed captain of the Worcester, as successor to captain Thomas Butler\*. This ship was employed principally as a cruiser in the channel and soundings during the above year, as well as the ensuing; and as no man could have been more active in such an employment, so have few ever been more successful. During the period just stated, he captured a considerable number of trading ships, several privateers of no contemptible force, and the Valeur, a royal frigate, of 24 guns. In the month of September, 1706, he had also the good fortune to capture a very fine privateer, new from the stocks, mounting fourteen guns, called the Marquis de Chiange; this vessel being a remarkable fast sailer, had been sent to sea for the purpose of procuring some intelligence of her majesty's fleet, under sir Cloudesley Shovel.

We have no particular intelligence relative to captain Canning after this time, notwithstanding we believe him to

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\* We are happy in embracing this opportunity of correcting an error committed in the lives of captain J. Littleton and captain R. Bokenham, with respect to the date of the action which took place between the Medway of fifty guns, supported by the Chatham, Greenwich, and Worcester; which last ship is also erroneously stated to have been commanded by captain Thomas Butler, and two French ships called the Auguste and Jason. This error has arisen from too superficially and implicitly relying on Lediard's information. Mr. Butler quitted the command of the Worcester in the month of July, and in the action above related, that ship was commanded by captain Canning. It also appears by the gazette, No. 4148, that the encounter alluded to took place in the month of August 1705.—“Whitehall, August the 12th, 1705—On Friday night came advice, that her Majesty's ship the Chatham had brought into Plymouth, the Auguste, a French man of war of fifty-four guns, which she took off the Lizard, after a sharp engagement of five hours, wherein the enemy had thirty men killed and twenty wounded—there was but one man killed and fourteen wounded on board the Chatham. Her Majesty's ship the Worcester, at the same time gave chase to another French man of war called the Jason, which when the Chatham brought away her prize, seemed to be yielding.”

have been constantly in commission, till the month of May, 1715; he then commanded the *Dreadnought* of 60 guns, one of the fleet ordered for the Baltic under sir John Norris. No mention is ever made of him after this time, except the mere date of his death, which happened on the 3d of August, 1726.

CARLTON, John,—was appointed a lieutenant in the navy very soon after the revolution: in 1692 he was promoted to be first lieutenant of the *Suffolk*, a third-rate of seventy guns, commanded first by captain Pichard, and afterwards by captain R. Robinson. His exemplary good conduct in this station, induced the latter gentleman to recommend him particularly to the notice of sir Cloudesley Shovel, who took the earliest opportunity of getting him appointed, in 1696, to be commander of the *Postboy* brigantine, a small vessel belonging to the main fleet. We do not find any account of him after this time, nor was he promoted to the rank of captain in the navy till the 6th of July 1702, when he was appointed to the *Rye*, but met with no opportunity of distinguishing himself till the year 1707, at which time he commanded the *Nonsuch* on the North-American station.

He bore a very distinguished part in the attack made under captain Underdown, about the beginning of the month of August, in the year above-mentioned, on the French settlements at Newfoundland. No particular mention is made of him in the service after this time, except that in the year 1712, he commanded the *Gloucester* of fifty guns. A dispute having unfortunately arisen between himself and a Mr. Wye, his lieutenant, a duel ensued, in which captain Carlton unfortunately fell, rendering up to false notions of honour a life, long and honourably employed in the service of his country, and which might have continued to have procured renown and advantage mutually to both, had it not been for that unhappy event.

The cause of the misunderstanding does not appear—the date only of accident is given, and variously. By rear-admiral Hardy, November 10, 1712; in a private memorandum relative to this gentleman, it is placed exactly twelve months later; and in a manuscript list of naval officers, it is said to have happened some time in the year 1715. The first we believe nearest the truth.

FOTHERBY,



**FOTHERBY, Charles.**—We find no mention made of this gentleman, till he was on the 24th of October, 1702, appointed captain of the Mortar bomb-ketch; in the following year he was promoted to the *Lark* of forty guns, in which vessel he accompanied sir George Rook on his expedition to the Mediterranean in 1704. Being stationed a-head of the fleet to look out for the enemy, he had the good fortune to get sight of them on the 7th of June, and immediately informed the admiral of circumstances which he and two other ships near him had discovered. On this interesting occasion, which required the greatest activity as well as diligence, he appears to have acted in a very distinguished manner; nevertheless the enemy escaped for that time. When the perseverance and spirit of sir George was afterwards, in the month of August, rewarded by an opportunity of forcing the enemy to action off Malaga, captain Fotherby was ordered, together with two fifty-gun ships, the *Newport* of twenty-four guns, and two fire-ships, to lay some distance to windward of the line as a corps-de-reserve, in case the enemy who had a number of large gallies, should attempt to penetrate and break through the line of the combined fleet where it was weakest.

On the return of the main fleet, under sir George Rooke to England, the principal part of the detachment left for the Mediterranean service under sir John Leake, sailed for Lisbon to refit. Captain Fotherby was pro tempore commandant of the small naval force left to co-operate with the Prince of Hesse, and assist in the defence of Gibraltar. In this service he was very delicately and critically situated, for on the fourth of October in the evening, an enemy's squadron of nineteen sail of different rates, came into the bay, for the purpose of attacking that place briskly by sea, while a formidable land force supported the attack by a similar assault on shore. Nevertheless, such were the prudent dispositions made, in concert by the Prince and himself, that the enemy was kept completely at bay, and sir John himself arriving on the twenty-ninth, the principal part of the enemy's naval force then before the place, was burnt or destroyed.

After this time we believe him to have been invariably employed on the Mediterranean station, where in common

with the rest of his gallant cotemporaries, he had little opportunity of acquiring fame or popular favour; the most consequential service in which we find him engaged, was at the siege of Alicant in the year 1706, he then acted as major of a regiment of volunteer seamen, embodied as a reinforcement to the land army which was judged too weak for so important an undertaking. No notice being ever taken of him in the service after this time, it is not known how long he continued to be employed, or what ships he commanded. He died in England on the 1st of August, 1720.

**HARDING, William.**—Nothing very interesting is known relative to this gentleman: he was appointed captain of the *Dunwich*, a small frigate, on the 23d of March 1702, and sent on the expedition against Cadiz, as an attendant on the fleet under sir George Rooke. He was sent home in the month of September, with the account that the army under the Duke of Ormond had disembarked. Nothing is known of him after this time, for we are even ignorant of the time of his death.

**HUGHES, Richard.**—We find this gentleman acting as third lieutenant of the *Queen*, the ship on board which sir Cloudesley Shovel hoisted his flag as admiral of the blue, in the year 1696. We find no notice taken of him after this time, till he was on the 19th of June 1702, appointed captain of the *Triumph*; although we believe him to have been constantly in commission, we do not meet with any mention made of him during the whole war, except that he was appointed captain of the *Medway's* prize in the year 1706. He was in that year sent to the West Indies, from whence he returned with a number of merchant ships under convoy in the month of December. In the following year, the same vessel being then also commanded by captain Hughes, was again sent to the same station; and from thence repaired to Newfoundland, where in the month of August, he much distinguished himself under commodore Underdown, in the attack and destruction of the French settlements on that island.

After the peace at Utrecht, we find him commanding the *Plymouth* of sixty guns, and afterwards several other ships of the line in the different fleets fitted out for the numberless uninteresting expeditions, which took place between the years 1714 and 1726. In the latter year he

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was captain of the *Edinburgh* of seventy guns, one of the fleet sent under sir Charles Wager to the Baltic, and was stationed as one of the seconds to sir George Walton, rear-admiral of the blue, and second in command of the British division. He was also employed on the same service in the following year, under sir John Norris. In 1728, was made captain of the *Cornwall* of 80 guns, one of the fleet ordered to be again collected for the purpose of punishing the still unremitted depredations of the Spaniards, and put, as that in the former year had been, under the command of sir Charles Wager, who hoisted his flag on board the ship just mentioned.

When the fleet was dismantled, as was the case soon afterwards, captain Hughes retired altogether from this line of active service, being appointed commissioner of the navy resident at Portsmouth. In this station he continued with all the credit naturally due to diligence and integrity, till the year 1754, and having then attained a very advanced age, he retired totally from public life on a pension of 400*l.* a-year, which he enjoyed till the time of his death; this happened on the 12th of Nov. 1756: he was succeeded as commissioner of the navy, by his son captain Richard Hughes.

MARTIN, Stephen,—who afterwards took the name of Stephen Martin Leake, in compliance with the desire of admiral sir John Leake\*, was the only son of captain Thomas

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\* The author of the life of sir John Leake, gives us the following account of the friendship and connection which so long subsisted between these two gentlemen, and adds many interesting particulars of the early part of captain S. Martin's life, which we have thought it not improper to insert:—He, sir John, devised his estate to trustees for the use of his son during life, and after his death without issue, to captain Martin and his heirs. This was an extraordinary instance of sir John's regard for captain Martin and his family; but considering all circumstances, it could hardly be otherwise, for, besides that they had always had a brotherly affection for each other, a friendship had long subsisted between the two families, which ought to be remembered. Captain Richard Leake, the father of sir John, having retired to Holland for safety in the civil war, as related in the first chapter of the first book, there met with captain Stephen Martin, the grandfather of captain Stephen Martin, who having faithfully served King Charles the First and King Charles the Second, as captain of a company during the rebellion, had been obliged to retire to the same place as a fellow-sufferer in the same cause, they soon became acquainted.

Thomas Martin by Elizabeth his wife, daughter of — Bbreen of Hadley. The particulars of his early life and service will be found in the note below ; and to them we have only to add, that in 1692 he was first lieutenant of the *Eagle*, as he had before been of the *Dartmouth*. Both these ships were in succession commanded by captain, afterwards sir John Leake, and with whom, as it is stated in the life of that admiral, he always removed from one ship to another during the reign of King William. He

acquainted, and contracted a friendship for the each other ; and upon the restoration returned together to their native country, where soon after, captain Martin died, but the friendship of captain Leake survived ; he continued it to his son Thomas Martin, who by his care and instruction became both a good gunner and a good engineer, and entering into the service of the artillery, was made captain of a company of matrosses. He distinguished himself in the defence of *Tangier* in Africa against the Moors, (being then in the hands of the English) and was afterwards employed with captain Leake in the demolition of the town in the year 1683, when they returned together to England. At the revolution he went in the army to Ireland, where he had the reputation of a brave officer and a good engineer, and continued there till the year 1690, when being employed to carry on an attack at the siege of *Cork*, he was disabled by the bursting of a cannon, of which wounds he died about two years after.

The same friendship that had subsisted between the fathers, was cultivated and improved by the sons. Captain Martin had been recommended to sir John's care by both the fathers, and was very early his pupil ; this was the occasion of his entering into the sea-service, and the desire he had to be with his friend, made him reject all other means of promotion, for sir Cloudefley Shovel had shewed a great regard for him at the battle of *Bantry Bay*, (where he had his thigh broken by a cannon ball on board his ship, he then serving as a midshipman) and promised to provide for him ; but he was no sooner recovered than he went on board the *Dartmouth*, captain Leake, whereby he lost several years in his promotion to a command. He was his lieutenant almost all the while he was a captain, and became still more closely united to him by the marriage of Elizabeth, the sister of Christian Lady Leake. The only separation afterwards was in the year 1697, when captain Martin commanded a bomb to *Newfoundland*, and in the year 1702, when he had the like command at *Cadiz* and *Vigo*. In the former of these expeditions he signalized his seamanship, and in the two latter his bravery, for which he was immediately promoted to the command of the *Lancetion* frigate, in which ship he was cruising in the channel when sir John being appointed rear-admiral of the blue, made choice of him for his captain ; and in this station he continued to the end of the war the inseparable companion of his fortune. How well he discharged the trust and confidence reposed in him, sir John himself gave an incontestable proof when he made him his heir,

was first lieutenant of the *Eagle* at the memorable battle off *La Hogue*, in which he was twice wounded, though happily but slightly; he had also a still more narrow escape in this action, a cannon shot having passed between him and his brother-in-law captain *Leake*, with whom he was at that time actually in conversation, and in the act of receiving orders from him. At the destruction of the enemy's ships under *Cape La Hogue*, Mr. Martin, who notwithstanding his former wound, was not sufficiently disabled to prevent his going again into action, commanded the *Eagle's* boats, and fired one of the enemy's largest ships, besides rendering other considerable service.

On the 6th of March 1702\*, he was promoted to the rank of captain, and appointed to command the *Mortar bomb*, in which vessel he accompanied sir *George Rooke* on his expedition against *Cadiz* and *Vigo*, and is said to have very much distinguished himself. But the editor of\* sir *John Leake's* life, who makes this observation, which we believe very just, has not given us any particulars. On the return of the fleet to England, captain Martin was promoted to be captain of the *Lowestoffe* frigate, then stationed as a cruiser off *Guernsey*. In this vessel he did not long continue, being pitched upon by sir *J. Leake*, who was just before promoted to the rank of rear-admiral of the blue, to be his captain. He was accordingly in the beginning of Jan. 1702-3, appointed to command the *Royal William*. It is a remark made elsewhere highly to this gentleman's honour, that the family connections between the admiral and himself, had not so great a share in influencing this choice as his own noble qualifications.

Mr. *Leake* being very soon afterwards advanced to be vice-admiral of the blue, removed his flag first into the *St. George*, and afterwards into the *Somerset*, a third rate. Into both these ships Mr. Martin accompanied him, as he did afterwards into the *Prince George* of 96 guns, in which ship he sailed for the Mediterranean in the month of July, with the fleet bound thither under the command of sir *Cloudesley Shovel*. The events of this gentleman's life being so materially and closely connected with that of sir *John Leake*, it is less necessary for us to be particular

\* This is the first official account we meet with of his holding any command.

and diffuse, and we have only to point out such transactions as are irrelative to the life of the admiral himself. In a few days after the return of the fleet to England, and before several of the ships had been able to reach the ports whither they were ordered for the winter to be re-equipped and fitted, the tremendous hurricane usually distinguished by the name of the Great Storm, overtook them. Several perished with all their crews, a far greater number received so much damage, that their escape from total destruction appeared as one of those rare and impressive interpositions of Providence, best calculated to strike the infidel sceptic with awe and terror, while a few only, under the same protection aided by the precautions of prudence and ability, survived the danger in great measure unhurt, and in our instance, we might also add almost totally so. At the hour when this disastrous and melancholy event began, the Prince George was at anchor in the Downs\*, and the circumstances of that ship's escape, are perhaps as singular as any in naval history.

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\* The account given by Mr. Leake of this transaction, is too curious and interesting to be omitted.

It was one of the long and dark nights of November, between the 26th and 27th, that brought forth this dreadful storm. The violence of it began about one o'clock, the wind blowing from the W. S. W. to the S. S. W. and in a short time spread destruction over the face of the whole kingdom; but as it seems to have engendered in the Downs, so it spent its fury there. That place, which the evening before appeared like a goodly wreck, in two hours was reduced to a desert, hardly an object being left to cheer the sight, had the darkness of the night permitted. Vice-admiral Leake in the Prince George, alone riding fast in despite of the two contending elements, but with the expectation only of being the last to be swallowed up. About three o'clock, believing the storm to be at the worst, they were encouraged to hope they might ride it out; but just then, they discovered the Restoration, a third-rate ship driving upon them, and presently came so near, they were forced to brace their yards to prevent her driving on board them—however they hoped she might go clear of them; but whilst they flattered themselves with this expectation, her anchor came up to the hawse of the Prince George, and she stopped, riding fast by them. Now their fate seemed inevitable; for if no ships but theirs had been able to ride out the storm single, how was it possible their ground tackle should hold two great ships; there was no means left but to cut her away. They endeavoured it, but could not do it. There were now no hopes, they waited their approaching fate.

In 1704, he continued captain of the *Prince*, which he commanded under sir John Leake at the battle off Malaga, where he behaved in his accustomed spirited manner. Mr. Leake, in his account of the life of sir John, makes however a remark relative to captain Martin and sir Cloudesley Shovel, which we cannot refrain from briefly commenting on. "Sir John Leake," says he; "dispatched captain Martin to sir Cloudesley Shovel, proposing to push the enemy's van, till he broke their line, or obliged their center to draw off; but sir Cloudesley *did not approve of the proposal*, whereby the greatest part of our van remained spectators only, during the rest of the engagement." This certainly implies a kind of charge against sir Cloudesley, which we feel ourselves, in justice to his character, bound to resist. Mr. Leake has either been misinformed, or was not aware of the force of his own assertion. Sir Cloudesley, in the account given by him of the above encounter, very sufficiently accounts for his closing the line and desisting from pushing the enemy's beaten van. Sir G. Rooke's division, which was rendered the weakest in the fleet, on account of several of the ships which composed it, being obliged to quit the line for want of shot, was opposed to the center of the enemy, which was in much greater force;

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fate, which every minute threatened their destruction. By the prodigious strain, their best bower was soon brought home, and their small bower brought a-head, and in this manner they rode for half an hour, the longest half hour that ever they knew, for every minute seemed to be the last; but when all human aids failed, and all expectations were vain, the invisible hand of providence relieved them, for whether the cable of the *Restoration* parted, or the anchor slipped, they knew not; but she drove away, and soon after was lost, with every living creature on board, by which means vice-admiral Leake happily survived the general devastation. This wonderful deliverance under providence, was owing to a prudent foresight in the admiral and his captain, captain Martin, by providing against the worst. The day before, when it blew very hard, and considering the time of the year, the place they were in, and what might happen, they made a snug ship, veering out their long service to two cables and two thirds, and doing every thing that might enable them to ride out a hard storm, by which precaution they not only saved themselves, but the lives of seven hundred men under their care, with her Majesty's ship; and all this without cutting away a mast, using any extraordinary means, or receiving any damage more than usual in a hard gale of wind, which was a happiness and an honour no other could pretend to.



and the consequence of that great superiority might have been extremely fatal, had not sir Cloudesley prudently decided on the measures already stated, for the purpose of assisting the commander in chief; certainly no man properly acquainted with his character, can hesitate a moment on attributing his conduct to that motive only. As to Mr. Leake's proposed manœuvre, and his arguments in support of it, we cannot but totally differ in opinion from him. To have pursued the beaten van, would certainly have left the center a sacrifice; and the French, had not the advantage been decidedly on their side, would at least have had the glory of calling it a drawn battle; so that Mr. Leake's subsequent charge of incapacity against Shovel, is at once illiberal and unjust.

To return to captain Martin: he was in the foregoing action slightly wounded with a splinter, but happily in so trivial a degree, as scarcely to produce even a temporary confinement. Sir John Leake being soon after the action, appointed commander of the small Squadron left behind for the protection of Gibraltar, shifted his flag on board the Nottingham, and captain Martin sailed for England with the Prince George, which stood in need of a thorough repair. He returned to the Mediterranean in the following spring, with the fleet under admiral Shovel, and was present at the siege and capture of the city of Barcelona. On the voyage to Lisbon after the surrender of the above important place, owing principally to the delays occasioned by waiting for the Dutch heavy sailing ships, the fleet was upwards of thirteen weeks on its passage, and the scurvy, added to a scarcity of provisions, induced so dreadful a mortality in the fleet, that it was computed upwards of three hundred men were thrown overboard from the Prince George alone, from the time that ship left Portsmouth to the time of her last arrival at Lisbon. Captain Martin continued in the Tagus during the winter, and having careened his ship, sailed in the month of April to join sir John, who had departed for the Mediterranean some time before with all the ships that were ready for sea.

The first operation of the naval campaign of this year 1706, was the relief of Barcelona, which city was reduced to the last extremity; the conquest of Carthage  
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and Alicant quickly followed, as afterwards did that of the island of Majorca and its dependencies. These successes however were principally owing to the operations of the land force, those of the navy being only secondary, and in support of a service which could not indeed have been carried on without such assistance, but which presents us with nothing interesting. After the latter success, the season being then deemed too far advanced for any other operations, captain Martin with the *Prince George*, returned for England. During the following year, captain Martin still continued captain of the same ship\*, as he did during the earlier part of the ensuing. Sir John, who had been advanced to be commander in chief in the Mediterranean, and consequently had the privilege of having two captains, appointed sir T. Hardy his first, or captain of the fleet, Mr. Martin continuing to retain his original station, being appointed to the *Albemarle*, which was chosen by sir John to be his flag ship.

In this year the archduke's consort being convoyed by the above fleet from Italy to Barcelona, and taking her passage on board the admiral's ship, on her arrival in Spain she presented captain Martin, as well as sir Thomas, with a valuable diamond ring, as a testimony of her esteem as well as gratitude, for their attention to her. Nothing very material, or worth particular detail, took place during the course of this year. At the commencement of the ensuing, sir John having in the interim returned to England, was appointed commander in chief in the channel, and captain Martin was accordingly appointed first to the *Royal Sovereign*, and afterwards to the *Russel* of 80 guns, into which sir John almost immediately removed. The subsequent events, especially those in which the *Russel* was particularly engaged, were too trivial to merit particular notice.

During the year 1710, sir John Leake having been succeeded in his command by admiral Aylmer, Mr. Martin served merely as a private captain, but in the month of January following, his original patron having resumed

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\* But the only particular mention we find made of him is, that he was one of the members of the court-martial convened on board the *Albemarle*, for the trial of sir Thomas Hardy.

his former station and command, captain Martin was appointed captain of the fleet, to succeed sir Thomas Hardy, who was just before made rear-admiral of the blue. On the retirement of sir John Leake, captain Martin, who had for so many years been his companion in danger, fired with a very proper indignation at the highly unmerited ill-treatment of his friend and patron, was no longer so solicitous for active employment, as he otherwise in all probability would have been. The enemies of sir John, on their part, were perhaps little displeased at receiving no solicitations on that head, from a worthy man whom decency could not have suffered them to neglect, but whose worth, their own narrow minded policy induced them to envy and detest.

Sir John is said, by the author of his memoirs, to have frequently remarked to him, that he suffered on his account, and advised him repeatedly to make application for employment, that he might not appear to forego his pretensions to the rank of a flag officer: but, adds the same author, he had too much gratitude and honour to quit his brother and his friend for any consideration.

Captain Martin appears to have always lived in a peaceable retirement after this time. Among the funeral certificates preserved in the college of arms, we find one of this gentleman—"Stephen Martin Leake, Esq. one of the senior captains in the royal navy, and some time first captain to the admiral of the fleet, and one of the elder brethren of the trinity-house, departed this life on Monday, January the 19th, 1735-6, in the 70th year of his age, at his house at the Grove at Mile End, in the parish of Stepney, and county of Middlesex. He was buried on the 26th of the same month in the family vault, Stepney Church-yard. The heralds attending according to his degree."

MAYNARD, Henry Lord\*,—was the third son of Banaster, third Lord Maynard, and Elizabeth Grey, only

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\* The following account of the ancestry of this noble family is extracted from Collins:—It appears from the roll of Battle Abbey, wherein the names of those are inserted who accompanied William, Duke of Normandy, in his successful descent into England, A. D. 1066, that Mainard (as Hollinshed writes the name) or Maignard, (as Stow) was one of them; and all genealogists agree, that the present viscount Maynard is descended from him.

daughter to Henry Earl of Kent. Having made choice of a naval life, he was on the 15th of January 1702, appointed captain of the *Charles* galley. It is most probable he did not long continue to be employed, as his name does not any where occur either in the service, or as commanding any other ship. On the death of his father, on the 4th of March 1717-18, he succeeded to the title of Lord Maynard, and dying unmarried on the 7th of December 1742, was buried at Little Easton.

RANES, Edward,—was on the 14th of September 1702, appointed captain of the *Firedrake* bomb-ketch, in which vessel he was unhappily lost on the 12th of October 1703, he himself, together with his whole crew, perishing.

SMITH, Charles,—entered into the navy before the revolution. Soon after this memorable epoch, he was promoted to the rank of lieutenant, in which station we find him, in the year 1693, serving on board the *Berwick* of seventy guns. He continued to be thus employed on board divers ships of the line during the remainder of the war, and was not advanced to the rank of captain till the 12th of October 1702; when, being at that time lieutenant of one of the ships of war belonging to the squadron in the West Indies, under admiral Benbow, and having behaved with the greatest spirit in the well-known and too disgraceful encounter with *Du Casse*, he was appointed to the *Greenwich* of fifty-four guns, as successor to captain Wade, whose demerits on the same occasion are well known. He continued to serve as captain of divers ships of the line, and justly acquired all the reputation possible to be gained by a man of honour, who never had any opportunity of distinguishing himself but by his diligence and activity.

After the peace at Utrecht he continued also to be employed, as one of those truly valuable characters who are less advanced in the scale of popular opinion, only because they have the misfortune of being somewhat less known. He retired at last from the service, being appointed, on the 27th of December 1728, second captain of *Greenwich Hospital*. On the 16th of September 1737, he became first captain, on the promotion of captain Tudor Trevor to be lieutenant governor; and on the death of

that gentleman, was, in the year 1740, himself advanced to the same station; this he enjoyed till the time of his death, an event which took place on the 2d of August 1750.

THOMPSON, Robert,—was appointed a lieutenant in the navy very soon after the Revolution; and towards the latter end of the year 1692 was promoted to be first lieutenant of the *Dunkirk*, a fourth rate, one of the squadron sent about that time to the West Indies, under the command of sir Francis Wheeler. He continued a lieutenant during the whole of that war and the succeeding peace; but on the 24th of September 1702, was promoted to the rank of captain, and appointed to the *Sunderland* of fifty guns. He afterwards commanded several ships, nearly all of the same rate; and was employed principally in convoying different merchant fleets. In the year 1706 he was captain of the *Woolwich*, and was sent to India, from whence he returned in the following year, under the orders of captain Thomas Smith\*, in the *Litchfield*, having six East India ships under their protection. This is the last service which we find any mention made of his having been engaged in. He was put on the superannuated list in the year 1714, with a pension of 9*l.* 5*s.* per annum. The time of his death does not appear.

## 1703.

BOURNE, Sampson,—was appointed lieutenant of the *Mermaid*, a frigate of thirty-two guns, in the year 1692. This vessel was one of sir Francis Wheeler's squadron, sent in the month of December following to the West Indies. He continued to serve in the station of lieutenant during the remainder of king William's reign, and attended sir G. Rooke, in the year 1702, with the armament sent to Spain, not having at that time had any pro-

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\* Captain Spann, in the *Norwich*, was also in company with them.  
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motion. He was lieutenant of one of the ships belonging to the squadron detached under commodore Walker, after the miscarriage of the first part of the expedition against Cadiz, to the West Indies, where he was, on the 25th of June 1703, promoted to the command of the *Boyne* of eighty guns. The services on which this gentleman was for some years employed, were, unhappily, of so little consequence, that we find not the smallest mention made of him till the year 1711, when he commanded the *Newcastle* of fifty guns, one of the ships on the West Indian station. He had at that time an opportunity of distinguishing himself, which he improved by exerting himself in so signal a manner, that we must, without a wish of attributing to him the smallest degree of merit greater than what he is justly entitled to, fairly conclude, the undistinguished manner in which he compulsively passed the preceding part of his naval life, was considered as great a misfortune by himself as it was a loss to the public service.

Campbell has given an account of the very gallant transaction to which we refer; this is taken from that given by captain Bourne himself, which is inserted below\*, and which probably may be thought at least as satisfactory

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\* Extract of a letter from captain Bourne, commander of her majesty's ship the *Newcastle*, in Carlisle Bay in Barbadoes, July 17, 1711.

"On the 10th day of June last, I met, off St. Pierre in Martinico, a French ship of thirty-six guns, a bag boat of twenty-four, two mail vessels, and nine privateer sloops, having, as I have been since informed, two thousand men on board, in order to make a descent on Antegoa. By the time I got within pistol-shot, it fell stark calm, and they lay so upon my quarter, that I could not bring a broadside to bear; however, after about three hours engagement, they were so shattered, that they endeavoured with the very first breeze to return into harbour, in which they succeeded, for I had two nine-pound shots through my fore-mast, for which reason I could not venture to carry sail upon it; and all my rigging and sails were very much disabled. On the Friday following I returned to Barbadoes; when the next day two expresses arrived from the Leeward Islands, desiring our assistance; hereupon I immediately refitted my masts and ship, and sailed on Sunday in the evening for Antegoa; but perceiving, by signals made from the shore, that the enemy were not there, I continued my course for Montserrat, where I arrived on Wednesday, and was advised by the president and council of that island, to proceed to Nevis, as the place most likely to be attacked. Accordingly I sailed from

factory than a more laboured and polished narrative. In the following year, this gentleman having been unhappily guilty of some breach of orders or duty, the circumstances of which are not particularly explained, was dismissed the service, and never afterwards restored. Thus we see that men, who on some occasions have behaved with the utmost gallantry, and justly acquired the highest honour, are at other times not exempt from that degree of human frailty which brings on their ruin, disgrace and destruction.

Captain Bourne went afterwards into the merchants' service, and died on the coast of Guinea some time in the year 1719.

CAMPION, Thomas,—was appointed second lieutenant of the *Lumley Castle* of fifty-six guns, about the end of the year 1692; we find no other mention made of him till the year 1703, when he was, on the 22d of August, promoted to be captain of the *Sorlings* frigate\*. His conduct was so reprehensible, that he was dismissed from this command by the sentence of a court-martial, held on the 31st of March 1704. As an additional punishment he was also ordered to be imprisoned for twelve months, and declared incapable of being ever again employed. The time of his death is unknown.

CHAMBERLAIN, Peter.—The first information we have of this gentleman is, that he was employed as commander of the *Spy* brigantine, a small vessel, under the command of rear-admiral Dilkes, and attached to his

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Montserrat about twelve at night, but had hardly been gone three hours, before sixteen privateers landed fifteen hundred men on the island. Immediately upon this a small sloop found means to escape with intelligence of it to me; which, when the enemy perceived, and having received assurance of my being at Nevis, they instantly embarked again, and got off before my return, without doing any damage to the island, and leaving several of their men prisoners behind them. These men, upon examination, informed us that their first design was upon Antegoa; but that being very much disabled in their late engagement with me, wherein, according to their own account, they had sixty-four men killed, and a great many wounded; they were not able to put to sea, and were therefore contented to make this unsuccessful attempt on Montserrat."

\* He was appointed acting captain of the *Sunderland* on the 27th of April preceding.

squadron,



squadron, on his expedition to Cancele Bay, in the month of August 1703. His exemplary good conduct on this occasion procured him a promotion, on the 13th of the month above-mentioned, to be captain of the Orford prize, a small frigate, taken a short time before, by captain, afterwards sir John Norris. He was again still farther advanced to the Litchfield prize, a frigate of thirty-six guns. This vessel was unhappily cast on shore upon the coast of Sussex, in the well-known hurricane which happened in the month of November following, but captain Chamberlain, as well as all his people, fortunately saved their lives: and the vessel itself is said to have been preserved. We believe him to have been constantly employed during the remainder of the war, but on such unprofitable services, with respect to the acquisition of fame, that we do not find the least mention whatever made of him.

- After the accession of king George the first, captain Chamberlain commanded the Hampshire of fifty guns; we do not, however, find any thing worth recounting, except the mere appointment itself. He afterwards removed into the Milford frigate, and was sent to the West Indies, where he was unhappily lost, on the 18th of June 1720, the vessel being driven ashore on the north-west end of the island of Cuba, and the commander, as well as nearly the whole crew, perishing with her.

COW, John,—was promoted to the rank of lieutenant not long after the revolution; and in the year 1693 served as fourth lieutenant of the Sandwich, a second rate. Through the interest and recommendation of captain Cornwall, whose esteem and favour his conduct highly entitled him to, he was, when that gentleman removed from the Sandwich into the St. Andrew, a vessel of the same rate as the former, in 1696, appointed first lieutenant under him of that ship. He was advanced to the rank of captain in the navy on the 27th of September 1703, and was appointed by sir Cloudesly Shovel to command the Ranelagh, of eighty guns, under rear-admiral Byng, in consequence of the death of captain William Seally. He returned to the Mediterranean in the following year, under the immediate command of the same gallant admiral, and very much distinguished himself at the attack of

Gibraltar, which Mr. Byng commanded in chief. He was unfortunately killed a few days after this, at the very memorable engagement off Malaga; having on all occasions, during the short time fate permitted him to live, most honourably maintained the character of an able and gallant commander.

DERING, Unton,—was the grandson of sir Edward Dering, of Sufenden Dering, in the county of Kent, baronet\*. He was appointed captain of the *Arundel* frigate on the 4th of March 1703: this vessel was principally employed during the whole time it was commanded by this gentleman, in convoying transports or small merchant fleets, services little calculated to raise the character of a brave and enterprising commander. Captain Dering died, without having been removed into any other ship, on the 16th of November 1706.

ELLIOT, Christopher,—was, on the 21st of July 1703, promoted to the command of the *Dunwich*, and died, without having been removed into any other ship, on the 27th of December 1704.

FAIRBORNE, William,—was, on the 10th of March 1703, appointed to command the *Burford*, of seventy guns: he did not long continue in this ship, and it is not known into what vessel he afterwards removed. He died at Leghorn, on the 5th of October 1708, being at that time captain of the *Centurion*.

GREVILLE, the honourable Algernoon,—was the second son of Fulke, fifth lord Brooke†, and Sarah, daughter

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\* This family is of Saxon extraction, and has flourished in the county of Kent long before surnames were in use, as plainly appears by the *Doomsday Book*, the *Textus Roffensis*, and several Saxon deeds still in being. The name Dering is a Saxon word, and signifies terror; and the horse, which is the crest of the family, was the arms of the chief Saxons, and particularly of Hengist himself, and of all the kings of Kent successively. In the *Textus Roffensis* we find that Diering Miles was a witness to a deed, by which king Ethelulf gave certain lands in Cucolastone to the church of Rochester, A. D. 880. He is said to be descended in a direct line from Ethelwald, king of Diera, whose father, Oswald, was slain by Penda the Mercian, A. D. 642.

† Leland, in his *Itinerary* of England, says of this family, “Some hold opinion that the Gravilles came originally in at the conquest. The very ancient house of the Gravilles is at Draiton, by Banbury, in Oxfordshire; but there is an other manor place of the chief flock of the Gravilles,

daughter of sir Samuel Dashwood, alderman of London. He was appointed captain of the Garland frigate, on the 31st of March 1703: but few of his high rank have ever been so little noticed in the service; the only mention we find made of him is, that in the month of November 1705, he commanded the Dunkirk, and was ordered to cruise in the Channel, where he had the good fortune to capture a French frigate, of twenty-four guns. He is said, by rear-admiral Hardy, to have died rear-admiral of Great Britain, on the 28th of April 1720: no notice is taken of this appointment by any other person; but this circumstance does not fully authorise our disbelief of the truth of it, because it is merely of a civil nature, and probably may, on that account, have been disregarded by all persons who have written on affairs of the navy.

GOKE, Henry,—was of a very ancient and respectable family, which settled in Ireland about the year 1600, and have since acquired great possessions and honours there, its descendants being at this day possessed of two earldoms in that kingdom, Arran and Ross. Mr. Henry Gore having entered into the navy about the time of the revolution, was, in the year 1693, appointed fifth lieutenant of the Vanguard, a second rate. We do not find any mention made of him after this time, till the year 1702, when he was appointed acting commander of the Hound, a vessel which is stiled a small frigate, but which we suppose to have been what we now call a sloop of war: having displayed a considerable share of activity in this station\*, he was, on the 29th of October 1703, promoted to

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Gravilles, caullid Milcot, yn Warwickshire, were a late, as at a newer, fairer and more commodious house thei used to ly at. And court rolls remayne yet at Draiton, that the Grevilles (had) landes ons by yere 3900 marks.

" And Grevilles had Knap Castel, and Bewbusch Parke, and other landes in Southsex, by descents of their name.

" Grevill, and ancient gent. dwelleth at Milcote, scant a mile lower then Stratford, towards Avon ripa dextra."

These, and other authorities, together with the name itself, which plainly appears to be Normae, sufficiently evince the great antiquity of this family in England.

\* He was very successful against the small French privateers, which, considering the nature of his command, was the only service that could possibly be expected from him.

the rank of captain in the navy, and appointed to the *Garland* frigate; but the services on which he was, from time to time, employed, were of too little consequence to excite public attention.

In the month of October 1707, he was one of the members of the court-martial held on board the *Albemarle*, for the trial of sir Thomas Hardy; and after this time we are again in the dark as to any anecdotes relative to this gentleman's services till the year 1711, when we find him captain of the *Sunderland*, of sixty guns, one of the squadron sent under the command of sir Hovenden Walker, on the unfortunate expedition against Quebec: no opportunity occurred, on this occasion by which he could distinguish himself; but to escape destruction, when surrounded by difficulties and dangers, implies a conduct and degree of attention meriting both praise and honour. We have no authority that warrants our asserting he held any commission after he quitted the command of the *Sunderland*. He appears to have retired, during the latter part of his life, to Ireland, where he died on the 14th of February 1725.

HANWAY, Jonas,—was an officer in the navy at, or very soon after the revolution. In 1692 he was appointed lieutenant of the *Prudence*, a fourth rate, of forty-two guns, hired from the merchants, and employed principally in conveying the coal trade to and from New-castle. No mention is ever made of him after that time, till he was, on the 29th of July 1703, appointed captain of the *Lark*, of forty guns. This gentleman, who was, without the smallest risk of degrading the character of others by the comparison, as gallant and as worthy an officer as ever attained to the rank of a commander, had no opportunity of distinguishing himself till the year 1709, at which time he commanded the *Plymouth*, of sixty guns.

Captain Hanway was on his way to Plymouth, in order to repair some damages he had received in a gale of wind, when, on the 20th of September, the *Deadman* bearing N. W. by N. about seven leagues distant, he fell in with a French ship of war, mounting forty guns, but having ports for forty-eight, called the *Adriade*. This vessel was fitted out at Dunkirk purposely as a cruiser, and was commanded  
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by the Sieur Jacques Cashard, an officer of the most approved courage and professional knowledge. Captain Hanway, although the Plymouth was at that time by no means complete and fit for action, hesitated not a moment in giving chase, and after a pursuit of two hours, got near enough to engage. He attacked his antagonist with such spirit and vigour as to compel him to surrender, after an action of an hour's continuance. In this spirited encounter the French commander, with fourteen of his officers and seamen, were killed, and sixty or upwards wounded; while captain Hanway, on his part, had only seven men killed, and sixteen wounded. This engagement reflected a greater degree of honour on the English and their commander, inasmuch as the Plymouth was so ill manned, and in other respects in so bad a condition for service, that captain Hanway had it not in his power to make use of more guns than the *Adriade* herself mounted.

Captain Hanway continued to command the Plymouth for a considerable time after this\*; but on his quitting this ship, it is most probable he retired altogether from the service, as we find no mention whatever made of his being appointed to any other. He died on the 11th of May 1737.

HUBBARD, or HOBART, Henry.—This gentleman was appointed fifth lieutenant of the *Sandwich* about the latter end of the year 1692. This ship was at that time commanded by captain Wolfran Cornwall, who entertained the strictest friendship for Mr. Hubbard; a friendship encreased by that gentleman's very meritorious conduct in the subordinate station he then was, and which produced not only the unshaken and lasting esteem of his commander, but his patronage and recommendation on every possible opportunity for promotion. Through captain Cornwall's interest he was occasionally removed with that gentleman into every ship he commanded during the course of the war; and in 1696 was promoted to be second lieutenant under him, on board the *St. An-*

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\* In 1711 he accompanied sir Hovenden Walker's Squadron, at that time going on the expedition against Quebec, till it had cleared the Channel.

drew, of ninety-six guns. On the 8th of June 1703, he was promoted to the command of the *Ruby*, of fifty guns. His having been principally stationed in the Mediterranean, where he is known to have commanded several different ships of war, will, in all probability, most satisfactorily account for our having nothing material to relate concerning him. He died in England some time in the year 1711, being at that time captain of the *Nottingham*.

**LAWRENCE**, Henry, or Humphrey.—We have no account of this gentleman, till we find him, on the 21st of January 1703, appointed captain of the *Mermaid* frigate. Early in the following spring, he was removed into the *Penfance*, and employed as a cruiser on the Irish station; from which vessel he was again quickly removed into the *Coventry*. He was taken by the enemy in that ship on the 24th of July 1704; and his conduct on that occasion was deemed so improper, that he was sentenced by court-martial, held on board a frigate in the river Thames, Jan. 5, 1705, to be dismissed the service: he was, by the same sentence, mulcted all his pay. It is asserted, in rear-admiral Hardy's list of naval officers, that he died *in France*, on the 10th of January 1737; but a memorandum, with which we have been favoured, and to which we give the preference in point of credit, informs us that he died, indeed, at the time above given; but that having become deprived of all support, by the loss of his commission and half-pay, being also exceedingly infirm, he was received into Greenwich Hospital as a private pensioner, and in that station paid his debt to nature.

**LAYTON**, Charles,—was appointed a lieutenant in the navy very soon after the revolution; and in 1692 was advanced to be third lieutenant of the *London*, of ninety-six guns, the ship on board which sir John Ashby hoisted his flag, in the beginning of the following year, as admiral of the blue squadron. He continued to serve in the same station, on board different ships, till after the accession of queen Anne, when he was, on the 2d of March 1703, promoted to be captain of the *Greyhound* frigate. He died in this command on the 11th of November 1704.

**LOWEN**, John,—was also appointed a lieutenant very early after the commencement of king William's reign; and

and in the years 1692 and 3, served in that station on board the *Portsmouth*, a frigate of thirty-two guns, belonging to the main fleet. No other particulars relative to him are known, till the 1st of October 1703, when he was promoted to be captain of the *Content*. A memorandum, added to his name, in rear-admiral Hardy's list of naval officers, informs us he was dismissed the service in 1705. This is certainly a mistake, for in the month of November 1706, he commanded the *Advice*, a fourth rate, employed as a cruiser; and having met with a fleet of merchant-ships, homeward bound from Virginia, in much distress, and who had also parted from their convoy, he quitted his station, in order to escort them into port. This act, apparently patriotic in the eye of plain reason, and in the judgment of all impartial men, especially those who are unacquainted with the laws and regulations of the service, will certainly appear as entitling him to the highest praise; obedience to orders is, however, a point that can never be too strongly enforced, and it is necessary on all occasions to punish the smallest infringement of them, however proper and praise-worthy such conduct may be thought, by those who are not acquainted with the ill consequences that might attend it; and however compassion may feel for the stroke which rigid and unrelenting justice compels us to inflict.

Captain Lowen was accordingly brought to a court-martial, convened at Spithead, on the 27th of December following. His judges, influenced by the motives we have already stated, and by those stern regulations, which admit of no excuse or palliation, were compelled to dismiss him both from his command and from the service. Having thus done their duty, and acquitted their consciences, captain Lowen was recommended by them to the lord high-admiral, in terms so strong, that he was restored to his rank in the service, and consequently to his half-pay. He does not, however, appear to have been again employed; but in the year 1710 was put on the superannuated list, with a pension equivalent to the pay of captain of a fourth rate. He enjoyed this till the time of his death, which happened on the 30th of September 1713.

MATHEWS,



**MATHEWS, Thomas.**—This brave and unfortunate commander was the descendant of a very ancient and respectable family, long settled at Landaff, in the county of Glamorgan\*. But notwithstanding the figure he afterwards lived to make in the naval world, together with the high character he acquired, and which, surviving the malice and base aspersions of his enemies, he still continues to retain in the eyes of all candid and impartial men, we are unacquainted with all the earlier part of his service, even till we find him, on the 24th of May 1703, appointed captain of the Yarmouth. He did not long continue in this ship, having, most probably, been appointed to it merely for the purpose of giving him the rank of captain. Being made commander of a cruising frigate, some years elapsed before he had that opportunity of distinguishing himself, which his great activity of mind and intrepid spirit always aspired to. In 1707, we find him captain of the Dover, and employed under commodore Evans, to cruise, during the winter months, in soundings. In this troublesome and disagreeable service, his greatest success was the capture of a French frigate, called the *Bien Aime*, of twenty-six guns. He was, not long afterwards, removed into the Chester, a new ship of fifty guns, built to supply the place of one of the same name, captured in the month of October 1707, by the Count de Forbin.

We find him commanding this ship as one of the squadron cruising in the Channel, under the command of lord Dursley. In the month of March 1708-9, his lordship had escorted the Lisbon fleet into what he deemed a

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\* A collateral branch of this family, soon after the restoration, went over to Ireland, where they have acquired large possessions, and have arrived at high honours; Francis, the representative of that part of the family, being created Baron Landaff of Thomas Town, in the county of Tipperary, on the 12th of October 1723. Archdale, in his account of this noble lord and his ancestors, speaks in the following honourable terms of the family of Mathews. "Edward Mathews, or ap Mathew, ancestor to this noble lord, resided at Rader, in the county of Glamorgan, about the year 1660, where he inherited a good estate, principally consisting of chiefries, being the remains of an ample fortune possessed by his ancestors from time immemorial; he was also possessed of the town of Landaff, in the same county, whence the present lord, in whom it now vests, takes his title.

safe latitude, and had scarcely parted company with them, when he fell in with the *Achilles*, of sixty guns, commanded by that well-known naval partisan, Du Guè Trouin, the *Glorieux*, of forty-four, and the *Bristol*, of fifty guns, which they had, that very morning only, captured from the English. A chase immediately taking place, captain Mathews, who had ran very far a-head of his companions, came up with and captured the *Glorieux*, after a short, but very spirited action. After having returned into port, and refitted, he was, towards the close of the year, sent upon the West India station, where he met with no extraordinary occurrence, except having captured one or two inconsiderable privateers. In the following spring he was ordered to America. In the month of May 1710, instructions were sent him from England to join captain Martin, of the *Dragon*, who was sent out to reduce Port Royal, in Nova Scotia. He was not present at the attack itself, being dispatched by the commodore before the squadron, to intercept any reinforcement or supply the enemy might attempt to throw in. After this expedition was successfully concluded, captain Martin, with such ships as he had brought from England, returned thither, leaving the *Chester* behind him on the New England station.

In the month of June 1711, sir Hovenden Walker arrived at Boston, with a strong squadron, destined for the attack of Quebec; and captain Mathews, who returned from a cruise in two or three days after admiral Walker reached that port, put himself under his orders. He was dispatched almost immediately to convoy some transports to New York\*, and was ordered to proceed from thence to Placentia, between which place and Cape Breton he was to cruise till joined by the fleet, on its passage to the river St. Lawrence. The *Chester's* stern frame being very much shaken by a gale of wind during the time he was thus employed, the admiral sent captain Mathews back to New England before he entered the river St.

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\* On his passage thither he had the good fortune to take a French prize; and appears to have taken infinite pains to procure the best intelligence he could from his prisoners of the navigation of the river St. Lawrence, which he properly arranged, and took the earliest opportunity of conveying to the commander-in-chief.

Lawrence, with orders that as soon as he had refitted his ship in the best manner circumstances would permit, he should sail for England as convoy to the mast ships.

Peace being concluded at Ryſwic, soon after captain Mathews returned to England, we find no other mention made of him till the year 1718, at which time he commanded the *Kent*, of 70 guns, one of the fleet equipped for the Mediterranean, under the command of sir George Byng. In the memorable engagement with the Spanish fleet, off Messina, he very conspicuously distinguished himself, having not only captured and taken possession of the *St. Carlos*, of 60 guns, commanded by the prince de Chalay, but afterwards considerably assisted captain Master, in the *Superbe*, in taking the Spanish admiral himself, in the *St. Philip*, of seventy-four guns. In the month of January 1718-19, he was left by the commander-in-chief, with a small squadron, to cruise off Pontelmia, in order to watch rear-admiral Cammock, who had taken refuge in Messina, and prevent his escaping to the southward. So active and diligent was he in this service, that he drove on shore, where she was totally destroyed, one of Mr. Cammock's best ships, called the *Santa Rosalia*, mounting sixty-four guns; the rear-admiral himself very narrowly escaped being taken prisoner, in a few days afterwards, by getting off in his boat, but the vessel in which he attempted to fly, being a frigate of twenty-two guns, fell into the hands of its pursuers.

His activity did not grow torpid by repeated success, nor his zeal for the service and good of his country flag, as if sated with the honour he had already gained. He continued to be employed on every service where ability was required; but from an enemy so completely beaten, from a fleet so totally annihilated as that of Spain, little reputation could be gained in addition to that which he had already so justly acquired. He appears, during the remainder of this expedition, to have been one of the persons principally consulted by the admiral, as to the measures he should take according to the exigencies of his very complex and delicate command, and to have been, on all occasions, one of the first persons employed to carry them into execution. On his return to England, after the conclusion of the war, he appears to have retired from the  
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line of active service for a considerable space of time, as we have no authority for saying he held any command in the number of fleets which were occasionally, and almost as a matter of course, annually equipped during the fifteen succeeding years\*.

On the 8th of January 1736, he was appointed commissioner of the navy, resident at Chatham; he held that office till the year 1742, when he once more returned to command, disdaining when his country was involved in war, to immure ignominiously in peace those abilities, which, when called into activity, might be employed to so much greater advantage. On the 12th of March 1741-2, he was promoted to be vice-admiral of the red, which, in consequence of his having before this time accepted a civil employment, and being on that account considered as out of the line of promotion, was the first commission he ever had as a flag-officer. On the 25th of the same month, being appointed commander-in-chief in the Mediterranean; he hoisted his flag on board the *Namur*, of ninety guns; and having sailed on the 16th of April, with the *Namur*, *Caroline*, *Burford*, and *Norfolk*, arrived at Gibraltar, after a prosperous passage, on the 7th of May. When he had joined the remainder of the force which was to be under his command, and was already in the Mediterranean, under rear-admiral Lestock, he exerted himself with the utmost diligence, as well to distress and attack the avowed enemy against whom he was purposely sent to make war, as to deprive them of the aid and assistance of those friends who had not the ability and power of affording their assistance, otherwise than by a dangerous and clandestine supply of stores or recruits.

A variety of spirited enterprizes, executed under his direction and command, convinced the Spaniards, and all those who supported their desperate cause, of the manifest superiority of the British naval power. Early in the month of June†, having received intelligence that five Spanish gallees had sailed from Margareta to St. Tropez,

\* We must except that in 1722 he was appointed commodore of a small squadron sent to the East Indies, whence he returned in 1724.

† He arrived at Villa Franca on the 7th, N. S. with the *Namur* and two other ships of the line, the remainder of his force, two other ships only excepted, which came in soon after, being detached on different important services.

he detached captain Norris, with a small force, to block them up in that neutral port; but the Spaniards having forfeited their claim to its protection, by beginning to fire on the English ships, captain Norris immediately ordered captain Callis, of the Duke fireship, to attempt burning them, this he very spiritedly and successfully executed as will be hereafter seen in the account of that gentleman. Admiral Mathews himself, with the main body of his fleet, repaired to Villa Franca, from whence, by keeping cruisers off Toulon and the isles of Hyeres\*,

\* Extracts of different letters from Toulon and Marseilles.

"Toulon, August the 19th, 1742, N. S.—Part of the English fleet continues at Villa Franca, and others cruise off Toulon and the isles of Hyeres, where there are always some at anchor. There remain but six Spanish ships in our wet docks to finish their repairs and careening; the others got into the road again some days ago. M. Court's squadron continues in its former situation. Our forts and batteries of the road are well supplied with men and every thing."

"Marseilles, August the 20th.—We have still the English squadron on our coasts, who search all ships within their reach, *without exception*, to see if there are no effects on board belonging to the Spaniards. The sea-shores every where round this place are well-guarded with cannon."

From the concluding observations of these extracts, it is very evident how much the spirited behaviour of Mr. Mathews intimidated not only the Spaniards, but their friends the French also.

Admiral Mathews, when joined by rear-admiral Rowley, with a strong reinforcement, had a very formidable force under him; but it is asserted by some, that the combined force of France and Spain consisted of thirty-six ships of the line, which he confined to the port of Toulon, by detaching his two rear-admirals Rowley and Lestock to cruise off the islands of Hyeres with twenty-four ships. By cruising on the coast of Provence, and continuing at Villa Franca, he considerably impeded the operations of the Spanish army; for a letter from Florence, dated June the 16th, 1742, has the following paragraph: "By letters from Nice we understand that they are making all possible preparations in that neighbourhood for opposing the passage of the Spanish troops from Provence, and are greatly assisted therein by the English vice-admiral Mathews, who continues to lay with a part of his fleet at Villa Franca."

While he lay in that port he gave a very strong proof of his strict attention to the honour of the British flag. A French ship of war passing by in sight of the fleet, and neglecting to pay the usual and expected compliment, the admiral fired a gun as a signal for her to bring to; this was disregarded, and Mr. Mathews ordered one of his ships to slip and pursue her; the French commander continuing obstinate, was immediately sunk by a broadside from the English ship.—Campbell.

as he took care constantly to do, he was enabled to keep both the French and Spanish fleet, which had taken refuge in that port, in complete check for the space of eighteen months.

In August he detached commodore Martin, with five ships of war, four bomb ketches, and as many tenders, to Naples; where, after some little altercation, that gentleman compelled his Sicilian majesty to withdraw his troops which had joined the Spanish army; and also to promise he would not in any degree interfere or assist Spain during the war. The towns of Mataro and Palamos, on the coast of Catalonia, were bombarded soon after this time. On reciting this transaction, Campbell breaks out into a pathetic lamentation of the miseries, which he wishes to prove were *wantonly* heaped on the *unoffending* inhabitants. But however we may commiserate the ruin of individuals, it is certainly one of the first objects of a commander-in-chief to attack an enemy wherever he is found vulnerable; for that probable ruin, and the extent of that defenceless state to which subjects are exposed, form the principal inducements that actuate all national governments to conduct themselves equitably and peaceably to their neighbours. It is therefore as ridiculous to deprecate these horrors, as it would be improper to suffer a valuable fleet of merchant-ships, belonging to your enemy, to pass unmolested, because their cargoes are not the property of persons actually in arms. It is, we think, at least a matter of doubt, whether it would not ultimately tend to the advantage of mankind, that war should invariably be carried on in a way, civilized nations, from being unaccustomed to the method, would shudder at? The miseries, though for a moment more violent, would certainly be shortened; and the only question to be asked is, which of the two is preferable, a war, in the most extensive sense of the word, for a few months continuance, or one lengthened to as many years, conducted in its gentler method? We have thought it necessary to make this short comment, lest Mr. Campbell may have left on the minds of some, an unfavourable idea of Mr. Mathews's humanity.

The vice-admiral being rejoined by commodore Martin, in the road of Hieres, which was made the general

rendezvous of the fleet, he detached him to Arassa, in the Genoese territories, where he had information that considerable magazines of corn had been formed, for the use of the Spaniards. The commodore arrived in the road of that place on the 1st of September, and immediately sent officers on shore, to make the necessary search for the depots. Four considerable stores of barley being discovered, a party was sent to destroy them, which they did very effectually, by throwing them into the sea. Mr. Mathews's spirit of enterprise did not cease here, for having received intelligence that a Spanish ship of the line lay at anchor at Ajaccio, in the island of Corsica, he sent the Ipswich, and another ship of the line, with a fireship, to take or destroy her; but the Spaniards, to prevent the ship from falling into the hands of the British, made their escape on shore, and then immediately set it on fire.

The operations of the year 1743 were principally confined to the blockade of the port of Toulon, where the French and Spanish squadrons were kept completely stationary, while detachments from the British fleet effectually prevented the introduction of any supplies into Italy, for the use of the Spanish army in that country, and it was therefore consequently kept in a state of inactivity. A variety of desultory attacks were also made on the enemy's coast, which not only did them considerable injury, but kept them in a continual state of alarm. The first of these was in the month of February, when captain Ambrose, in the Rupert, and captain Hughes, in the Fever-sham, being ordered to cruise on the coast of Valencia, made several valuable prizes, some of which being laden with stores and provisions for Toulon, the loss of them was very highly distressing to the enemy. Several settlements having taken shelter under the town of Vineros, or Binarux, a small port bordering on Catalonia, the same commanders resolved to attempt their destruction, which they successfully effected, and without any loss to themselves.

In the month of April, admiral Mathews being then cruising off Toulon, a party of British sailors were permitted to go on shore at the town of Hieres, to recreate and refresh themselves. The French garrison refused them admittance; upon which a desperate fray took place;



place; and farther assistance coming to each party, one hundred and fifty of the English are said to have been killed before the affair terminated. It is to be observed, that the French had on this occasion the advantage of being armed, while the sailors, not expecting any dispute, were totally unprepared. The French were so alarmed at this event, which certainly could only be considered as an unpremeditated accident, that they reinforced the garrison with six hundred additional soldiers; and the governor of Provence wrote a very polite and flattering letter to the admiral, acquainting him, that as the preceding unpleasant affair could by no means be imputed to him, he would represent it to his court in such a light as, he hoped, would prevent any national rupture. This is another proof of the high respect, compulsively as it were, paid Mr. Mathews by the French.

About the latter end of June, the admiral having received intelligence that fourteen xebecques, under the convoy of a Spanish sloop of war, had been chased by the Kennington frigate into the port of Genoa, he himself sailed from his station off Hieres, and anchored in the road of that place on the 1st of July, with six ships of war and four bomb vessels. Deputies were immediately sent off to compliment him on his arrival, and civilly to enquire into the cause of a visit which was totally unexpected, and not a little disagreeable. The admiral answered with much firmness, "that he came there to demand that the Spanish vessels laden with stores should be forthwith obliged to quit the port; or that the republic should sequester the artillery and warlike stores till the conclusion of a general peace." After some negotiation, it was at length agreed, "that the stores should be put on board other vessels, and be transported to Corsica, under convoy of the English Squadron, there to be deposited in the castle of Bonifacio, and to be guarded by a Genoese garrison till the war terminated: that after the due performance of this agreement, the Spanish vessels should have permission to retire unmolested." These terms, so mortifying to the Genoese, who were secret favourers of the Spaniards and their cause, they were very reluctantly obliged to comply with; alarmed at the horrors of an expected bombardment, in consequence of their refusal: they had also the

additional mortification of being compelled to consent to have the stores in question transported to the only part of the world whither they would have wished them not to have been carried, the island of Corsica, in which they daily dreaded a revolution. Public, as well as private duplicity, is a crime, however, which rarely fails of meeting with its proper punishment, and when inflicted with the utmost rigour, is seldom compassionated.

This business was hardly adjusted, when, in the month of August, the admiral having information that some vessels, with stores and artillery, had arrived at Civita Vecchia, he dispatched a detachment from his fleet in quest of them. On its arrival off that port, the commodore demanded that the enemy's ships and their cargoes should be immediately delivered up, or that he would bombard the place. The stores and cannon had been privately landed, and conveyed to the Spanish army, before the arrival of the English squadron; and the governor, fearful of its resentment, as soon as this breach of neutrality should be discovered, sent a courier to Rome, for instructions how to act; he returned with orders to insist that the English commodore and his ships should quit the coast; and the Spaniards taking the advantage of a fair wind, and a dark night, made their escape. The English commander, doubly exasperated, first, at the haughty tone of the court of Rome, and secondly, at the loss of an expected prize, was absolutely preparing to proceed to the extremities he had threatened, when admiral Mathews, at the intercession and entreaty of the king of Sardinia, who promised to procure satisfaction for this flagrant conduct on the part of the Pope, sent an order to the English squadron to retire, and rejoin him.

The remainder of the admiral's\* operations during this year, were confined to the assistance he gave the king of Sardinia, in order to enable him to repulse the Spaniards at Chateau Dauphine. In aid of that monarch's cause, he landed the greater part of his marines, and a considerable number of cannon, at Villa Franca; by which means he secured that important place from the enemy's

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\* In the month of August 1748, he was promoted to be admiral of the blue.

incursions,

incursions, and totally prevented them from penetrating by that pass during the remainder of the year.

Early in the succeeding spring, the French court, weary of having their own fleet, as well as that of their friends, confined to the port of Toulon, sent M. de Court to take the command of their ships, with orders to put to sea at all events, and support the Spaniards to the utmost of his power, in case they should be attacked. The force of the united squadrons consisted of twenty-eight sail of the line, and six frigates. That under Mr. Mathews was, indeed, somewhat superior in point of numbers, but had the disadvantage of having several of its ships in a very indifferent state of equipment, both with respect to men and the condition of the ships themselves, which had been a long time from England; while on the other hand, the French and Spaniards were just come out of port, and in as good a state for service as any fleet belonging to them that ever went to sea. M. de Court arrived at Toulon in the month of January; and having hoisted his flag on board the *Terrible*, of seventy-four guns, assumed the command of the whole fleet. Admiral Mathews, about the same time returned from Turin, whither he had gone to concert the measures necessary to be pursued in carrying on the war. Having received information that the combined fleet was actually preparing to put to sea, he stationed a sufficient number of cruisers to look out, and give him the earliest intelligence of the enemy's motions: On the 8th of February\*, O. S. he learned from some of his ships which rejoined him, that the combined fleets would put to sea on the following day: he accordingly, with all the alacrity becoming a man of high spirit, made every possible disposition to receive or pursue them.

The memorable action which ensued, and which forms so prominent an event in the naval history of Britain, became long the subject of political discussion and party dispute; and it is difficult, even at this remote period, to collect the true cause of the miscarriage, from those various

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\* On the 18th the appointment of admiral Mathews, to be rear-admiral of Great Britain was declared in the *Gazette*, as was at the same time his promotion to be admiral of the white.

accounts and opinions which men of different sentiments have; from time to time, published as so many candid statements \*. The number of ships in each line was exactly equal;

\* We cannot, perhaps, do better than give the reader the separate accounts of this action, published by the courts of England and France. We shall add a few remarks on these, a mode of treating this event which may probably be thought more satisfactory, than it would be to give a laboured detail of it from ourselves, which might be deemed by some less authentic.

" Whitehall, March 21, 1743-4. Late last night a courier arrived here with an account from admiral Matthews (dated the 29th of February, O. S. in Mahon harbour) of what passed in the engagement near Toulon, between his majesty's squadron under his command, and the combined fleets of France and Spain, together with his proceedings subsequent thereto, which is in substance as follows:

" That the Somerset, Dragon, and Warwick joined the admiral the 3d instant: on the 8th he received advice that three expresses came to Toulon the day before, in a very short distance of time, one after the other: he was likewise informed, that the conjunct fleet would put to sea the next morning. Between three and four that afternoon, captain Marth, of the *Winchelsea*, one of the ships appointed to watch the conjunct fleet's motions, made the signal for some of the said fleet being under sail; upon which he made the signal for unmooring, and putting the ships in a condition for action, which was done with the utmost alacrity and expedition. In less than half an hour they could see several of them from their ships; the signal was made by captain Marth, before it was dark, for seeing nineteen sail; and about two in the morning he sent the admiral word, that they had anchored again under Cape Sepet. As soon as it was day they saw those that came out the night before under sail, and in a very little time the rest coming out, their number in all being thirty-four. The admiral then got under sail, the wind blowing very fresh westerly, expecting they would have come down to him; but he soon found they had no such intention, at least for that day, for they kept plying to windward, though there was all the appearance of dirty weather, and some of the weathermost ships were, at night, hull-to. He therefore stood to and fro in the bay till night, and then anchored, having left cruisers out to watch their motions; during which the Warwick touched the ground, but by starting thirty tons of water, was got off about nine that night, without any other damage.

" That by break of day the next morning, our people seeing from the mast head fifteen sail (the rest being hid by the island of Porquerole) the admiral immediately got under weigh, having but little wind, and that at north, and made all the sail he could to get to them, they standing at the same time towards the English fleet with a light breeze westerly. After an hour or two's calm, there sprung up a small breeze easterly, by which means they neared each other; at the same time the *Boyne* and *Chichester* appeared in sight from under

Levant

equal; although the French, in their account of the matter, wish to impress an idea of their having been manifestly inferior; but Mr. Mathews had a reserve of six ships

Levant island, and the easterly wind prevailing, they, and a tender with provisions from Mahon, soon joined the admiral, having had the good fortune to fall in with the land to the eastward, without which they must have fallen into the enemy's hands. The enemy brought to in a line of battle, but for want of wind, and having a very ugly sea, it was night before the admiral could get near them, having had the signal out all day for the line of battle, which was kept out for some time after it was night. At dusk he brought to, within a little more than three guns shot of them, and ordered the Effex to lie a mile to leeward of him, and the Winchelsea a good musket's-shot to leeward of the Effex, to watch their motions, and make the proper signals, as well as to stand after them in case they should make sail; that they were so near he could count the enemy's ships after the moon was down, but could not at the same time see vice-admiral Lestock and his squadron, he having brought to so far to windward, that, when it was dawning, and the admiral had made sail and the signal for the line of battle a-breast, the vice-admiral was full five miles a-stern of him. The enemy also made sail, and went with their topsails, and sometimes set their forefalls.

"That about eleven the Royal Oak, and two tenders with provisions from Mahon, joined the fleet, having luckily fallen into the eastward.

"That rear-admiral Rowley led the van, but could never come near the French squadron, as M. de Court would sometimes lie to as if he designed slaying for them; but when the English drew near him he made sail again, till at last he had left most of the Spanish ships a good way a-stern of him. The admiral was then fully convinced he never would come to a general engagement, but judged his design was, by his way of acting, to draw him down the streights. About half an hour after eleven, the admiral made the signal for engaging, and soon after bore down upon the Spanish admiral, ordering the Marlborough to do the same. The action began about one: the Norfolk engaged Don Alvarez (the Spanish admiral's second) who soon bore away, and never shortened sail whilst they could see her; the rest of the admiral's division a-head engaged those of the enemy a-head; the Marlborough, driving a little too near the admiral, obliged him to fill his sails, to prevent her coming on board him; that during the little time Mr. Mathews was engaged, the enemy greatly disabled his masts and rigging, and having but little wind and an ugly swell, the mizen top-sail being hoisted to prevent the masts and rigging tumbling about their ears, hindered the crew from working the ship, though they reeved new braces three several times, so that he could not give the Marlborough the assistance capt. Cornwall wanted, whose behaviour is mentioned by Mr. Mathews to merit all imaginable praise, and whose unfortunate fate he greatly laments. The enemy were extremely well served with gunners, the French

ships of fifty guns, which were not put into the line, and might have supplied the place of such as were disabled during the action. No person can doubt, but that, owing

training up a great number of them, and having exercised them at a mark for upwards of three months before the engagement. The Marlborough's main-mast was brought by the board as if it had been but a twig; and the admiral's main-mast and his bow-sprit were shot through and through, the former had only two shrouds to support it, and all his top-masts were wounded. The enemy fired chiefly at the masts and rigging, for though the admiral engaged within pistol shot he had but nine men killed outright, and forty wounded. His captain's arm was shot off the first broadside, and the Spanish admiral's ship, the Real, was totally disabled. When Mr. Matthews attacked her second, she soon bore away and made all the sail she had in her power to set; he then made the signal for the Ann galley fireship to burn the Real, but her commander was so tedious in priming her, and in coming down, that the four ships astern got so near her as to prevent her success, and by some of their shot, or some other unlucky accident, she blew up (being then within pistol-shot, or less, of the Real) with her captain and several of her men, and also the Spanish admiral's great launch full of men, which had been sent to prevent the fireship from boarding him. The admiral was himself at the same time within musket-shot of the Real, and was afterwards engaged, within less than musket-shot, by the same four ships, which had passed by Mr. Lestock, which ships the rear of the admiral's division engaged, but at too great a distance.

"That the Somerset, Princessa, Dragon, Bedford, Kingston, and Berwick engaged the rest of the Spaniards a-head; one ship, of sixty guns, of the enemy's, fell into our hands; and, during this time, M. de Court let rear-admiral Rowley come along-side of him, when they had warm work for near three glaises, as had the Princess Caroline; that after that time M. de Court set his forefail, and left Mr. Rowley, who was then engaged by the French admiral's two seconds, but not for above twenty minutes before they went off. There were but three of the French ships engaged, the rest kept their wind in order to tack and weather us; but our van keeping the wind of them, prevented their designs taking place. The night coming on, with little wind and a very great swell, hindered our improving the advantage we had got. The Barfleur had eighteen men killed and thirty wounded.

"That, notwithstanding the French tacked upon rear-admiral Rowley, they did not think proper to engage him; they, however, retook the Spanish ship, it being impossible to do any thing with her, as she had not a mast standing, and as it was near dark and the whole French Squadron had tacked upon them. Thereupon captain Hawke, of the Berwick, left her, but could not get his lieutenant and twenty-three men out of her, his first lieutenant having done all he could to persuade the men to quit her, but in vain.

"That

owing to some cause or other, an opportunity was lost of giving the navy of France and Spain a very signal and decisive blow. What that cause was, will, perhaps,

"That about eight at night the admiral shifted his ship and hoisted his flag on board the *Russel*, captain Long, not caring (should there be an engagement the next morning) to risk the falling of all his masts. At break of day they saw the enemy's fleet again to leeward of them, and found they had towed the crippled ships before the wind all night. The admiral chased them again, the French lying in a line of battle to windward of the Spaniards, most of them hull-to; but as he drew near them they made sail, and left the disabled sixty gun ship. The admiral then sent the *Essex* a-head, and ordered captain Norris to burn the said Spanish ship (not being able to spare any of his Squadron to carry her to Minorca) which captain Norris did. She blew up about half an hour after nine at night, and there was great reason to believe, if there had been any wind the French would have left the Spanish crippled ships, as most of them had suffered greatly.

"That in the afternoon captain Watkins, of the *Burford*, joined the fleet; he had been in Hieres Bay the day before, where hearing the reports of guns, and seeing the smoke, he made directly for it.

"That at night the admiral brought to that the sternmost ships might get up with him: he saw the enemy again the next morning, but at a great distance.

"That after the admiral had lost sight of the enemy's fleet, and found all his endeavours to rejoin them, or to procure intelligence of them, ineffectual, (they being gone, as he supposed, down the Straights) he laboured for several days, against contrary winds and storms, to get back to the bay of Hieres. This however he found impracticable, and was obliged to put into Port Mahon, where he was at an anchor on the 29th inst, and proposed to get again out to sea the first moment that the necessary reparations could be made of the damages sustained by several of his ships, as well in the engagement with the French and Spanish fleets, as in the constant storms and foul weather he had since met with.

"As the admiral had not then had his returns from the several captains who were engaged, of the loss they might sustain in the action, he was not able to send the particulars thereof by this courier.

"All that he mentions upon that head, besides what is above, is, that the *Marlborough* lost in the action forty-three men, her captain and master included; had ninety wounded, who had been sent to the hospital in Minorca; and thirty slightly wounded, who remained on board and would soon be able to do their duty."

The French on their parts published the following account, in which they appear to have been influenced by much more modesty than they usually exhibit on such occasions. *The expression printed in Italics deserves to be particularly noticed.*

"The



perhaps, be ascertained with no little degree of precision by seriously and impartially considering the characters, and referring to the conduct, both of Mr. Mathews and Mr. Lestock,

<sup>21</sup> The combined squadron of France and Spain went out of the road of Toulon the 19th of February; they were composed, viz that of France of fifteen ships of the line, four frigates, and three fireships; that of Spain of twelve ships; four others having remained in the port of Toulon for want of sailors. The wind was very favourable on the 20th for going up to the English, whose squadron consisted of 45 ships, thirty whereof were of the line; and eleven of three decks. We made use of the wind, but could not come up with them before night. They put out to sea, and the wind fell. The calm continued during the whole day of the 21st, which we passed, lying by in sight of one another. On the 22d the wind came favourable for the English, who ranged themselves in order of battle, to attack the two squadrons: they had the largest ships in the center and front. The Spanish squadron, which should have formed the avant guard, by the wind changing became the rear guard. *The English did not come up with all our line, or, to speak more properly, did not begin to attack till between twelve and one o'clock the Spanish squadron and the center of the French, leaving the rear guard free.* Matthews, with five of his largest ships of three decks, attacked the Real, and Rowley the Terrible, with three three-decked ships of his division, but the fire of the French obliged him to retire. During the fight, which continued near three hours, M. de Court made a signal for his avant guard to tack about and succour the Spaniards; but as it was at some distance, and the smoke might not permit the signal to be seen, the Terrible, with his division, came to succour the Real. This motion caused the fight to slacken, and compelled the English to abandon the Spanish ship Poder, which had been obliged to surrender, being entirely dismasted. The English kept off as far as they could, without daring to follow the Real and the other Spanish ships, although many of them had been damaged in their masts, and especially the Real, the general commander of which had received two slight wounds, and the captain being mortally wounded. The fight continued till half an hour after five, and the rest of the day, as well as during the following night the squadron of France covered that of Spain, and sent carpenters and caulkers to the Real to repair her. On the 23d, at day break, M. de Court, upon the noise of cannon, which he heard, went and delivered the Spanish ship, the Hercules, from three English ships, amongst which she had fallen in the night, believing them to have been of her own squadron. The French employed the rest of the morning in taking between three and four hundred Spaniards out of the Poder; there were also ten or twelve English who had got into her to work her. They set fire to her, and towards night she blew up in the air and sunk. About noon the English appeared in order of battle, but very far off. We waited for them, and it was all we could do, because they were to windward. The Spanish officers will give a more circumstantial account of the  
ships

Lestock, as well during the former part of their lives, as their reciprocal behaviour to each other, while they were thus, unfortunately for the nation, connected in command.

To return, however, for the present to simple narrative, the admiral, when all hopes of bringing the enemy again to action was at an end, put into Mahon, where he refitted his ships; and having proposed some queries to vice-admiral Lestock, relative to his conduct in the late action, which that gentleman did not answer to his satisfaction, he thought proper to suspend him from his command, and send him to England, on board the Salisbury, preferring at the same time a specific charge of misconduct on the foregoing occasion. The necessary repairs of his ships being completed, Mr. Mathews put to sea, in the hope of meeting the enemy once more, and obtaining some advantage less equivocal than his last. In this wish he was unhappily disappointed; but he nevertheless continued to exert himself to the utmost while he retained his command, and to do every thing that could be expected

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ships of their squadron, which were engaged. M. de Court constantly covered the Spanish squadron, not only in the night between the 23d and 24th, but likewise all the day, during which a very cold N. E. wind arose, and obliged the combined squadrons to retire towards the coasts of Catalonia. They kept together and in readiness till night; when the general lay-to, and made signals by firing of cannon, shewing lights, for the others to do the same. The French ships perceived it, but the Spaniards followed their course, the St. Elizabeth towing the Real. We saw them the day following before Barcelona, and have not since had any farther account of them, though several frigates were sent to see after them. We are however fully persuaded that the English did not chase them, and that they have not taken any ship of theirs except the Poder, which they abandoned. M. de Court adds some particulars in praise of the Spaniards; and finishes by referring to the relation, which will be sent by their admiral, D. Jean Joseph Navarro, whose valour and courage he praises extremely, as well as that of all the captains of his squadron.

"We have had advice that the Neptune was arrived at Barcelona; the Constant, the Hercules, and the Orient at Carthagena; and we expect every moment to hear of the arrival of the Real, of the St. Elizabeth, and of the other ships, with the relation of all that passed in the engagement, in which, as M. de Court says, D. Navarro, and all the commanders of the king of Spain's ships, shewed great marks of their valour, each of them having been attacked by two, three, four, and five English ships at once."

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from an active and enterprizing officer, to distress the enemies of his country. He was very successful in one or two small expeditions which he projected and caused to be carried into execution, by detachments from his fleet, but these will be hereafter with more propriety enlarged upon, in our account of the several officers who commanded them.

Mr. Leftock, on his arrival in England, thought proper, in excuse for his own conduct to recriminate, and prefer, on his part, a charge against his commander-in-chief, to the following effect: "that the night before the engagement, he brought to, in obedience to the admiral's night signal; but at break of day, by reason of the wind's shifting, and the indraught of the tides, he found himself at a greater distance from the main body than he expected; that about eight he had an account from the admiral, by Mr. Jasper, his first lieutenant, that he would lay by till he could join him with his division, in place whereof the admiral made more sail, and sent lieutenant Knowles to order him to do the same, though he had then crowded all he could carry; that he did all he possibly could to get up with the sternmost of the Spanish squadron, and even fired a broadside at the Isabella, being the hindmost, but could not prevent her going a-head of him; that he did all that lay in his power to assist the admiral, whose *rashness* and *precipitation* in engaging the enemy *before the line of battle was formed*, contrary to the rules of war, and the practice of our best admirals, rendered his attempts to succour and support him fruitless; that this conduct in Mr. Mathews was the more inexcusable, *as he was under no necessity of hurrying on the action*, since, by the disposition of the French and Spanish admirals, *it plainly appeared they were resolved to fight*. That it was unaccountable the admiral should take such precautions not to let the enemy escape us, when our fleet was not formed in order of battle, and they lay prepared for us before the engagement; and though we had the advantage of disabling some of their ships, and burning another, became of a sudden more cautious, by bringing to in order of battle at a much greater distance, without sending out any cruisers to observe their motions; therefore the sole miscarriage was chargeable on the admiral, who, by his imprudence in fighting at first at such a disadvantage, had endangered the

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the whole fleet entrusted to his command; and after, by a quite contrary conduct, suffered the enemy to escape out of his hands."

This miscarriage, which men of all parties felt, soon excited a national clamour, not to be appeased but by some sacrifice; as a preliminary step to it, in consequence of Mr. Lestock's recrimination Mr. Mathews was recalled, and travelling through Germany and Holland, arrived in England about the end of September. On the meeting of parliament an enquiry was instituted, and the house of commons unanimously came to the following resolution, the truth and propriety of which, considered generally, no man in the world can deny. "That as it evidently appeared to them, that the combined squadrons were inferior to his majesty's fleet at the time of the engagement, the miscarriage of that action created a general reflection on the honour of his majesty's arms, and was equally detrimental to the national interest, which must be owing to the misconduct and behaviour of *some* of the commanders and officers of the fleet."

This resolve being passed, they immediately addressed his majesty, praying "that he would be pleased to appoint immediately, courts martial, to enquire into the conduct of admiral Mathews, vice-admiral Lestock, the captains Burroughs, Norris, Williams, Ambrose, Dilkes, and Frogmore, with the four lieutenants of the Dorsetshire, in order to bring a condign punishment on those whose misconduct had brought this discredit on his arms, sacrificed the honour of the nation, and trifled away an opportunity of importantly serving the common cause." Mr. Mathews and Mr. Lestock, being both members of the house of commons, were first heard in their places, as is customary; but although several witnesses were examined, it was not thought the truth could be so well investigated by any other means as by a court-martial, to which decision the matter was finally referred.

Owing to the time it required to collect the multitude of witnesses necessary to the investigation of so intricate an affair, and the greater part of these being, at the time their testimony was wanted, employed on service in a distant part of the world; the nation also being deeply engaged in a war, which rendered it extremely difficult to

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call them home, as well as to collect a sufficient number of members totally unconnected with the parties and the action alluded to, the trials did not commence till the month of October 1745. Sir Chaloner Ogle being nominated the president, this enquiry was at last entered into, and after a long as well as tedious investigation \* Mr. Lettcock was *honourably* acquitted, and Mr. Mathews declared incapable of holding any farther employment in his majesty's service!

This sentence, however it might calm the stern severe countenance of unrelenting justice, was by no means equally fortunate in appeasing the tumult of popular opinion. The people, especially that part unacquainted with the rules and laws of the service, inquired for the person who had acquitted himself best in the splendid, brilliant, and ever favourite character of a gallant man. When they found their commander-in-chief actively and most spiritedly engaged in the center of their foes, and when they searched in vain to discover the admiral of a squadron, under that commander, in the same situation, when they were told that, while the first was bravely employed in the manner just mentioned, the latter was not even within gun-shot, when they heard Mr. Mathews himself complain of being unsupported, of being left a sacrifice to the private resentment of an individual, and above all, of being deprived, by that conduct, of bringing into a British port the Spanish admiral Navarro in a ship mounting one hundred and ten guns, they felt the immediate impulse of a generous indignation; and those who were not severe and violent enough to condemn the justice of the court, were obliged to be content with confessing, that the code of naval discipline was what they did not understand †.

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\* Which continued, by adjournment, for a considerable time; Mr. Lettcock's trial not commencing till the month of January 1746, and not being concluded till the 3d of June following; and that of admiral Mathews not before the month of June 1747.

† It is asserted by some, but with what truth we know not, that the king himself was much dissatisfied at this decision, and with all that open and generous love for gallantry which formed so strong a feature in his character, for some time actually refused to signify his approbation of a decision passing so severe a sentence on a man who had acted with so much acknowledged bravery.

On whatever ground the members who formed this court founded their decision, it certainly was not upon any part of the charge exhibited by Mr. Lestock; that gentleman thought proper to make rashness and precipitation the first articles of it, and in proof of them he urged, that Mr. Mathews engaged before his line was properly formed: to this we answer, first, that if the commander-in-chief had waited till that had been effected, no action whatever would have taken place, and the terms, want of spirit and cowardice might, with the greatest justice, have supplied the place of the less ignoble charge his antagonist had the hardiness to make. Mr. Lestock in his charge takes occasion to observe, that Mr. Mathews was under no necessity of hurrying on the action, as it plainly appeared by the enemy's disposition that they were resolved to fight. The account given by Mr. Mathews, the truth of which has never been disputed by any person, Mr. Lestock excepted, contradicts this observation in direct and positive terms. "*Rear-admiral Rowley (says he) led the van but could never come near the French squadron, as M. De Court would sometimes lay-to as if he designed staying for them; but when they drew near him he made sail again, till at last he had left most of the Spanish ships a good way a-stern, so that THE ADMIRAL WAS FULLY CONVINCED HE WOULD NEVER COME TO A GENERAL ENGAGEMENT, but judged his design was to draw him down the freights;*" if, therefore, Mr. Mathews is to be credited, he had no probable chance of bringing them fairly to action but by bearing down and engaging the enemy with such ships as were near him, in the hope of stopping them till the rest of the fleet, particularly Mr. Lestock's division, came up. The propriety of this measure has been repeatedly justified by the former as well as the subsequent conduct of some of the ablest and bravest naval commanders Britain ever knew\*, and the most brilliant

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\* In particular of admiral sir George Byng in his engagement with the Spanish fleet off Messina; of admiral Anson when he attacked the French Squadron under Jonquiere; and, lastly, of the late lord Hawke when he captured the greater part of L'entendur's fleet and defeated Conflans. "In the account of the first of those memorable actions, the latter expressly says, *finding we lost time in forming the line, at eleven I made the signal for the whole Squadron to chase.*"

Lond. Gaz. Extra. Oct. 27, 1747.

And,

brilliant victories and successes have crowned their intrepidity. We shall defer giving any opinion on the charge preferred by Mr. Mathews against the vice-admiral, till we come to give an account of that gentleman.

Much stress has been laid by the enemies of Mr. Mathews on his former conduct and private behaviour to Mr. Lestock, as if, even admitting for a moment that to have been improper, it could in the smallest degree have justified any breach of public conduct in the latter. Mr. Mathews is said to have been austere, haughty and imperious, when in fact he was nothing worse than a strict disciplinarian, a rigid observer of forms, and a man who, when in a subordinate station, as he had always paid the utmost obedience to command, so he now justly thought he had every reason to expect and insist on a similar conduct in those who acted in a subordinate station under him. His pride was not that of a vain upstart, ridiculously puffed up by an unexpected exaltation to an high national trust, but of a man who entertained a proper sense of his own dignity and command; most feelingly alive to every slight and insult which he did not consider as merely personal to him, for that, perhaps, he might have forgiven, but as indignity offered to his station and an injury to the service of his country.

His gallantry has never been questioned, even by his bitterest enemies: and the heaviest charge they were ever able to adduce against him was, that he understood the practical part of his duty better than the theory of it; or, in plainer English, that he himself knew better how to fight than to command others to do the same. Most historians, in their observations on the foregoing transaction, remark, that however Mr. Mathews might on some accounts merit censure, the conduct of Mr. Lestock certainly demanded an heavier punishment. Each person may assume to himself a privilege, which assuredly is undeniable, of judging for him in all controversies of this nature that depend in the smallest degree on opinion, but cer-

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And, again, "Observing on my discovering then that they made off, I threw out the signal for the seven ships nearest them to chase and draw into a line of battle a-head of me, and endeavour to stop them till the rest of the Squadron should come up."

Gazette Extra. Nov. 30, 1759.

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tainly all persons must unite in the same judgement on the conduct of a man who suffers private animosity to influence his public conduct even for a moment.

Those who have been ingenious in investigating first causes, have felicitated themselves on proclaiming to the world the cause of this unfortunate disagreement. This developement is rather an injury to the character of Mr. Lestock, for it deprives him of every private virtue, as his conduct in the line of his profession had, in the opinion of many, bereft him of every public one. His motives, such as they are, which are given us on this occasion, are, with more propriety, transferred to our account of his life. As to Mr. Mathews he passed the short remainder of his days in peaceable retirement, and died at last considered, by most people, as entitled to their honourable compassion, which is the tribute in degree next valuable to regret and public applause. The time of his death is not precisely known, but is said to have happened some time in the year 1751.

MEADE, Thomas,—entered into the navy before the revolution, and was, in 1692, appointed first lieutenant of the *Lumley Castle*, of fifty-six guns. After this time we hear nothing of him till having accompanied commodore Walker to the West Indies, he was, on the 3d of January 1703, by him promoted to the command of the *Burlford*, as his captain, and on his return soon afterwards to England, captain Meade was removed into some other ship. We do not find any farther mention made of this gentleman till the year 1707, when his name appears as one of the court-martial assembled on board the *Albemarle*, in Portsmouth harbour, for the trial of sir Thomas Hardy. As no notice is ever taken of him after this time, it is most likely he quitted the service before the death of queen Anne, and not improbably soon after the year above-mentioned. He died in England some time in the year 1740.

MIGHELLS, Josiah,—was a collateral descendant of the same stock with vice-admiral James Migbells, whose grandfather was a merchant of eminence at Lowestoffe, in the county of Suffolk, about the time of queen Elizabeth. Having, as well as his brave relation, entered into the royal navy at a very early age, he was, about the year

1693, appointed third lieutenant of the *Vanguard*, a second rate. In 1696 we find him first lieutenant of the *Norwich* of fifty guns; both these ships were, during those years, attached to the main or channel fleet. He continued to serve, with much reputation, in this station during the war and a part of the ensuing peace, and was, on the 31st of March 1703, very justly promoted to the command of the *Flamborough* frigate.

In this vessel he immediately afterwards accompanied Sir Cloudesley Shovel to the Mediterranean, and was, in the month of October detached, by the commander-in-chief, together with the *Pembroke*, *Exeter*, *Tartar* frigate, and one fireship, to Tunis and Tripoli, under orders to renew the treaties of peace with those governments, and to proceed from thence to Scanderoon to join commodore Jumper, with whom he returned to England in the month of December. In what manner he was employed during the following year does not appear; but in 1705 we find him captain of the *Triton* Prize, a frigate of thirty guns stationed in the Channel. He was not long after this appointed to the *Lizard*, another frigate employed in the same line of service; in which he appears to have had no opportunity of acquiring either wealth or fame. He died on board this vessel in King Road near Bristol, on the 30th of August 1707; and was buried in Pill church. He left behind him three sons, who all died about the year 1710.

**MORDAUNT, Hon. Henry**,—was the younger son of the well-known Charles, third earl of Peterborough, of whose family we shall give some account in our memoirs of that brave and distinguished character. This gentleman entered very early in life into the navy, and was appointed a lieutenant, not at so early an age that his high rank might have been supposed to have in any degree aided his promotion, but after a meritorious service and exemplary discharge of his duty in that station, for several years. He was chosen, about the year 1695, representative in parliament for Brackley; about which time we also believe he received his first commission as lieutenant.

He was not advanced to a command in the navy till the 9th of April 1703, being then appointed to the *Mary* galley.

galley. We do not, till 1706, find any farther mention made of him, even by those \* whom we may naturally suppose to have made the strictest enquiry relative to the particulars of his life. In the last-mentioned year he commanded the *Resolution*, of seventy guns, a ship which he defended soon afterwards with a courage well worthy of a vessel so named, and perfectly befitting a person of so gallant a temper and turn of mind. On the 10th of March 1706-7, O. S.† being on his passage from Barce-

\* Collins, and other heraldic authors.

† Campbell says April, but in this he is mistaken, as will appear from the following official account of this spirited but unfortunate action, which has been copied, almost verbatim, by most naval historians, although they have not given any reference as to the place from whence it is taken.

Gazette, No. 4324. "The earl of Peterborough sailed from Barcelona the 13th of March O. S. for Genoa, together with a gentleman, sent by the king of Spain, in the quality of his envoy to the duke of Savoy, on board the *Resolution* man of war, commanded by captain Mordaunt, his lordship's son; with whom sailed at the same time the *Enterprize* and *Milford* frigates.

"The 19th, being within fifteen leagues of Genoa, they fell in with six French men of war, whereof two were of eighty, two of seventy, one of sixty-eight, and the other of fifty-eight guns, who chased them; upon which his lordship, with the Spanish envoy, went on board the *Enterprize*, got away in the night, and sailed for Leghorn; the *Milford* likewise made her escape, and got to the same port. The enemy continuing to chase the *Resolution*, one of their ships came about ten at night within gun-shot of her, but did not begin to fire till the sixth about six in the morning; by which time the rest of the enemy's ships, they being all clean and newly come out of Toulon, were all come up with the *Resolution*; then began a very sharp fight, which captain Mordaunt maintained, with great bravery and resolution, till half an hour after three in the afternoon; at which time, finding no possibility of getting clear of the enemy, and his ship being very much shattered, it was thought most proper to run her ashore, which was done accordingly: the enemy still pursued her, and kept continually firing upon her: but finding by the captain's returning their fire that he would not quit his ship, they sent out their boats to burn her; but those were soon beat back.

"The 21st in the morning one of the enemy's ships, of eighty guns, came very near her, with a design to batter her; but she being full of water, and the powder wet, it was resolved to burn her rather than she should fall into the enemy's hands; and, accordingly, by eleven that morning, all that part of her which lay above the water was consumed. The captain and his ship's company got safe on shore with what was most valuable on her. He was wounded in his thigh during the engagement by a cannon ball, but not dangerously."