

lona to Genoa, having his father the earl of Peterborough on board as a passenger, together with a gentleman who had been just before appointed, by his Catholic majesty, envoy to the duke of Savoy, he unhappily fell in with a squadron of six French ships of the line, all clean and in the best condition for service, being newly come out of Toulon. The earl made his escape, as is stated in the account given by authority, and a most spirited encounter, though against a force so very unequal immediately took place, for the particulars of which we refer to the same very circumstantial relation. Captain Mordaunt, in consequence of his wound, which proved much more dangerous than was at first apprehended, found it necessary to retire from the service till his cure should be effected. He was prevented from ever returning to it by a premature death, which happened at Bath on the 24th of February 1710.

Boyer has taken more than ordinary pains in describing this unhappy event, and delineating the character of this truly noble person. "On the 24th of February (says he) the honourable captain Mordaunt, second son to Charles, earl of Peterborough and Monmouth, after he had languished for several days, died of the small pox, a distemper that became this year very fatal to several illustrious and worthy persons. This gentleman had the command of a company of foot in his uncle lieutenant-general Mordaunt's regiment; and having been also bred to the sea-service, he distinguished himself there upon several occasions, particularly in the year 1707, when, being captain of the Resolution man of war, and having on board the earl, his father, bound from Barcelona to Genoa, with whom sailed the Enterprize and Milford Haven (frigates) they fell in with six large French men of war, just come out of Toulon. The earl, who had no business to fight there, went on board the Enterprize, and got safe to Leghorn. The Milford Haven also escaped; but the Resolution maintained a fight, with the enemy's squadron, from six in the morning till three in the afternoon, with wonderful bravery; when the captain seeing, at last, there was no possibility of getting clear, ran his ship on shore and burnt her. He himself having been wounded in the thigh, the earl, his father, as soon as he was able to travel,

travel, procured him a pass to return home through France. This noble commander having suffered much in the length of his cure, designed to go to sea again, but was prevented by death, as aforesaid, and was as much lamented as any young gentleman of his time, being highly and justly esteemed for his valour, affability, temperance, and other virtues."

An anonymous heraldic author makes the following very honourable mention of him. "Henry, second son of Charles earl of Peterborough, was a gentleman of singular accomplishments, and of an affable and generous disposition, by which he had procured himself a general esteem, both as a member of the common's house, and a commander in her majesty's navy, where he had served with some distinction; and had undoubtedly appeared a future ornament to his country, had not death taken him in the bloom of life, some days before his brother, with this differing circumstance, of more regret, that he left no children behind him, being never married." We cannot but regret the sudden and remarkable death of those two gentlemen in so short a space of time, and by the like fatal distemper, both as an unspeakable grief to their noble relations, and a very unhappy loss to their country.

**PARTINGTON, Henry**,—entered into the navy soon after the revolution: and in the month of March 1693, was appointed third lieutenant of the *Stirling Castle*, a third rate of seventy guns, belonging to the main fleet. We have no other particulars relative to his service till the 20th of October 1703, when he was promoted to the command of the *Anglesea*. We know nothing farther of him till the latter end of the year 1706, when we find him to have been mulcted six month's pay by the sentence of a court-martial held on him, in the river Thames, for what is generally called irregular conduct, on the 12th of November. As we find no mention whatever made of him we presume him to have held no commission after this time. He is said to have died on half-pay, upon the 30th of January 1737.

**PUDNER, Humphrey**.—The first information we have of this gentleman is, that he was appointed second lieutenant of the *Royal Oak*, a third rate of seventy-six guns, about the year 1695. Whether he held any com-

mission previous to this is not known; nor have we any farther information concerning him till 1703, when we find him, on the 10th of July, promoted to the command of the *Experiment*. The first years of his service, after his promotion to the rank of captain, passed on in the same unnoticed routine which obscures the private history of a multitude of worthy and brave individuals. We hear nothing of him till the year 1708, when we find him captain of the *Severn*, of fifty guns, one of the squadron on the Jamaica station under the command of commodore Wager\*. He there eminently signalised himself as a very able and diligent officer, during a very long and tedious station off Porto Bello, to watch the galleons†; and to his very great attention to this duty, as well as his unremitting exertions in procuring the necessary information, the commodore, as he himself was candid and honourable enough to admit, was principally indebted for his success.

In the month of July we find him one of the members of the court-martial held on board the *Expedition*, at Port Royal, for the trials of the captains Bridges and Windsor. Nothing material is mentioned as having occurred during the time he continued in the West Indies, from whence he returned some time in the year 1709. His ship being refitted, we find him, in the month of September 1710, still in the same command, and employed, under the orders of captain Aldred, in the *Rocheſter*, in the attacks of the French settlements on the coast of Newfoundland‡. After this success he was immediately ordered for the Mediterranean, as a convoy for the ships belonging to the fishery destined for that part of the world. On his arrival there, he put himself, as instructed, under the command of sir John Norris, the admiral-in-chief on that station, and soon met with a fresh and more

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\* "Commodore Wager sent captain Humphrey Pudner, in the *Severn*, to watch the enemy's motions in Porto Bello; from whom he received advice, on the 23d of May, that on the 19th the galleons were sailed."—Campbell, vol. iii. p. 206.

† In March the commodore received advice, at two several times, from captain Pudner, who was stationed near Porto Bello, that the galleons with the king's money could not sail before the first of May.

‡ Of which a particular account has been already given in the life of captain Aldred, see page 154.

brilliant opportunity of distinguishing himself than had hitherto perhaps offered itself to him.

Captain Pudner being, on the 22d of March 1710-11, in the bay of Vado, with the *Lion* and *Lyme*, cruising off and on at some distance from the fleet, which lay at anchor within them, they got sight of four large ships belonging to the enemy, of which they apprised the admiral by signal, who ordered them to chase, and sent the *Nassau* and *Exeter* to support them. Before, however, the latter ships could get up, a desperate action commenced, which continued two hours, during which the *Severn* was completely disabled, and obliged to put back, having had three and twenty of her people killed and wounded, the greater part of them dangerously\*. No mention is ever made of captain Pudner after this time; and as we do not even find his name inserted as commander of any of the ships put in commission during this or any of the succeeding reigns, it is most probable he quitted the service soon after. He died at Canterbury, where he had lived in retirement many years, on the 30th of November 1753, having attained a very advanced age.

RAYMOND, Baymont, or Beaumont,—was another gentleman who had entered into the navy previous to the revolution; and after serving no inconsiderable time in a subordinate station, was, about the latter end of the year 1692, appointed third lieutenant of the *Captain*, a third rate, of seventy guns; from which ship we find him removed, in the year 1695, to the same station on board the *St. Andrew*, a second rate. We do not find any other mention made of him till the 21st of January 1703, when he was appointed captain of the *Mortar Bomb*. This vessel was one of those unhappily lost in that tremendous hurricane, called, to distinguish it particularly from all others, the Great Storm, which happened in the month of November following. Lediard, Campbell, and all other naval historians, have erroneously stated the captain, as well as the whole crew, to have perished. Thus have they progressively, relying on the authenticity of each

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\* The *Exeter*, commanded by captain Raymond, coming up, soon engaged one of the French ships, but was so much disabled as to be obliged to quit her, as will be seen hereafter.

other's information, continued to propagate a mistake which, as general historians, they were not very likely to discover. That it is a mistake, we shall presently shew, captain Raymond's life having been preserved, by some means or other unknown to us, for we shall presently shew he survived the dreadful misfortune which befel his ship, on that occasion, many years.

We do not, however, find any particular mention made of him after this time till the year 1710, when he commanded the *Exeter*, of sixty guns, one of the Mediterranean fleet under the command of sir John Norris. Being ordered by that admiral to slip and pursue some French ships of war, discovered in the offing by captain Pudner, in the *Severn*, and other cruising ships, as already related in our account of that gentleman, he obeyed that order with the utmost alacrity, and appears to have engaged, with much spirit, for upwards of two hours, one of the French ships, which afterwards proved to be the *Pembroke*, formerly taken from the English. The *Exeter* had by this time sustained so much injury in the encounter, that captain Raymond is said to have quitted this antagonist; but the account published in the *Gazette*, asserts only that the *Pembroke* made a running fight, and at last got into the port of Spezza. He was sentenced, by a court-martial held on him, in Barcelona road, on the 10th of July 1710, to forfeit three month's pay, for what was called, in the minutes, an error in judgment; whether in consequence of his conduct on this occasion, or any other part of his subsequent behaviour, is not stated. We believe him to have quitted the king's service soon after the accession of George the First\*, and to have entered into that of the South Sea Company, one of whose ships, called the *Prince*, he died captain of, at Vera Cruz, in the month of May 1718.

RICH, sir Charles.—We find no mention made of this gentleman in the naval service† till his appointment,  
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\* His last command in the royal navy appears to have been during the expedition sent to the Baltic in 1715, under the admirals Norris and Hardy; he was then captain of the *Rippon*, of sixty guns, and stationed in the line, as one of the seconds to sir Thomas Hardy.

† This gentleman was the son of sir Robert Rich, baronet, of Rose Hall, Beccles, in the county of Suffolk; who was one of the commissioners

on the 12th of January 1703, to be captain of the *Feverham* frigate. This vessel was, we believe, principally employed as a cruiser, or in services so little remarkable as to pass unnoticed, for we find no other mention made of him, except his death. He died in England, on the 17th of October 1706, being at that time, as it is said, captain of the ship to which he was first appointed, or according to a private MS. memorandum, which we believe authentic, of the *Falcon*.

**RIDDLE, Walter.**—Our first certain acquaintance with this gentleman's history commences with his appointment to be captain of the *Mermaid*, on the 21st of

sioners of the admiralty, and served in several parliaments during the reign of king William, for Dunwich. The family of Rich is of great antiquity; they are said to have been originally of Hampshire, where John Le Rich, of Rich's Place, flourished about the time of Edward the Second. Robert Le Rich was his son and heir, living in the reign of Edward the Third, and who left issue, John Le Rich, of Rich's Place, who was alive the 13th of Henry the Fourth; he had two sons, Richard and William. Richard Rich, of London, esquire, son of the gentleman last mentioned, was buried in St. Lawrence's church, London, the second year of Henry the Fifth.

The first of this family we find mentioned by sir William Dugdale, was Richard Rich, son of the above named Richard Rich. He executed the office of sheriff of London in the year 1441, being the 20th of Henry the Sixth, and founded an alms-house at Hodeston, in the county of Hertford; which Richard dying in the year 1469, left issue John, and he a son named Thomas. This Thomas was the father of Richard, who by degrees, enjoying sundry eminent employments, arrived at length to great wealth and honour. On the 24th of Henry the Eighth, he obtained the office of attorney-general of Wales; and in the next year was constituted the king's solicitor-general. Upon the dissolution of monasteries, he was made chancellor of the Court of Augmentation, by which he acquired divers lands and manors. On the death of Henry the Eighth, he was appointed one of the assistants to his executors in matters of great consequence; and in the first of Edward the Sixth, being advanced to the dignity of a baron of England, by the title of Lord Rich, was soon after constituted lord high chancellor.

His grandson Robert was, in the 16th of James the First, created earl of Warwick. His uncle, Edwin Rich, third son of Robert, second lord Rich, was knighted during the Cadiz voyage. His fourth son, Charles Rich, of Mulbarton, in Norfolk, was created a baronet, in the 27th of Charles the Second, with remainder to Robert Rich, of Slowdon, in Essex, esq. second son of colonel Nathaniel Rich, of the same place; which Robert we have already noticed as the father of sir Charles, of whom we are about to speak.

December 1703. We have, indeed, a small memorandum, which asserts he was, in the year 1705, promoted to be second lieutenant of the *Chichester*, of seventy guns; but although it is highly probable he served in the above-mentioned rank, even before that time, the evidence before us is not sufficient to warrant our positively asserting it.

The first part of his service, as a naval commander, was as barren of incident as possible: the vessels to which he was, from time to time, appointed, were of inconsiderable force, and their employments, as well as peculiar stations, equally insignificant. We do not find any mention made of him till the year 1706, when he commanded the *Isabella* yacht, ordered with sir Cloudesley Shovel, and the fleet under his command, to the Mediterranean; it being, at that time of day, always customary to send a vessel or two of that description with all great naval armaments, to which, independant of the purposes of state and pageantry, which probably first gave rise to their equipment on such occasions, they usually served as scouts and advice boats, being in general prime sailers.

He returned with his gallant admiral in the month of October 1707, but happily without being involved in that great and national misfortune which befel him and so many of his brave companions. His diligence and indefatigable attention to his duty and the service, while employed in a station so humble and distressing to a man of an enterprising turn of mind, procured him to be promoted, soon after his return, to the *Falmouth*, of fifty guns. About the latter end of the year 1708, he was ordered for New England; and, when on his voyage homeward, in the month of May 1709, with a number of ships under his convoy, signalised himself in so distinguished a manner, on being attacked by a French ship of war of much superior force, that we scarcely know whether most to applaud his intrepidity and good conduct itself, or to rejoice at the unalloyed success which attended it\*.

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\* The particulars of this very spirited encounter were published by government, and were to the following purport:

“ Admiralty



He continued captain of the *Falmouth* for a considerable time after this, as in the year 1710 we find him in the same ship, accompanying captain George Martin, who then commanded the *Dragon*, on his successful expedition against the French settlement of Port Royal, in Acadia, now called Nova Scotia. In the year 1712, he still commanded the same ship, and was then stationed off the coast of Guinea, where, in company with captain Mabbot, of the *Mary Galley*, he had a very spirited engagement with two French ships of war; the enemy were, however, so fortunate as to effect their escape. This is the last mention we ever find made of captain Riddle, no official list or private account giving us the smallest information even of the time of his death.

ROGERS, George,—is in the same predicament with the gentleman last mentioned, on the score of innotoriety, during the early part of his service; and which, in the present instance, continued nearly through his whole life. The first information we have of him is, his appointment, on the 8th of July 1703, to be captain of the *Jer-*

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"Admiralty Office, May 24, 1709.—Her majesty's ship the *Falmouth*, of fifty guns, commanded by captain Walter Ryddell, in her passage from New England, with some ships laden with masts, and others, under her convoy, was, on the 18th of this month, attacked by a French ship of war of sixty guns, about twenty-four leagues from Scilly; and captain Ryddell perceiving that the enemy did intend to board him, he filled his head-sails, and laid her on board under her boltsprit directly athwart her hawse, and raked her fore and aft with his cannon. The enemy continued in this posture about an hour and a half, during which time he entered many men, but they were repulsed; however, the number of men on board her being much greater than those in the *Falmouth*, it occasioned various turns; but at length he thought fit to retire, having first cut all the lanyards of the *Falmouth's* fore and mizen shrouds, believing it might prevent her following to rescue the convoy, which the enemy stood after. Notwithstanding which, captain Riddell did with such diligence follow him, as enabled him to preserve them, and to bring them into Plymouth. In this action the *Falmouth* had thirteen men killed and fifty-six wounded; the captain himself received a wound in his right leg, and several other hurts; and the second lieutenant, and Mr. Lawrence, one of the volunteers, were shot through the body. The *Falmouth* had on board her 20,000*l.* of New England money at the time of the engagement."

Captain Riddle's conduct on the foregoing occasion appears to have been rarely equalled, and never exceeded.



sey. The stations on which he was employed, and the quality of the vessels which for a number of years he commanded, were such as prevented him from having the smallest opportunity of distinguishing himself. His rise in the line of service, to whatever cause it might be owing, was wonderfully slow; for in the year 1710 he had no higher command than that of the *Seaford*, a small frigate, stationed as a cruiser in the Irish Sea. The remainder of his appointments are as little distinguishable; and though we believe him to have been often commissioned during the almost annual naval equipments in the reign of George the First, yet as none of them appear to have been ships of the line, no mention whatever is made of him till the year 1727, when he was appointed to command the *Nassau* of seventy guns, as successor to captain Morris, or Maurice, who had just before been promoted to the rank of a flag-officer. He accompanied sir John Norris to the Baltic, during the ensuing summer; and on his return to England, quitted the *Nassau*, and, in all probability, retired from the service, as we have no proof of his having received any commission afterwards. He died on the 24th of October 1729.

SAINT LOE, Edward\*,—is nowhere mentioned till he was appointed, on the 9th of September 1703, captain of the *Pendennis*. This gentleman, among those who have had the misfortune to be least distinguished, has laboured under the same disadvantage, and even in a superior degree, during the first years of his service. No man, however, appears to have more deserved the good opinion of his countrymen, the esteem of those with whom he served, and the applause of his superiors in command, than himself. Care, diligence, attention, and activity, were all eminently distinguishable in his conduct; and nothing appears wanting to the character of a great man, but the opportunity of acquiring that celebrity unfortunately so necessary to the perfect completion of it.

The first notice we find taken of him is in the year 1720, at which time he was captain of the *Prince Frederick*, under rear-admiral Hosier, who was just before ap-

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\* He was most probably the son of captain George St. Loe, for an account of whom see vol. ii. p. 96.

pointed third in command of the fleet sent under sir John Norris to the Baltic. He served on the same station during the expedition in 1721, and under the same admiral. In the month of April 1723, he was appointed to the Northumberland, in which ship he continued during the two following years, but without being employed on any memorable service. In 1726 he was commissioned to the Superbe, and ordered for the West Indies, with rear-admiral Hosier, who had the chief command there. Mr. St. Loe, at the time of this appointment, appears to have been promoted to the rank of commodore, with a captain under him. The operations of, as well as the distresses experienced by this armament, have been already related at length, in the life of the brave and ever to be lamented admiral\*, who fell an inglorious sacrifice to the chagrin occasioned by them.

In the year 1727, Mr. Hosier having thought proper to divide his squadron, for the purpose of blocking up the harbours, both of Porto Bello and Carthagea at the same time; the ships destined for the former service consisting of four fourths, a fifth, and a sixth rate, were of course put under the orders of Mr. St. Loe, who sailed from Jamaica on this service soon after Christmas. Misfortune and disappointment were, however, the constant attendants and never relenting foes, which baffled the indefatigable efforts of these two brave men. After an unsuccessful cruise of several month's continuance, he returned to Jamaica about the middle of June; but as soon as his ships had taken on board a supply of water and provisions, he again put to sea, and stood over to Carthagea. On the death of Mr. Hosier, which happened on the 23d of August following, he assumed the chief command of this shattered and distressed armament.

He continued at sea, cruising and effectually blocking up the galleons, according to the last instructions which he had received from the deceased admiral, till the 6th of September, when the Spanish vessels being all unrigged, and he having received certain information, that they were so miserably deficient in stores and provisions as to be incapable of returning to Europe till the ensuing sea-

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\* Hosier,

son, he returned to Port Royal, where he arrived on the 17th of September and rejoined the remainder of his squadron, several of his ships having been obliged to put into port before him, through want of provisions and other necessaries. Captain St. Loe immediately dispatched the *Happy*, a snow sloop of war, for England, with the melancholy intelligence of his admiral's death, and desiring farther instructions as to what manner he was afterwards to act in.

In the interim he took care to refit his ships in the best manner circumstances would permit; and having recruited his stock of provisions and water, put to sea early in the month of October. Finding, however, that the extreme caution of the enemy prevented him from having any other opportunity of distressing them than by blocking up their harbours, and the advanced season of the year rendering that employment no longer necessary, far as related to the galleons, which were his principal, and, indeed, only object, he returned, after a short cruise, to put his ships once more in the best condition in his power for service, against the ensuing naval campaign, and the arrival of vice-admiral Hopson, who was soon expected from Europe. That gentleman getting into Port Royal on the 29th of January, found the squadron there, through the care and indefatigable attention of Mr. St. Loe, in a much better state than could possibly have been expected, so that he was enabled to sail from thence with his whole force, on the 4th of February following, to cruise off the Spanish coast with the same intent as in the former year.

The admiral dying at sea, as has been already related, after an illness of five days, on the 8th of May following, the command of this unfortunate and unsuccessful squadron devolved, a second time, on Mr. St. Loe, who again experienced the same want of opportunity to distinguish himself, which had attended him during the former period. He himself, about eleven months afterwards, fell a victim to the same unhealthy climate which had before proved fatal to the two admirals under whom he served. He died on the 22d of April 1729, having been, on the 4th of March preceding, promoted, at home, to the rank of rear-admiral of the blue. He did not, however, live long enough

enough to receive the intelligence of this just and well-merited advancement.

**SANDYS, Jordan.** — We have no account of this gentleman till we find him, on the 12th of March 1703, appointed captain of the *Hector*. He is exactly in the same undistinguished situation with many of his brave cotemporaries, for we meet with no other mention made of him till the year 1715, when he commanded the *Burlington*, of fifty guns, one of the fleet sent, under sir John Norris, to the Baltic. He continued captain of the same ship two or three years, employed annually on the same station, under the different commanders-in-chief who were honoured with so uninteresting an employment. As we find no mention made of him after he quitted this ship, we naturally conclude it is highly probable he retired from the service: but no notice is taken of this circumstance, or of any pension being granted, as is generally done in cases of this sort. He died some time during the year 1734.

**STUKELY, Charles,** — is also unknown, till he was, on the 1st of July 1703, made commander of the *Lowestoffe* frigate; and we have no account of his being appointed to any other ship. He died in England on the 3d of April 1720.

**TAYLOR, Joseph.** — Although this gentleman is equally undistinguished till he was, on the 15th of February 1703, appointed captain of the *Charles* galley, a frigate of thirty-two guns, fortune did, however, soon make him amends for this poverty of adventure, as few men became afterwards more distinguished in the *petite guerre*. The vessel to which he was appointed, as above-mentioned, was employed, during the year 1703, as a cruiser; in which service he met with much success, having captured several prizes, among which was a French sloop of war. In the year 1704 he accompanied sir G. Rooke on his expedition to Lisbon and the Mediterranean, where his diligence and activity were highly serviceable\*  
and

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\* Boyer makes the following honourable mention of him:

"While sir George Rooke was gathering this account from the several prisoners, the commander of the *Charles* galley, captain Taylor, the same who had been dispatched from Lisbon, came on board the admiral, and gave him information, that in his voyage he  
came

and deservedly applauded by the commander-in-chief. Soon after his return to England he was promoted to the *Triton*, of fifty guns, in which ship he was, during the following year, employed to cruise in the Channel. His success in this service was almost unprecedented, not so much on account of its magnitude as its frequent repetition, he having captured one frigate of thirty guns, taken afterwards into the service, and called the *Triton's Prize*; and three of twenty-four guns each, called the *Fox*, the *Cruiser*, and the *Enterprize* \*. No mention, however, is made of him after these happy smiles of fortune, the just reward of activity and good conduct; and we are even ignorant of the time of his death.

WINDSOR, Edward,—was, on the 12th of February 1703, appointed captain of the *Milford*. He continued to be employed as captain of divers ships of war, which were not engaged in any distinguished service till 1708, in which year he was captain of the *Portland*, of fifty guns, one of commodore Wager's Squadron in the West Indies. His improper conduct in the action with the Spanish galleons, off Baru, induced the commander-in-chief to put him under an arrest immediately on his return to Jamaica. Being tried by a court-martial held on board the *Expedition*, in Port Royal harbour, on the 23d of July, he was found guilty of the charge preferred against him; but, in consideration of some favourable circumstances in his case, was only sentenced to be dismissed from

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came in with the whole French fleet, which chased him to the southward of Cape Spartel; but they soon losing sight of him, he made the best of his way for the Streight's mouth; and the next morning, as far as he could see from his top-mast-head, he could discern but two or three sail of the fleet, which he made the day before to be at least forty, and many of them very great ships."

\* We have the following farther account of his success, in a letter, dated Plymouth, April the 17th, 1705.

"Her majesty's ship the *Triton*, captain Taylor commander, has brought in here two privateers of St. Malo, which he took two days ago about fifteen leagues to the southward of the Lizard; one is called the *Sanpareille*, of twenty guns and one hundred and thirty-five men; the other the *Beringhen*, of twenty-four guns and one hundred and sixty men; they are both new ships, and esteemed as good sailers as any that belonged to St. Malo."

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the command of the *Portland* \*. He never was again restored to the service, and is said, by some, to have died of mere chagrin in a few weeks afterwards.

## 1704.

CONEY, William.—This brave, and, as it will appear by the sequel, unfortunate man, is nowhere mentioned till his appointment, on the 1st of April 1704, to be captain of the *Sorlings* frigate. After having continued for some time in this vessel without meeting with any opportunity of distinguishing himself, he was promoted to the *Romney*, of fifty guns; in which ship we find him on the Mediterranean station in the year 1706. In the month of December he was detached from the fleet, under sir Cloudesley Shovel, to cruise in company with the *Milford* and *Fowey* frigates; and having put into Gibraltar he there received intelligence, on the 15th, O.S. that a French privateer, mounting sixteen guns, with nearly thirty pieces of brass cannon on board, which had

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\* The following was the tenor of the sentence.

“ Captain Edward Windsor, commander of her majesty’s ship the *Portland*, being tried for not doing his duty, in a late action with the Spanish galleons on the coast of Carthage, in New Spain, on the 28th, 29th, and 30th of May last; it did appear, by evidence on oath, that the said captain Edward Windsor was slack in his duty, by not bearing so near the enemy as to keep sight of some of them, when they were engaged on the 28th at night; that upon chasing the enemy next day, by signal from the commodore, he left off chase and bore down to the *Kingston* in the evening, when he ought not to have done so; and that on the 30th, when the *Kingston* and *Portland* chased the vice-admiral of the galleons, near the *Salmadinas*, he shortened sail before he came up with the said ship, so far as he might have done; but it appears that he was led into these mistakes through want of judgment, and having too great a regard to captain Bridges, of the *Kingston*, as a senior officer. This court having duly considered the whole matter, do find him guilty of the breach of some part of the 12th, and part of the 14th articles of war; and for the said offence do dismiss him, the said captain Edward Windsor, from being captain of her majesty’s ship *Portland*.”

been fished up from the wreck of the *Magnanime*, a French ship of war driven on shore about a twelvemonth before, was then laying at anchor under the cannon of Malaga. Nothing intimidated by the probable danger of attacking a vessel so protected, he immediately proceeded for that post; and having, the better to deceive the enemy till the last moment, hoisted French colours, stood close into the town and came to an anchor within pistol-shot of his hoped-for prize. The enemy little expecting such a visitor, and lulled moreover into complete security by captain Coney's artifice and subsequent conduct, were little prepared to repel him; so that, after receiving two or three broadsides, the crew abandoned their vessel and made for the shore. The batteries of the town were, however, not so remiss: but, although a fire from upwards of fifty pieces of cannon was immediately opened on the *Rumney* and her prize, captain Coney was happy and dexterous enough to get them both out, without having sustained any damage in this very dangerous and unequal encounter\*.

Following

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\* Campbell has committed a manifest error in his account of this spirited business, having converted the prize into a ship of sixty guns. He quotes Lediard and Burchet, both of whom, he says, have derived their information from the *Gazette*, No. 4298. They all three agree, or rather follow one another in asserting, that captain Coney had parted company with the two frigates, one of them, as they say, being disabled, the other separated by accident. We do not wish to combat the truth of this circumstance, which is most probably strictly right. But Campbell is evidently wrong, in supposing the gentlemen above-mentioned collected their account from that officially given, for no such information appears on the face of it. As being more satisfactory than any other, we have thought it best to transcribe it.

"Gibraltar, Dec. 29, N.S. This day a French prize was brought in here by her majesty's ship the *Rumney*, captain Coney; the *Foy*, captain Laislock; and the *Milford*, captain Stanhope, commanders; they having intelligence of a French ship, sailed to the eastward the 26th instant. The next morning they made the bay of Tetuan, and thence made the best of their way to Malaga, off which port they appeared about eight o'clock in the morning on the 28th, under French colours. The ship they had intelligence of being close hawled up to the mole, and under command of the cannon of the town, captain Coney resolved to go in with his own ship and fetch her off; accordingly he entered into the bay under a French jack and pendant, and afterwards proceeded up to the said ship and dropped anchor within pistol-



Following the authorities of Campbell, Burchet, and Lediard, we shall add the following account of this gentleman's subsequent conduct. "On the 26th of the same month (December, says Campbell) he chased and came up with another French ship, called the *Content*, that carried sixty-four guns; the captain of her, instead of attempting to fight the English ships, got, as soon as he could, under the cannon of a little castle, about eight leagues west of Almeria, where he crept as close as possible to the shore. Captain Coney anchored before him, and ordered the *Milford* and *Fowey* to do the same; the one a-head, the other a-stern. They plied their guns for about three hours very briskly, and then the French ship took fire, blew up, and was entirely destroyed, with most of her men. This ship had been detached by Mr. Villars to bring the before-mentioned ship from Malaga. Sometime after captain Coney took another French ship, called the *Mercury*, of forty-two guns, which the French king had lent the merchants, and which, at their expence, was fitted out as a privateer."

Campbell adds, in a note, that Mr. secretary Burchet asserts, this happened on the 8th of July (which, probably, is a typographical error): but Mr. Lediard conjectures very rightly, that instead of July it should have been January; and so it appears by the account we have of this transaction in the *Gazette*, No. 4304, where the article is dated from Lisbon, Feb. 9, N. S. He adds, this is one proof out of many of the wretched incorrectness of this Naval History, as to *dates*; in which one would have expected, from its author's station, remarkable regularity and exactness.

Now it so happens that Campbell himself, though right in the correction of the dates on which he arrogates to

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pistol-shot of her: while he prepared to fire into her, there came off the *shank's boat* to compliment him as a French captain; and he seized upon the crew, which was commanded by the *Teniente de guards major*, and then fired a broadside into the Frenchman, and after that two more, which obliged most of the Frenchmen to quit the ship; so he sent his boats on board her. All the cannon of the town kept playing on him, which were about fifty: however he brought off the ship in spite of all their fire, and without the loss of one man. She proved to be a prize of considerable value."

himself so much credit, is, in common with other naval historians, by no means justified in attributing the success already mentioned to captain Coney, from the authority of the Gazette, on which he appears solely to rest. The words of the official account we shall simply state. After giving a relation of Captain Coney's exploit in the harbour of Malaga, it proceeds thus—"two *other* of our frigates chased a French man of war, called the *Content*, which, without making any defence, ran a-shore at Cape de Gatt, where the commander and his crew quitted and burnt her. She carried sixty guns, and was reckoned the best sailor they had. Our men of war have taken a French frigate of forty-two guns, called the *Mercury*, and brought her into Gibraltar; the French captain and eight of his men were killed in the engagement."

Nothing therefore appears in the above that warrants our placing the captures last-mentioned to the account of captain Coney: on the contrary, there seems to be much presumptive evidence that he bore no share in them. It is, we must confess, very extraordinary, that all historians should have agreed in any circumstance of this nature, that we should in after days have occasion, or even the power to doubt of; and we can in no way reconcile the apparent variation between their reiterated accounts and the official report delivered to us, but by supposing the latter to have, by some unknown accident, been incorrect, and that subsequent authors have been too delicate, or negligent to tell us so. Whatever may be the real state of these particular transactions, the conduct of captain Coney, in instances placed by the most uncontrovertible testimony beyond the possibility of doubt or cavil, prove him to have been a man happily endued with the most spirited gallantry, joined to the highest professional judgement, address, and general ability.

Returning to England in the month of October 1707, with sir Cloudesley Shovel, he was unhappily involved in the same calamitous fate with him. Driven on a reef of rocks, called the Bishop and Clerks, off the Scilly islands, on the 22d of October 1707, the *Romney* was totally lost, not a single person being saved out of her whole crew.

DOLMAN, or DOLEMAN, George, — is supposed to have entered into the navy at or immediately after the

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revolution, for in the year 1693 we find him third lieutenant of the *Edgar*, of seventy guns; and that he had served in that station for a considerable space of time before the date of our information. We do not hear any thing farther concerning him till he was, on the 19th of January 1704, promoted to be captain of the *Lyme*. Not long after his appointment he was sent to the Mediterranean, where he was unhappily killed in an engagement with a French ship of war on the 23d of May 1705.

FANE, George.—Our information relative to this gentleman commences with his appointment, on July 14, 1704, to be captain of the *Lizard*. Nothing farther has come to our knowledge concerning him, except that he died in New England on the 9th of April 1709, being at that time commander of the *Lowestoffe*.

HARLAND, Robert.—Of this gentleman we know nothing till his appointment, on the 24th of March 1704, to be captain of the *Severn*; and are again equally ignorant concerning him till the year 1710, when we find him commanding a ship of two decks, called the *Salisbury's Prize*, one of the squadron employed, during that and the ensuing year, in the West Indies, under commodore Littleton. On the 27th of July 1711, he distinguished himself in a very conspicuous manner, by engaging singly the vice-admiral of the Spanish galleons, who was in a ship mounting sixty brass guns, for a considerable time before the rest of the squadron could get up; and to his spirited exertions on the above occasion the capture of that vessel was primarily owing. In 1714 he commanded the *Chatham*, of fifty guns, one of the fleet sent, under sir John Norris, for the Baltic. We believe him to have retired from the service after he quitted this ship, for we do not again find him mentioned as holding any commission. He died in England in the month of March 1750-1, leaving a son, of whom hereafter, and a daughter, married, first, to ——— Ellis, of Bury, in the county of Suffolk, Esq; and, 2dly, to sir William Gage, bart. of Hengrave, in the above county.

HOWARD, Charles.—The name of this gentleman is no where given in the lists of naval commanders; nevertheless, as we are persuaded that it is an omission, we shall venture to give him a place here. He was the se-

cond son of Philip Howard, seventh son of Thomas, first earl of Berkshire. He was born May 13, 1681, and named, after his godfather, king Charles II. Having entered into the navy he rose to the rank of captain, and had the command of the Swan frigate of war, in which he was lost about the year 1705. He married Elizabeth, second daughter of Edward Batten, of Portsmouth, in the county of Southampton, gent. and by her (who died of the small-pox, June 1711, and was buried in St. James's church, Westminster) had one son, and a daughter Mary, born at Winchester in 1700, maid of honour to queen Caroline, when princess of Wales. She was, first, married to Henry Scott, earl of Deloraine, and, after his decease, to William Windham, of Earsham, in Norfolk, esq; preceptor to William, duke of Cumberland.

**HERRIT, or HERRIOT, William.** — Nothing is known of this gentleman except that he was, on the 14th of November, appointed commander of the Greyhound. He is said to have died sometime in the year 1735, his name never again occurring in the service.

**HUTCHINS, Stephen.** — This gentleman is also unknown in the service till his appointment, on the 25th of April 1704, to be captain of the Scarborough. He continued in the same ship, without appearing to have had any opportunity of distinguishing himself, many years; for in the month of July 1708, we find him still in the Scarborough, and under the command of commodore Wager, in the West Indies, where he was one of the members of the court-martial, held on board the Expedition in Port Royal harbour, for the trials of the captains, Bridges and Windfor. The latter was captain of the Portland; and on his dismissal from the command of that ship, as already stated in our account of him, captain Hutchins was promoted to succeed him. In the month of January 1709, he was ordered by the commander-in-chief, to convoy some merchant-ships, bound to England, through the windward-passage. When on his return to Jamaica, after having executed this service, he had the good fortune to make prize of a French ship, near Cape St. Nicholas, worth upwards of six thousand pounds.

Early in the month of April he was again ordered out, but on a different service, being instructed to cruise off the coast

coast of Hispaniola for the protection of the trading sloops. Having arrived off the *Bastimentos*, near Porto Bello, he received advice on the 15th, that four large ships were laying at anchor there. Early on the morrow he stood close in to reconnoitre them; and, as he approached, the enemy warped their ships into a line and hoisted French colours; two of them appearing to be of fifty, and the other two of thirty guns each. Not deeming himself justified in hazarding an attack against a force evidently so much superior, and not willing on the other hand to relinquish his prize or forego a glorious opportunity of distinguishing himself, and rendering essential service to his country, he dispatched a canoe to procure him farther intelligence, while he stood away to some distance, in hopes that this feint might induce the enemy to come out and afford him some opportunity of attacking them to advantage.

His boat returned to him on the 22d, with intelligence that the two largest ships were the *Coventry*, a fourth rate, formerly taken from the English, and the *Mignon* of nearly the same force, both lately arrived from Guinea, and intending to put to sea very soon, as the other two vessels had done the day after captain Hutchins appeared off the port, one of them being a French merchant-ship of thirty-six guns, the other a large Dutch ship, which the vessels first mentioned had captured off the *Bastimentos*. On receiving this information captain Hutchins returned to his former station, and on the 27th anchored off the *Bastimentos*. On the 1st of May his boat, which he had again dispatched on the look out, returned with advice that the *Coventry* and her consort had sailed the night before. He immediately weighed anchor and stood to the northward. On the 3d, about eight in the morning, the enemy were discovered from the mast head, and by noon were visible from the deck. The French ships being to windward, and confiding in their apparent superiority, bore down with much appearance of resolution, and as they passed, fired some guns, but at too great a distance to do any execution. The enemy immediately wore round as if they were resolved to engage immediately: they, however, kept their wind, preserving a distance from the *Portland* too great to decide the contest at. Captain Hutchins, determined they should not escape if

it were possible to prevent it, tacked at six o'clock, and kept sight of them all the night, using every possible endeavour to get more to windward and to near them.

Between seven and eight, on the morning of the 4th, he had got up within half pistol-shot of the *Mignon*, and immediately began to engage her to leeward, his ports being so near the water that he would otherwise have been incapable of using his lower deck guns. The French ships, indeed, being higher built and in lighter trim, were enabled to fight theirs although they had the weather-gage. After he had been sometime engaged with the *Mignon*, the *Coventry* got on his lee-bow and fired very briskly, her guns being pointed high with an intention to dismast the *Portland*, but happily without producing that effect. Captain Hutchins finding the fire of the *Mignon* slacken, and that he had evidently the advantage of her, was resolved not to be diverted from the object of his first attack till he had so far disabled her as to prevent her doing him farther mischief. Pursuing this plan, he redoubled, if possible, his fire on the *Mignon*; but a shot from the *Coventry* having carried away his main-top-sail-yard, the enemy were enabled to get a-head of him: he nevertheless pursued them with all the speed his crippled condition would permit him, exerting himself to the utmost in splicing his rigging, bending new sails, and putting his ship in the best condition he could for service.

About three the next morning captain Hutchins discovered boats perpetually passing and repassing between the *Mignon* and *Coventry*. They continued, at intervals, thus employed during the whole of the next day, and caused him naturally to conclude the former ship had received so much damage in the preceding encounter, as, alarming the enemy for her safety, had induced them to shift the most valuable part of her cargo on board the *Coventry*, as the least disabled ship. A continued calm, added to the damage he had sustained in his masts, prevented him however, during the whole day, from getting near enough to re-engage the enemy, or even disturb their operations. Having secured his masts, and repaired his rigging, as well as circumstances would permit, by ten o'clock at night, he made every possible effort to close with the enemy a second time; but continuing to be still baffled

baffled by light winds, was not able to effect this before seven o'clock on the morning of the 6th, when, having neared the Coventry so much, that the enemy found it was impossible for them to avoid an action any longer, that ship hauled up her main-sail and brought-to for him, the Mignon laying at some distance and firing as she found an opportunity, but happily without doing him any material damage. It was the intention of captain Hutchins to have boarded the Coventry; but perceiving her on a nearer approach to be too well manned to justify such a kind of attack, he desisted and continued his cannonade with the greatest spirit and briskness till near twelve o'clock at noon, at which time the main-mast of the Coventry being shot by the board, her fire gradually decreased. The enemy continued to make the best resistance they were capable of, till near one, when, incapable of farther contest, they were content to surrender\*. The Portland was too much disabled, as well as occupied in securing the Coventry, to pay any attention to the Mignon, which contrived to escape during the confusion, though in a very shattered condition.

Captain Hutchins unhappily did not long survive the honour he had gained in this very long and unequal encounter, dying on the 24th of August, at Jamaica, on board the ship he had so ably and gallantly commanded.

KEMPTHORNE, Thomas. — We suppose this gentleman, from reasons stronger than that occasioned by a similitude of names to have been a collateral descendant of the renowned sir John Kempthorne, who was vice-ad-

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\* Her first captain was killed, the second wounded, and about seventy men killed in both the enemy's ships, the Mignon's men being put into the Coventry, and no more left in her than to carry her into the first safe port. The first captain of the Mignon was taken in the Coventry, into which ship he had removed having received many wounds on board his own. The latter was so much disabled that they judged she could not proceed to France, having not twenty men on board her, besides negroes; on which account they removed the treasure into the Coventry. In this action captain Hutchins had no more than nine men killed and twelve wounded, having not above two hundred and twenty on board, servants included, besides twelve negroes, when he began the attack. The money he found amounted to about twenty thousand pieces of eight, a great part of which was found about the French seamen.



miral of the blue squadron, and afterwards commissioner of the navy at Portsmouth, in the reign of king Charles the II<sup>d</sup>. We do not hear any thing of this gentleman previous to his appointment as captain of the *Roebeck*, of forty guns, on the 31<sup>st</sup> of March 1704. He proceeded soon afterwards for the Mediterranean with the squadron under sir Cloudesley Shovel, who was sent thither to reinforce sir G. Rooke. On the return of that admiral with the principal part of the fleet, after the battle off Malaga, captain Kempthorne was left with the detachment under sir John Leake, who was appointed to command, during the winter, on the Lisbon and the Mediterranean stations. Being ordered, in the month of December, to assist in escorting some transports with troops intended to reinforce the garrison at Gibraltar, they had the ill fortune to meet Mr. Pointi's squadron, and with the greatest difficulty avoided falling into his hands; the *Roebeck* and *Greenwich*, with three of the transports, being forced back to Lisbon; but the remainder, being seventeen in number, got safe into Gibraltar, one only excepted, which the enemy made prize of.

The rules of the service rendered it necessary this failure should be investigated by a court-martial, at which sir John Leake himself presided. The enquiry ended in captain Kempthorne's honourable acquittal. He continued to command the same ship, without changing station for several years. After his return to England we do not meet with any mention made of him again for a considerable time, as a naval commander, even till the year 1716, when he commanded the *Worcester*, at that time one of ships employed on the Mediterranean station. In 1717 we find him appointed captain of the *Royal Oak*, of seventy guns, one of the fleet equipped for the Baltic, and intended to be sent thither under the command of sir Geo. Byng; but several of the ships not being equipped in time, a part only proceeded thither, of which number the *Royal Oak* is believed to have been one. Continuing in the same ship during the following year, he accompanied his former admiral, sir George Byng, to the Mediterranean, under whom he was present at the memorable engagement with the Spanish fleet off Cape Passaro, being one of the seconds to rear-admiral Delaval, in the Dorsetshire. Soon after

after this action, he had the good fortune to capture a Spanish frigate carrying between twenty and thirty guns, which appears to have been the only opportunity he met with of effecting any material service.

After his return from the Mediterranean \* he appears to have retired altogether from the line of active service; and in the year 1722 was appointed commissioner of the navy resident at Chatham. He continued to hold this very respectable office till the time of his death, which happened on the 12th of July 1736.

LAWRENCE, Thomas,—was appointed a lieutenant in the navy soon after the revolution. During the year 1692 and 3, we find him serving in that station as second on board the *Monk*, of sixty guns; from which ship he removed, in 1694, into the *Devonshire*, a third rate, of which he was appointed third lieutenant. Having continued to serve in this capacity for many years, he was at last, on the 18th of October 1704, promoted to the command of the *Bridgewater*. This vessel appears to have been wholly employed as a cruiser, and captain Lawrence continued in the same command for a considerable time. In the month of May 1707, we find him on the Irish station, where he very eminently distinguished himself in an action with a French frigate and a privateer of the same nation, of which we have the following particulars.

Having received intelligence that two or three French privateers were at that time hovering on the coast to the very great interruption of commerce, he sailed in quest of them, from the harbour of Kinsale, on the 16th of May, and about midnight fell in with three ships, one of which proved to be the *Affair*, a French frigate of twenty-four

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\* There is a traditional report among naval people, whether well-founded or no we cannot pretend to determine, that, during the time of his being employed either on this or the former occasion upon the Mediterranean station, he most eminently distinguished himself in an encounter with a very superior force, which he resisted with the completest success, although the odds orally delivered to us might, if related, be thought, by some, to favour more of romance than historical truth. We can say nothing farther, as we have not been able to ascertain, with any degree of precision, either the particulars of the event, or the time when it took place.

guns and two hundred men, commanded by a captain Le Blanc; a second, which was a privateer called the Cocarde, of twelve guns and ninety men; and the third a prize they had taken.

Captain Lawrence engaged the two ships of war for two hours and an half; after which, they crouded all the sail they could carry in order to effect their escape, which they accomplished: but their prize, which was a ship belonging to Bristol, was not so successful; and with this partial fortune captain Lawrence was obliged to be content.

Singular as it may appear, we find no mention made of him, in the service, after this time; nor dare we even assert he was ever commissioned to any other ship. On the 18th of August 1743, he was appointed second captain of Greenwich-hospital; in which station he continued till the 16th of December 1745, when he was advanced to be the first captain on that establishment; an honourable retirement, in which he afterwards remained till his death, which happened on December 8, 1747.

LEGG, Thomas, — was appointed first lieutenant of the *Rupert*, of sixty-six guns, in the year 1693. After this time we hear nothing of him till his promotion, on the 15th of August 1704, to be captain of the *Tartar*, of thirty-two guns, one of the frigates which accompanied *George Rooke* on his expedition to the Mediterranean. Mr. Legge was, as we believe, one of the lieutenants of the *Royal Catherine*; and having behaved in a very exemplary manner in the memorable encounter with the French fleet off Malaga, was most deservedly rewarded with the appointment already noticed. He was never however fortunate enough to meet with an opportunity of distinguishing himself sufficiently notorious and prominent to raise him above that undistinguished multitude of brave men whom the same degree of ill-fortune has unhappily involved in the same situation. He died at Barbadoes, commander of the *Anglesea*, on the 20th of February 1711.

MONEYPENNY, James. — Nothing material is known of this gentleman till his appointment, on the 16th of August 1704, to be commander of the *Kent*. He had accompanied *sir George Rooke* on his expedition to the

the Mediterranean, in the capacity of lieutenant; and, in consequence of his meritorious conduct in the memorable engagement off Malaga, was promoted to the ship above-related, as captain to rear-admiral Dilkes. In the year 1706, having in the interim been removed into some other ship, he was involved in a very serious dispute with a Mr. Brierwood, his lieutenant. He had justly thought it incumbent on him to confine this gentleman for a neglect of duty he had been guilty of; but there are unhappily some persons so impatient of restraint, that every exertion of due authority is by them most strangely and wickedly represented, as an act of tyranny and oppression; of this class of men Mr. Brierwood was one. Not sufficiently checked by the proper exertion of discipline on the part of his commander, he broke through every regulation not only of the service but civil society also, and challenged captain Moneypenny as a man who had wantonly offered him the grossest injury, and which the vague and ill-defined laws of honour compelled him to seek atonement for, by an increased breach of honour itself as well as duty and decorum.

For this offence he was quickly afterwards brought to a court-martial, of which sir John Leake was president, and most deservedly sentenced to be dismissed the service. Captain Moneypenny continued to be employed principally, as we believe, on the Mediterranean station, where we find him, in the year 1711\*, commanding the *Superbe*, a ship of fifty-six guns, taken from the French in the preceding year by captain Johnson, in the *Kent*. We have not been able to procure any farther information relative to him, except the mere date of his death, which happened on the 23d of October 1723, he being at that time in England and unemployed.

PARSONS, Charles.—We believe this gentleman to have been appointed third lieutenant of the *Royal Oak* about the year 1696; but find no other mention made of him till 1704. On the 6th of April, of that year, he was promoted to be captain of the *Hastings*, and was, not long afterwards, removed into the *Fowey*; in which ship he was unhappily killed, in action with a French ship of

\* On the 18th of October captain Moneypenny brought into Leghorn a very rich prize, which he had taken coming from the Levant.

war, on the 11th of February 1705 : but we have not been able to recover any particulars relative to the encounter.

SCOTT, Thomas,—was, on the 2d of March 1704, appointed to the command of the *Mary* galley. In this vessel he continued, for a considerable space of time, on the Mediterranean station ; though, owing to causes already explained in the lives of many others, his brave cotemporaries, little to the advantage either of his fame or fortune. We find him, in the month of July 1710, captain of the *Romney*, and employed in cruising off the coast of Portugal. In this occupation he was rather more successful, having captured a stout privateer, belonging to Dunkirk, mounting twenty guns ; and several other vessels of inferior consequence and smaller value. He continued captain of the *Romney* several years, as we find him her commander in the month of November 1714, being then stationed in the Mediterranean.

Soon after his return from thence he was promoted to the *Burford*, of seventy guns, one of the fleet sent, in 1717, to the Baltic, under sir J. Norris. He did not remain long in the same command after the conclusion of that expedition ; and we are ignorant in what manner he was employed after this time, till the year 1720, when he was left, by sir George, commodore of a small squadron, consisting of three ships of fifty guns and a frigate, which were ordered to continue in the Mediterranean, for the protection of trade, after the departure of the main fleet. In 1724 he was appointed commodore of a small squadron sent to Jamaica. He died there, having his pendant on board the *Dragon*, the 15th of September 1725.

STANHOPE, Philip,—was the third son of the honourable Alexander Stanhope, only son to the right honourable Philip, earl of Chesterfield \*, by his second lady,

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\* This family is of very great antiquity and honourable extraction. The learned Camden, in his account of Nottinghamshire, mentions Shelford, the seat of the famous family of Stanhope, knights, whose state and grandeur in those parts is eminent, and their name renowned. In his discourse on surnames, he observes "them to be denominated from a place of their own name, the town of Stanhope, near a forest so called, in Darlington Wapentake, in the bishoprick of Durham, of which they might be owners, for it is certain their residence was in those parts before they came into Nottinghamshire, as is fully attested by Glover, Somerset herald ; Vincent, Windsor herald ; Dodsworth, and others."—Collins,

Anne, daughter of sir John Pakington, a privy-counsellor and favourite of queen Elizabeth. Captain Philip Stanhope was promoted to the command of the *Hastings*, frigate, as successor to captain Charles Parsons, on the 7th of November 1704. Towards the latter end of the following year he was appointed captain of the *Milford*; in which ship we find him, in July 1706, serving, under sir Stafford Fairborne, at the siege of Ostend; and chosen by that commander to bear to England the news of its surrender.

He was sent, not long after, to the Mediterranean, where, in the month of December, we find him employed under the command of captain Concy, as already related in our account of that gentleman. He continued in the same command during the remainder of his life; which excessive gallantry, added to a degree of fraternal love almost unequalled, rendered, alas! too short. Frequent mention is made of him both in history and the private journals of officers more particularly connected with him in service and command, as a very active, diligent, and intelligent officer; nevertheless it is needless to descend more into particulars, as these notices contain nothing more interesting than being generally conducive to the establishment of an highly-to-be-envied character.

Being left, in the month of August 1708, at Barcelona, under the command of captain Hubbard, by sir John Leake, who had just before sailed for Leghorn, it was determined, at a council of war held on board the *Elizabeth*, at the request of the king of Spain, that the *York* and *Milford* should assist in convoying the transports, which had on board lieutenant-general Stanhope and a strong body of troops from Catalonia to Minorca. The reduction of this island was not only become a very favourite object with the king of Spain, but was also considered as likely to be most eminently conducive to the success of the allied cause. General Stanhope, who commanded the land forces destined for this expedition, was the elder brother of this gentleman; and, as we have already remarked, the ties of consanguinity appeared to encrease the thirst of glory, and stimulated the latter to share with the former in the danger, as, though a younger, he appeared a scarcely less ambitious candidate for fame and military glory. Attending the land-forces as a volunteer

at the assault of the Spanish lines at Port Mahon, he there fell, in the hour of victory\*, on the 17th of September, N. S. 1708.

STEWART, Honourable Charles,—was the fifth son of sir William Stewart, of Aughentea and Newtown-Stewart, in the county of Tyrone. This gentleman was afterwards, on the 19th of March 1682, created baron Stewart of Ramalton, and viscount Mountjoy of the kingdom of Ireland. Being zealously attached to the Protestant interest, although at the same time entertaining the highest sentiments of true loyalty for king James as his rightful soveveign, he undertook a journey from Dublin to Paris in the month of January 1688-9, in hopes of inducing that monarch to yield to the necessities of the times, by acceding to any equitable terms that should be proposed to him, and preventing those evils of massacre and civil war with which the Protestants of that kingdom were then threatened by their Catholic brethren.

This noble lord's moderation and honourable intentions were, however, ill received and ill requited by James, who caused him, on his arrival in Paris, to be committed prisoner to the bastile, where he remained confined till the year 1692. Being then released, he attended king William to Flanders, and there lost his life at the battle of Steenkirk. Charles, his fifth son, as already stated, was brought up to the sea service. Almost his very entrance into it was marked with misfortune, he having, in the year 1697, being then only sixteen years old, and not having attained even the rank of lieutenant, lost his right hand in action with a French ship off Dover. Being afterwards promoted to that rank, and having served on board divers ships in that capacity with the highest reputation, he was, on the 1st of December 1704, made captain of the Falcon frigate. He was not long afterwards advanced to the command of the Panther; in which ship he served, during the year 1706, on the Medi-

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\* Collins gives us, as the date of this event, September the 28th; and rear-admiral Hardy, in his list of naval officers, makes it to have happened on the 9th. The confusion of styles may, probably, have increased this perplexity. Campbell is still more erroneous, having assigned the month of October for the date of the enterprise itself, and the 28th for that of this particular event.



terranean station, under sir John Leake. We find no particular mention made of him till the month of October 1707, when he sat as one of the members of the court-martial, assembled on board the Albemarle, for the trial of sir Thomas Hardy. We have now a much longer interval during which no notice is taken of him, for we are totally ignorant of any circumstances relative to him till the year 1715; when he was, in the month of October, elected representative in parliament for his native county, Tyrone.

In 1720 he was appointed commander-in-chief of a squadron fitted out to cruise against the Salletines; and was at the same time nominated minister plenipotentiary to settle a treaty of peace with the emperor of Morocco\*. He acquitted himself so well in the above employments, that,

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\* He published a relation of this embassy, and therein informs us, that he sailed from England 24 September, arrived at Gibraltar 20 October, sailed with his squadron to Tetuan bay 22 December, and there agreed to the articles of peace with the basha of Tetuan, which were signed and exchanged 17 January 1720. On 3 July 1721 he arrived at Mequinez, and the 6th had his first audience of the emperor; when, delivering the articles of peace, he told him they were signed by the king his master; and desired he would please to sign a counterpart to carry to England. The emperor replied, his word was as effectual as his writing, but however he would do that to satisfy him; and giving the articles to his admiral, Al Hadge Abdelcader Peres (afterwards sent ambassador to England) told the ambassador that he made him a present of nine Christians for a breakfast, and he might chuse which he pleased. On the 23d he had his second audience; when the emperor ordered all the English captives to be drawn up in his palace, and told him he should have all his countrymen; and then waving his hand to the captives, bid them go home with the ambassador into their own country. Whereupon they fell prostrate, crying out, "God bless thy power," and were going out of his presence; when the emperor causing them to stay, further said, "that he loved the ambassador and all the English, because he knew they loved him and his house; and that there should not be an Englishman a slave in his empire, for he would set them all at liberty, in what part soever they were;" then waving his hand again to the captives they went away. And the ambassador returning the emperor thanks for the honour he had done him, told him, "that he should always regard his interest when he was gone out of his dominions." To which the emperor said, "that he should then see how well he deserved the present he had made him that morning; that he would not have him stay an hour in Mequinez." And wishing him safe into his own country, said, several times, "God bless you;" and, turning his

that, in consideration of his past services, as well as the loss of his hand, a pension of 300*l.* a year, for life, was settled on him, December 14, 1725. Intelligence having arrived in England, towards the end of the year 1729, that rear-admiral St. Loe had died at Jamaica, commander-in-chief on that station, Mr. Stewart was, on the 9th of December 1729, advanced to be rear-admiral of the blue, and sent out thither, in the *Lion*, as his successor. He returned to England about the year 1731; and on the 29th of June 1732, was appointed rear-admiral of the white. On the 26th of February 1733, he was constituted vice-admiral of the blue, and hoisted his flag on board the *Devonshire*, a third rate, as commander of a division in a fleet, equipped in that year to restrain, by the terrors of war, those depredations which the Spaniards had long been in the habit of committing. A temporary apology, and a vain promise of more pacific conduct averted the blow with which they were threatened, and prevented the fleet, as it is believed, from ever putting to sea. In the following year, having hoisted his flag on board the *Edinburgh*, of seventy guns, he served as second in command of the fleet under sir J. Norris, which appears however, during that season, never to have proceeded farther than Spithead. On March 2, 1735-6, he was advanced to be vice-admiral of the white; and on the 10th of February in the following year, was elected representative in parliament for the town of Portsmouth. He retained this honourable station till his death, which happened on the 5th of February 1740. He died unmarried.

TEATE, Matthew.—This gentleman entered into the navy immediately after the revolution, and was at the latter end of the year 1692 appointed second lieutenant of the *Royal William*; from which station he was, in 1696, promoted to be first lieutenant of the same ship. We find nothing farther concerning him till his promotion, on the 21st of April 1704, to be captain of the *Strombolo*, supposed, from her name, to have been a fireship, but in which, contrary to the regulations of the navy at the pre-

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horse, galloped away with a lance in his hand, his guards running close behind him. On the 27th he left Mequinez; and arriving at Tetuan 12 August, embarked there 296 English, being what were left alive (and had not turned Moors) of those who had been taken in about seven years war.

sent day, he took rank, according to that date, as a post captain. We have not been able to procure any farther information relative either to the stations on which he was employed, or the different ships he commanded. He retired on a pension, in 1711, as a superannuated captain of a third rate, and is said, by some, to have died on the 20th of March 1718; but others fix his decease at a much earlier period.

**TROTTER, John.**—Nothing is known by us of this gentleman but that he was appointed captain of the *Winchelsea* on the 7th of February 1704, and is said to have died in England sometime in the year 1747. We meet with no mention made of him which induces us to believe he ever held any command after his first appointment.

## 1705.

**BARTER, John.**—This gentleman was appointed third lieutenant of the *Warspight* in 1692. This appears to have been the first commission he ever bore. He was, not long afterwards, promoted to be second lieutenant of one of the first rates, and continued to serve in that station during the remainder of the war. He was not advanced to the rank of captain till the 1st of May 1705, when he was appointed to the *Gosport*. He is said to have been suspended in the year 1706, on what account is not known; and no other information can be collected relative to him, that of his death excepted, which happened on the 13th of December 1708.

**CASTLE, John,**—was, on the 17th of September 1705, appointed captain of the *Winchelsea* frigate. This vessel was, on the 6th of June 1706, captured by the enemy. The death of captain Castle, who gallantly, though fruitlessly, exerted himself in the defence of his ship, contributed to enhance the misfortune.

**COLEMAN, Robert.**—Nothing is known of this gentleman previous to his being appointed, on the 25th of September 1705, captain of the *Elephant* store-ship. He continued in this vessel till the month of April following, when he was removed into a frigate. Notwithstanding

we believe him to have been constantly in commission during the remainder of queen Anne's reign, we have not been able to investigate the particular services in which he was engaged, or even the names of the different ships he commanded. We have been more fortunate after the accession of king George the First, but do not find him appointed to any ship till the year 1717, when he was made captain of the *Cumberland*, a third rate of eighty guns, ordered to be equipped for the Baltic as one of the fleet intended to be sent thither under sir J. Norris. It appears, however, a matter of doubt, whether captain Coleman actually proceeded on this service, owing to the ship not being ready for sea when the fleet was ordered to sail.

In the year 1720 he commanded the *Buckingham*, of seventy guns, sent on the same station and under the same admiral, as he was again in the following year. The dispute between the Russians and Swedes being finally adjusted by the treaty of Niesadt, the British fleet was dismantled soon after its return to England; and captain Coleman had no other appointment till the year 1723, when he was re-commissioned to his old ship, the *Cumberland*, one of twelve ordered to be got ready for sea, about the month of April. The causes of this armament remains a secret, which the administration of that day did not ever think fit to disclose, nor the politicians of later times have deemed sufficiently consequential to attempt the developement of. Captain Coleman continued to command the *Cumberland* for some years, as, in 1726, we find him in the same ship accompanying sir C. Wager to the Baltic, as captain to rear-admiral sir George Walton, who commanded one of the divisions of the fleet. When this armament returned to England, the *Cumberland* was ordered to Chatham and put out of commission.

Captain Coleman was not, as we believe, appointed to any other ship till the month of July 1728, when he was made commander of the *Nassau*, of seventy guns, one of the ships which the depredations and insults of the Spaniards compelled the British government to keep always in a state fit for immediate service. During the early part of the ensuing year he appears, on account of ill health, to have quitted the above command: he however

so far recovered, as to be enabled to resume it in the month of June: but the formidable fleet which was collected at Spithead, under sir Charles Wager, and was joined in the month of June by a Dutch Squadron of nine ships of the line, besides frigates and small vessels, never appears to have put to sea. It certainly is no slender proof of the prudence and spirit of a government, when the terror of its arms prove sufficient to avert the use of them. In the month of October the Nassau, with eleven others that were among the largest ships, were ordered into port to be laid up.

Mr. Coleman does not appear to have ever held any commission subsequent to the above time; and it is most probable that, on account of his age as well as his long service, he retired soon after on a pension: this circumstance we are however not fully warranted in asserting. He died at Portsmouth on the 30th of November 1739.

FISHER, George,—was, as early as the month of December 1692, appointed third lieutenant of the Royal Oak, sir George Rooke's flag ship during the ensuing year. After the return of that commander from the unfortunate service of convoying the outward-bound Smyrna fleet, Mr. Fisher was, through his interest and recommendation, advanced, in the rank of lieutenant, to be second of one of the flag-ships, we believe his own. He was not promoted to the rank of captain till the 18th of January 1705, when he was appointed to the Tartar; in which ship he unhappily died on the 18th of August following.

GORDON, Thomas.—Having been unable to collect any particulars relative to this gentleman while he continued in the station of a lieutenant, we must begin with his appointment to the Edinburgh, his commission for which ship bears date November the 7th, 1705. The life of this gentleman is as barren of incident, and, consequently, as uninteresting as that of any person who ever attained the rank of captain in the British navy. We are led to make this remark here, in justice to his character both as a man and officer, his subsequent conduct, after he had ceased to be a British commander, proving him well endued with all those shining qualities necessary to constitute that of an able and worthy man.

Captain Gordon had, unhappily for himself and his country, imbibed principles and an attachment to the exiled house of Stuart, which were very properly deemed dangerous, and incompatible with his being continued in the British service after the decease of queen Anne. He then entered into that of the celebrated Peter the third, Czar of Muscovy, who gave him the appointment of a vice-admiral, and ever continued to hold him in the highest esteem; as did also the Czarina, his successor. His opinion was always consulted in affairs of moment; and he had invariably the satisfaction of finding his advice followed, not only to the advantage of his new friends, but without, in any degree, exciting their disapprobation. Of this a singular proof was given in the year 1726, when a British fleet was sent into the Baltic, under the command of sir Charles Wager. The court of Russia was exceedingly irritated at its appearance, and was, as it is said, resolved to hazard an action, rather than endure its continuance there. Vice-admiral Gordon, however, very wisely represented to the council, that the Russian fleet was by no means in a condition to venture an engagement with that of Great Britain, and orders were consequently given for laying it up, and securing it in the best manner possible from being insulted. The time of his death is unknown, as we find no mention whatever made of him after the above event.

GRAY, William. — This gentleman is to be noticed only as having been appointed captain of the *Winchelsea* on the 29th of April 1705.

HICKS, Edmund, — is no where mentioned till his appointment, on the 18th of March 1705, to be captain of the *Adventure*\*; nor have we been able to procure any other information concerning him, except that he died commander of the *Crown* on the 25th of September 1708.

JONES, William, — was appointed a lieutenant before the revolution; and after a progressive promotion in that rank was, about the end of the year 1692, made first lieutenant of the *Cornwall*, a third rate of eighty guns, one of the ships belonging, during the whole

\* He continued to command the above-mentioned ship during the following year; and in the month of July was ordered, with captain Richard Leake, in the *Tartar*, to convoy the trade bound to *Hamburg*. On their return from thence they captured a small frigate, mounting twenty-four guns, called the *Child's Play*.

war, to the main fleet. He was not promoted to the rank of captain in the navy till the 15th of February 1705, when he was appointed to the *Dunwich*. In consequence of some irregularities in the line of service he was tried by a court-martial, held in the river Medway, on the 18th of December 1705, and fined three months pay. Being afterwards made captain of the *Winchelsea*, and ordered to the West Indies, he died at Barbadoes on the 29th of August 1707.

**KESTLE**, or **KISTAL**, Francis,—was, on the 12th of December 1705, appointed captain of the *Kinsale*; and being sent to the West Indies, died there on the 19th of December 1706.

**LEAKE**, Richard,—was the only son of admiral sir John Leake. The editor of the father's life has taken rather uncommon pains to blacken the character of his son, whether influenced by a rigid regard to truth, or in gratitude to the memory of sir John, for having left the reversion of his whole estate to captain Martin Leake, after the death of that son, we cannot pretend to determine. Be that, however, as it may, we cannot help thinking it would have been, at least, more decent to have suppressed many of the remarks there made, than to have wantonly brought them forward, as he has done, to the notice of the public.

Captain Leake having entered early in life into the navy, under the auspices of his father, was, at the age of twenty-four years, appointed, on the 24th of August 1705, to the *Tartar* frigate. In this ship he continued a considerable time, but employed only in the undistinguished services of cruising, and occasionally convoying merchant-ships to and from the Baltic, and Hamburgh. In one of these expeditions, as has been just related in the life of captain Hicks, he had the good fortune, in company with that gentleman, to capture a French frigate of twenty-four guns. The services in which he continued to be employed during the whole of his life, appear to have been all of the same unnoticeable kind, for we never find his name occur, either in public history or in any private memoir. Mr. Leake, in his life of sir John, observes, that in a very few years he got more money by prizes, than his father did in the whole course of his life. He in all probability was a young man extremely prone



to dissipation, careless both of the honour of his profession and his own interest: nevertheless we cannot but think this information, considering the degree of connexion which subsisted between the families, comes with a very bad grace from Mr. Leake, who takes occasion to observe, with much apparent asperity, that captain Leake was, unhappily, of such a natural bad disposition, that he seems to have been born to afflict his father, sir John. He adds a very ridiculous tale, that his grandfather cast captain Leake's nativity at his birth, and pronounced he would be very vicious, very fortunate, and very unhappy. He observes, that without concerning himself with the truth or falsehood of astrological prognostics in general, this prediction was remarkably fulfilled; for that while sir John was gaining never-fading laurels, his son was countermining his reputation by inglorious actions; and, to finish the man, married disgracefully: so that his father, who had retired from the world to pass the remainder of his life in ease and tranquillity, was discomposed by his sons repeated follies; who, by this time, having spent his all, depended upon him for support. Peace be to his ashes; may his follies and extravagancies be buried in oblivion. Death put a period to them, and his life, on the 24th of February 1719-20.

MAN, Thomas,—was, on the 1st of November 1705, appointed captain of the Bristol \*. No other mention is made of him, except that he died in England on the 19th of April 1719.

\* PADDON, George,—was, in 1693, appointed second lieutenant of the Archangel, an hired ship of war, mounting forty-eight guns, sent in the above year with a convoy to Virginia. We have no other intelligence relative to this gentleman till we find him, in 1703, commander of the Vesuvius fireship. In this vessel he had the misfortune to be wrecked, being driven from his anchors at Spithead, on the 26th of November, in that tremendous tempest, usually denominated the Great Storm. The

\* He was tried by a court martial, at Sheerness, on the 21st of October 1712, and adjudged to make satisfaction to the queen, by paying for a quantity of provisions which he had disposed of at his own pleasure, and to the porter of the Portsmouth, which ship he then commanded, for some he had caused to be improperly and irregularly expended.

services in which he was for a series of years concerned were so trivial, that we do not find any mention whatever made of him till the year 1711, when he commanded the *Windsor* of sixty guns, on the New England station. He appears, while thus employed, to have been particularly active and fortunate, having captured many very considerable and valuable prizes; one of them a French ship of war, called the *Thetis*, mounting forty-two guns\*. He was taken from this ship, in the month of August, by sir Hovenden Walker, commander-in-chief of the armament destined against Quebec, to command the *Edgar* of seventy guns, the flag ship, under him during the above-mentioned expedition. The melancholy catastrophe which put an end to it has been already described at full; and that very misfortune afterwards proved the cause of captain Paddon's own dismissal from the service.

We cannot help thinking, to speak candidly, that sir Hovenden himself, in his account of the disaster alluded to †, insinuates a kind of impropriety in captain Paddon's conduct on that occasion; but it is also certain, that the degree of culpability, if any, was deemed so trivial as to render any enquiry into his conduct unnecessary. On his return from the West Indies he was appointed to some other ship of the line, and ordered for the Mediterranean, where we find him, in 1713, commodore and plenipotentiary to the emperor of Morocco, for the purpose of renewing the truce with Great Britain, which was then on the point of expiring. He appears to have acted in this very delicate business with all the wariness of a politician happily united with the true gallant spirit of a British commander. A negotiation for peace is, as it is well known, more difficult to be concluded and carried into effect with the Moors, than with any other people in the universe; a thousand arts and subtleties are practised as the complexion of their affairs appears to suggest; nor could, particularly at the time of which we are now speaking, any certainty be had of the conclusion and ratification of a treaty, except necessity compelled it.

\* "I found at Boston the *Windsor* and *Weymouth*, having brought in a French man of war of two and forty guns and three hundred men, taken by the *Windsor*, which ship I ordered to proceed with me on the expedition."—Sir H. Walker's Letter.

† See vol. ii. p. 461.

Captain Paddon appears to have been perfectly aware of the genius and temper of the people with whom he was to negotiate, for the Moors, under pretence that the truce was expired, having seized a small English vessel at Oran, he immediately ordered the ships of his squadron to make reprisals, a conduct which quickly brought them into a more pacific temper. The terms of the peace appear to have been adjusted and finally concluded in the month of March following, the emperor having, as a substantial proof of Moorish friendship, given orders for the release of sixty English captives, which had unhappily fallen into the hands of his corsairs. He continued on the same station for a considerable time after this; and sir James Wishart being, in the month of December 1713-14, sent to take the command on the above-mentioned station, captain Paddon continued to serve under him as long as that admiral remained there himself.

On the accession of king George I. and the very extensive dismissal of persons holding employments, as well civil and military, which took place in consequence of it, captain Paddon, together with his commander-in-chief, was recalled from the Mediterranean. His former misfortune, for it scarcely deserved a term more harsh, was now converted into a serious offence and crime; and, after having passed unnoticed for such a length of time, it was subjected to the opinion of a court-martial, the members of which thought it incumbent on them to sentence him to be dismissed the service. On the treatment of sir Hovenden, his admiral, at the time alluded to, we have already taken occasion to animadvert sufficiently; and the rancorous animosity with which men, who were unhappy enough to be of one particular party and persuasion were pursued, would induce us to wonder but little at even a more flagrant violation of the forms of justice, or rather of its principles, than that we here allude to.

Captain Paddon, after his dismissal, went into the service of Peter the Third, surnamed the Great, Czar of Muscovy, and died in that country, as it is said, early in the year 1717.

PETERBOROUGH, Charles Mordaunt, Earl of,—is entitled to a place here from his having been, in the year 1705, appointed, with sir Cloudesley Shovel, joint admiral

admiral of the fleet ordered for the Mediterranean. Amphibious as were his services, the commission just stated will, probably, clear us from the reproach of inconsistency and impropriety, in inserting his name among naval commanders. On his ancestry, and the events of his early life, we have little occasion to be diffuse, as well because it has been sufficiently enlarged upon by others, as that, from the peculiar circumstances attending his command, we do not apprehend such an account at all consistent with our present plan.

Suffice it therefore briefly to say, that the first of this family, noticed by historians or heralds, was Osbert le Mordaunt, a Norman knight, possessed of Radwell in Bedfordshire, by the gift of his brother, which he himself had received of William the Conqueror for his own services, added to those of his father at the time of the Norman invasion.

\* Charles, of whom we are now to give some account, was the third earl of Peterborough—his grandfather, John, having been advanced to that dignity on the 9th of March 1627-8. He appears, indeed, to have had a predilection in favour of the naval service, having, in his early youth, accompanied sir John Narborough and vice-admiral Herbert to the Mediterranean, where he continued during the wars with the different piratical states on the coast of Barbary. On the 4th of June 1680, he embarked as a volunteer, with the earl of Plymouth, for Africa, and very much distinguished himself at Tangier at the time it was besieged by the Moors. This noble personage and his uncle, who was at that time earl of Peterborough, were of very different persuasions and principles both in religion and politics, the latter having always been the strenuous adherent to king James, to whom he is said to have carried his attachment so far, as to have been reconciled to the church of Rome\*; while the former constantly appeared equally zealous in support of that

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\* A conduct which occasioned a resolution of the house of commons, soon after the accession of William and Mary, that he should be impeached, "for departing from his allegiance, and being reconciled to the church of Rome." This, however, was afterwards dropped.

system which produced the revolution. Being consequently very uneasy under the government of James, after having strenuously opposed the repeal of the Test Act in the house of peers, he thought it most prudent, as well as most satisfactory to himself, to withdraw from a court, whose measures he at that time found it in vain to oppose, and retire to a country where he could live under a government more congenial to his ideas and wishes. He therefore solicited from his natural sovereign, James, permission to enter into the service of his son-in-law, the prince of Orange, which the former, no doubt secretly pleased at so good an opportunity of getting rid of a powerful opponent, most readily granted.

Soon after his arrival in Holland, which was early in the year 1687, he was appointed commander of a Dutch ship of war, mounting forty-eight guns, called the *North Holland*, and sent commodore, or admiral, of a small squadron of ships of that nation, to the West Indies. It does not clearly appear what was the intended object of this armament; that which is most apparent and probable is, that it was sent thither to try the temper of the English colonies, and their attachment to the then reigning sovereign. The pretended object, indeed, was, a quantity of treasure, which many adventurers, particularly a company, or society of English, with the duke of Albemarle, then governor of Jamaica, at their head, were endeavouring, and with some success, to recover from a Spanish wreck. Into this money-hunting project the Dutch pretended to enter, and the English nation easily trusting to the truth of the avowed object of an expedition, which appeared so perfectly congenial to the natural genius of their neighbours, readily gave the credit to their pretended intentions. Lord Mordaunt, as he was then called, does not appear to have concerned himself any farther than merely by requesting of sir J. Narborough, at that time the English commander-in-chief in the West Indies, and actually employed on the same errand, his permission to send two or three officers to see the wreck. This request was readily granted him\*, and he soon afterwards returned to Holland.

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\* His proper title was viscount Mordaunt, of Avalon, in the county of Somerset.

On his arrival there, the project of the revolution had nearly ripened into execution; and Burnet, in the history of his own times, mentions his lordship as one of the persons admitted to the most secret councils of the prince of Orange, who placed, on all occasions, a most implicit confidence in his advice. He accompanied his highness to England in the month of November; and having been, as it is said, highly instrumental to the success of the expedition, was, on the accession of king William and queen Mary, sworn of their privy council, and made one of the lords of the bed-chamber to his majesty\*. The occurrences of this noble lord's life having had no connexion with naval affairs during the reign of king William, we shall content ourselves with filling up this interval with part of the account given of him by Collins.

"In order to enable him to attend the coronation of their majesties, as an earl, he was, on the 9th of April 1689, advanced to the dignity of earl of the county of Monmouth, having the day before been constituted first lord commissioner of the treasury; and, on the 30th of May in the same year, lord lieutenant and custos rotulorum of the county of Northampton." We must beg leave to rectify a small mistake committed by Collins, who informs us he continued first lord commissioner of the treasury till the month of May 1694: the fact is, he quitted the station

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"My 14 Mordant arrived here in a Holland ship of 44 guns, called ye North Holland. Ye 22 Feby he saluted his mate coulers with 9 guns. He was friendly, and desired his divers, or ingeners, might see ye wreck, which they did, and could not take up any money. He stayed seven days, and departed unto Samana, where he left 2 great Holland ships. They were wholly unprovided to worke this wreck. I heare ye he hath sent away ye 2 Holland ships unto Holland: a sloop met them at sea, standing to the northward, in ye late 24 d. ye beginning of this month. He sailed from Samana 8 days since, towards Porto Rico."—Extract of a private letter from sir John Narborough to the lord Falkland, dated on board his majesty's ship Foresight, at anchor near the wreck, April the 13th, 1683.

\* In another place we have the following account of his lordship's conduct on this occasion.

"He was one of the few peers who came over with the prince of Orange at the revolution, commanding the English raised in the west, upon the descent, having completed his regiment in a few days, holding much correspondence with the prince in order to his expedition."

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just mentioned on the 18th of March 1690-1, and was then succeeded by sir J. Lowther. "In consequence of an address presented by the lord mayor and aldermen of the city of London to his majesty, he was commissioned to command the royal regiment of horse, which the city had raised for the public service, of which his majesty was graciously pleased to be colonel: and their majesties, the prince and princess of Denmark, with the lords spiritual and temporal, having accepted of the invitation of the lord mayor, aldermen, &c. of the city, to dine at Guildhall, on Oct. 29, 1689, the royal city regiment of volunteer horse, richly and gallantly accoutred, led by the earl of Monmouth, attended their majesties from Whitehall into the city. In 1692 his lordship made the campaign in Flanders under king William." After this time Collins makes no mention of him till the year 1702; but we have to observe, that by the death of Henry, second earl of Peterborough, on the 19th of June 1697, his lordship succeeded to that title, by which, as being the more ancient, he was always afterwards known.

Soon after the accession of queen Anne it was proposed to send his lordship to the West Indies as captain-general and governor of Jamaica, as well as commander-in-chief of the fleet and troops afterwards sent thither under commodore Walker, when the fleet was on its return from Cadiz. But this intention was laid aside, and the earl was not called into public service till the year 1705, when he was appointed, with sir Cloudesley Shovel, joint-admiral and commander-in-chief of the fleet sent to Spain. His eminent services in that kingdom are almost too notorious to need repetition. The editor of the life of sir John Leake has, indeed, taken uncommon pains to be somewhat more than severe on his lordship, and asserts rather boldly, that he endeavoured to divert the attention of the allies from Barcelona, and transfer their attack to Italy. "This (adds he) was a very early attempt to influence the fleet, by means of land councils, from the service of the king of Spain, for which they were principally designed; and a flagrant instance of the folly, if not treachery, in appointing lord Peterborough joint-admiral, but it was very happy the sea admirals were so honest as to be governed by their own councils." The same author soon afterwards admits,



mits, that in a council of war the earl alone voted for the attack, in opposition to the opinion of all the general officers.

The enterprize in question being at last resolved on, its glorious termination is well known to all; and notwithstanding the author above-quoted insists that the earl took all the pains in his power to obstruct the councils, yet he is reluctantly, as it were, compelled to admit, that his spirited conduct in putting himself, immediately after the prince of Hesse fell, at the head of the detachment which, under the command of his highness, had stormed fort Montjoui, or Montjuich, had principally caused the ultimate success of the assault. His gallantry on this occasion was, indeed, established by a testimony, not to be overturned by the bare assertion and insinuation of an historian, singular encomiums being bestowed on his lordship's particular behaviour in the account published by authority, which may be found in the *Gazettes*, No. 4164 and 4167, the length of which prevents us from transcribing them.

The earl appears to have quitted his naval command during the winter, and to have confined himself to the exercise of his land function of general, in which he displayed singular adroitness as well as gallantry, having, with a force almost contemptible, when compared with that of the enemy, not only kept them completely in check, but obtained several consequential advantages over them, and in particular having almost entirely subdued the kingdom of Valentia. The first operation of the enemy in the ensuing spring, was the attack of Barcelona; and in the hope of re-possessing themselves of it by a coup de main they made it in a manner totally unprecedented and unjustifiable, on the score of military prudence. They left Lerida and other consequential towns behind them, unassaulted; a conduct which, although perhaps the most impolitic they could have pursued, was such, nevertheless, as completely deceived the earl of Peterborough, and enabled them to carry the first object of their expedition into execution, and invest the city in form. This event was totally unlooked for by his lordship, who used exertions almost incredible for its relief: he collected, with the utmost expedition, a corps of near three thousand

sand men in Valentia, and in despite of the formidable army of the besiegers, succeeded in throwing a very considerable part of them into the town, which, till then was, owing to the kind of surprize already stated, very thinly garrisoned. With the remainder, which consisted chiefly of Miquelets and irregular troops, he took post in the mountains, from whence, by sallies and desultory skirmishes, he daily harrassed the enemy and impeded their attack. At length the combined fleet arrived, the communication with the city by sea being consequently open \*, the earl went immediately on board, and taking the command of the troops that were conveyed thither by it, landed the same afternoon at their head.

The event might easily have been foreseen, the enemy raised the siege with the utmost precipitation in a few days afterwards, abandoning all their artillery and stores, together with their camp itself, in which was found so immense a depot of ammunition, and every other necessary requisite for a siege, that it was wittily said by the victors, their enemy had left them such a booty to make them some amends for the trouble and anxiety they had fruitlessly occasioned them by their vain and ill-conducted attack.

The author of sir John Leake's life has, according to his wonted custom, taken wonderful pains to depreciate the share borne by his lordship in this affair, and at the same time to attribute the entire cause of its happy issue to the conduct of sir John Leake, who commanded the fleet sent on the above service from England. Here also, as well as in other instances, relative affection and prejudice appear to have hurried his zeal beyond that prudential attention to candour and impartiality no historian ought

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\* "Soon after the earl of Peterborough came off in one of the country boats, and about ten o'clock came into the fleet, bringing with him several small Spanish barks, in which he had embarked 12 or 1400 land-men, to throw them, under the protection of the fleet, into the city. His lordship, though he assumed no command, went on board the prince George and hoisted the union flag, sir John keeping his flag still flying; and about two o'clock they came into the road of Barcelona, when my lord struck the union flag and went on shore. In the afternoon, when the fleet arrived, all the forces were landed."

Exts from Leake's Life of Sir John Leake.

ever to lose sight of. Without the smallest intention of depreciating sir John Leake's high merit in the part he bore in the foregoing transaction, we cannot help insisting on the just claim the earl also has, on his part, to popular esteem \*. Mr. Leake speaks very contemptuously and coarsely of his conduct during the siege, and describes him to have been, what he calls, skulking in the mountains; but it is to be observed, that by that very politic measure the siege was much more effectually protracted than it could have been by his throwing himself into the town, and endeavouring to assist in its defence, with the irregular, ill-disciplined troops he commanded, which were not in any degree fit for any other service than that of a flying war.

A variety of curious and entertaining anecdotes are related of this nobleman's exploits during the above period: as they are, however, totally irrelative to his naval conduct, and would lead us to a detail we do not feel ourselves justified in entering into, we shall content ourselves with briefly remarking, they uniformly display to us the character of a consummate warrior and a most gallant man. Mr. Leake's antipathy to his lordship is clearly occasioned by his having *unfortunately* been honoured, by queen Anne, with the appointment, very uncommon indeed for a land officer, of joint-admiral with sir John Leake. This has been deemed by Mr. Leake more derogatory to his relation's honour than, in all probability, that relation himself thought it; and no possible pains have been spared to deteriorate his lordship's conduct, as a punishment for his having enjoyed his sovereign's favour †.

Barcelona being secured, the earl returned into Valencia; but owing to the unaccountable dilatoriness of king Charles, who, instead of proceeding instantly to Madrid, of which possession had been taken by the earl of Galway, the opportunity was lost of reducing all Spain to his obedience without a blow. Every honest effort of the earl

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\* The success of this expedition was undoubtedly to be attributed to the united exertions of both these brave men; and as both so eminently distinguished themselves, it would be highly derogatory to the intrinsic merit of either, to attempt building or exalting the fame of one by the wretched project of undermining the reputation of the other.

† See the life of sir John Leake, page 208, et seq.

of Peterborough, to extricate him from the enthrallment and supineness into which the intrigues and artifices of the prince of Lichtenstein, and other Germans immediately about his person had plunged him, was frustrated; and the whole of those exertions which had been made for his service, both by the British nation and other powers that adhered to his interest, were consequently thrown away.

The earl was in all probability induced, by this mortifying behaviour in the king, to quit Spain before the end of the campaign; but some persons, who have pretended to an extraordinary knowledge and political discernment, as well as to be better acquainted than their neighbours with those secret springs which influenced the conduct of great men about that time, have ascribed it to the inordinate ambition of the earl, who could not brook serving under the earl of Galway who was an older officer, and had headed that part of the army which had marched from Portugal. We cannot help briefly remarking, that such conduct is by no means consonant to that degree of magnanimity the generality of mankind admit the earl to have possessed. He returned to Spain in a few months afterwards, but does not appear to have, in any degree, interfered with the command of the army, otherwise than by offering his best advice as to the measures most proper to be pursued for the general advantage of the common cause. In the month of April he again departed for Italy, being appointed envoy to the duke of Savoy from king Charles, who was probably glad of so good an opportunity of getting rid of so faithful, though disagreeable a monitor. On his passage he very narrowly escaped falling into the hands of the enemy, the *Resolution*; on board which he had embarked, which ship was at that time commanded by captain Mordaunt, his youngest son, being attacked by a squadron of six ships of war, and afterwards destroyed by her commander's own order, merely to prevent her being captured.

The earl, however, being at that time engaged in a service very different from that of fighting, had the prudence and the good fortune to effect his escape, which he did by getting on board the *Enterprize* frigate, in which he passed in safety to Oneglia. After this time he ceased to have any concern with naval affairs, and

we shall therefore content ourselves with inserting beneath, an account, extracted from Collins, of the leading particulars of his life \*.

The

\* " His driving the duke of Anjou, the late Philip V. king of Spain, and the French army out of Spain, which consisted of 25,000 men, though his own troops never amounted to 10,000; the possession he gained of Catalonia, of the kingdoms of Valencia, Arragon, and Majorca, with part of Murcia and Castile, giving opportunity to the earl of Galway of advancing to Madrid without a blow, are undeniable proofs of his great valour, prudence, and conduct in military affairs. His wonderful vigour in the execution of those, and several other actions during the war, surprized most men at that time, for which services he was declared general in Spain by king Charles III: and that war being looked on as likely to be concluded, he received her majesty's commission for ambassador extraordinary, with powers and instructions for treating and adjusting all matters of state and traffic between the two kingdoms. Whatever were the causes of his being recalled from Spain, it is certain that our affairs there, were soon after in a very ill condition, by the loss of the battle of Almanza, on April 25, 1707, N. S. Rouvigny, earl of Galway, then commanding the British troops. The earl of Peterborough came to the duke of Marlborough's camp at Genap, on August 22, when he left the camp at Soignes, in his journey to Holland, there being then little appearance but the remainder of the campaign would be as inactive as the preceding part of it. I shall farther take notice, that on his return to England, having brought on the examination of his conduct in parliament, after the strictest enquiry, there were no objections made to any part of his behaviour, but all his actions appeared suitable to the dignity of his character—the house of peers voting, Jan. 12, 1710-11, that, during the time he had the command of the army in Spain, he performed many great and eminent services, for which he had the thanks of their house; and the lord chancellor expressed himself in the strongest terms. In his speech to him he said, there was no enquiry into the nature of any service upon a more mature deliberation, or with greater justice, than at this time to his lordship. Such (added he) is your lordship's known generosity and truly noble temper, that I assure myself, the present I am now offering to your lordship is the more acceptable as it comes pure and unmixed, and is unattended with any other reward, which your lordship might justly think would be an alloy to it.

" My lord,

" Had more days been allowed me than I have had minutes, to call to mind the wonderful and amazing success which perpetually attended your lordship in Spain (the effect of your lordship's personal bravery and conduct) I would not attempt the enumerating your particular services, since I should offend your lordship by the mention of such as I could recollect, and give a just occasion of offence to this ho-

The character and conduct of this noble earl having been the subject of much panegyric and abuse, it may be thought incumbent on us to say a word in support of one or the other; but they have been both carried to a much

nourable house, by my involuntary omission of the far greater part of them.

"Had your lordship's wife counsels, particularly your advice at the council of war in Valencia, been pursued in the following campaign, the fatal battle of Almanza, and our greatest misfortunes, which have since happened in Spain, had been prevented, and the design upon Toulon might have happily succeeded.

"I shall detain your lordship no longer than, in obedience to the order I have received, to return your lordship, as I do, the thanks of this house, for your eminent and remarkable services to your queen and country, during your command in Spain."

His excellency's answer.

"My lords,

"For the great honour and favour I have received from your lordships, I return my most humble thanks, with a heart full of the truest respect and gratitude. No service can deserve such a reward. It is more than a sufficient recompence for any past hardships, and to which nothing can give an addition. I shall endeavour, in all my future actions, not to appear unworthy of the unmerited favour I have this day received from this great assembly."

"In the year 1710 and 1711, he was employed in embassy to the court of Turin, and other Italian courts, on special affairs; and on his return to England was, on Dec. 22, 1712, made colonel of the royal regiment of horse guards, then vacant by the death of Richard, earl Rivers; being also general of the marines, and lord lieutenant of the county of Northampton, he was installed at Windsor, on Aug. 4, 1713, a knight companion of the most noble order of the garter. In November following he was sent ambassador extraordinary to the king of Sicily, as well as to negotiate affairs with other Italian princes, where he continued till the queen's death, and did not return till April 2, 1715.

"In the reign of George I. he was constituted, May 25, 1702, general of all the marine forces in Great Britain; and on Oct. 22, 1707, he had the same commission from his late majesty.

"His lordship married Carey, daughter to sir Alexander Fraser, of Dotes, in the shire of Mearns, in Scotland; and by her (who died on May 13, 1709, and was buried on the 20th of the same month, at Turvey, in Bedfordshire) had two sons, John and Henry; and a daughter, Henrietta, married to Alexander Gordon, second duke of Gordon in Scotland.

"He married to his second wife A.D. 1735, Anastasia Robinson; and going to Lisbon for the recovery of his health, died there Oct. 25, that year, aged 77, and was buried at Turvey."

greater

greater extent than either reason or propriety could dictate or warrant, his advocates having exalted him into a personage rather more than human, while his enemies, on the other hand, endeavour to degrade him something below the level of any man who ever held a military command, though of the most inferior kind. To disputants so prepossessed, and at the same time so violent in their antipathies and friendships, little can be said, because prejudice dimming the eye of reason and candour, prevents it from attending to that true statement which is the result of cool dispassionate investigation. Those, however, who are unbiassed in their opinions, who are no farther interested in the posthumous applause paid to his memory, than by an honest wish to do justice and to reward merit, will certainly discover many brilliant points in his character which the most inveterate malice of his enemies cannot debase; and, on the other hand, they may refuse their unqualified assent and belief of many particulars which those who were his particular favourers would have insisted it to have been a species of treasonable infidelity to have even doubted.

Some have been enthusiastic enough to assert he carried his attachment, to the cause and person of king Charles, to such a romantic height, as to have nearly ruined his private fortune in support of the war; and, but for his very extraordinary exertions in this particular, the project of annexing the crown of Spain to the house of Austria, must have been given up long before it was. On the contrary, there are not wanting those who insist his abilities, as a warrior, were far from being of the most splendid kind; that liberality was by no means to be numbered among either his virtues or his failings; and his spirit of enterprize never went a step farther than where the applause, likely to accompany it, served to please his vanity or feed his ambition; that impatient of the smallest control, he deserted the interest of his country when he ceased to be idolized by it, and marred every plan of operations in which he was not suffered to act as supreme. Clouded however as his great and brilliant name may be by some of those trivial failings, to whose attacks human nature is perpetually exposed, few persons will be harsh enough to deny him the character he appears to have



very justly deserved, of an able commander, a sincere friend, and an honest man.

SAUNDERS, Sir George,—is no where mentioned in any naval manuscripts, or lists, till the 11th of January 1705, when he was appointed captain of the Shoreham \*. In this vessel he did not long continue, being in a few days removed into the Seaford, a frigate of the same force as the former, and sent as a stationed ship into the Irish sea. He returned back into the Shoreham in the month of April, and continued to be employed as above-mentioned for three or four years, not improbably till near the end of the war. While thus occupied, he displayed considerable activity and merit in the only line the nature of the service permitted him, having been singularly fortunate in the capture of a number of privateers, who very much infested that coast. But no other mention being ever made of him during the remainder of the war, it is most pro-

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\* He was, however, some considerable time before this, appointed acting captain of the Seaford frigate, as we have the following account of him in a letter from Dublin, dated March 9, 1703, inserted in the Gazette, No. 4002.

“ On the 4th instant came into this harbour the Jane ketch of this port, Robert Irwin master, from Lisbourn, laden with wine and fruit, and gave advice that he had been taken on the 2d, off Wicklow, by a French privateer of eight guns and fifty men, monsieur Pervine commander, belonging to St. Malo's, and had ransomed his ship for 325 l. whereupon his grace the Lord lieutenant immediately ordered captain Saunders, in his majesty's ship the Seaford, and the Charlotte yacht, captain Breholt commander, (having forty landmen on board) to go in quest of the privateer. The 5th, by break of day, they sailed to the southward, and went out at Wicklow swarch. About noon the man of war spied a sail, which he immediately chased. About one o'clock they saw a second sail; and captain Saunders concluding them to be the privateer and a prize, having seen boats pass between them, made all the sail he could after the privateer; and about four in the afternoon came within shot of him, both rowing, there being but little wind. The privateer steered to the Welsh coast; and a gale arising at W.N.W. about eleven at night the privateer got into Carnarvon bay, and the man of war came so near him as to shoot his fore-mast by the board; and after having fired a broadside, sent his boat on board and took him, and the 7th, at night, brought him into this bay.”

He continued on the same station for a considerable space of time after this, principally employed in convoying the trade between England and Ireland.

bable

bable he never had the good fortune to meet with any of those opportunities of distinguishing himself, through which he afterwards very honourably procured so much celebrity and popular favour.

His first introduction, as it may be called, into notice, was effected through that great and eminent commander Sir George Byng, who having observed in him all those qualities which he thought necessary for a man holding that station to which he procured his appointment, nominated him for his first captain at the time he took the command of the fleet sent to the Mediterranean, against the Spaniards, in the year 1718. Through the whole of this expedition he was treated by sir George as a friend, in whose advice he placed the utmost confidence, and to whom he always trusted the most difficult and delicate negotiations. As soon as the fleet arrived off Messina, captain Saunders was sent, by the admiral, with a letter to the marquis de Lede, inviting him to a conference, and using every possible argument to conciliate matters and prevent the dispute, between the courts of England and Spain, from being referred to the final decision of arms. If any thing could have contributed to so desirable an arrangement, it would have been the mild and calm disposition of captain Saunders as a negociator, who, to all the firmness which is the natural consequence of intrepidity, knew well how to join the moderation of a man, who justly considered war as a national evil, of all others most to be avoided. The marquis, however, soon put a stop to this pacific attempt, by declaring, in the most unqualified terms, that he had no power to treat, and that he would pursue his orders, which were to seize Sicily.

The subsequent events, of which the total defeat of the Spanish fleet, under admiral Castagnetta, is the most memorable, are well known to all; and the conduct of captain Saunders in that encounter in particular, as well as the essential service he rendered his commander-in-chief, who failed not to make the most honourable mention of him, so recommended him to the notice of king George the First, that, in the year 1720, immediately after his arrival in England, he received the honour of knighthood. On the 1<sup>st</sup> of April 1721, he was appointed one of the commissioners of the victualling-office,

a station which he continued to hold till the 17th of August 1727, and then quitted it on being promoted to be comptroller of the navy accounts. Although he might now be supposed to have, in some measure, quitted the line of active employment, yet, when he had risen in rank and seniority in the service so far, that his promotion to be a flag-officer became proper and justifiable according to the accustomed etiquette of naval appointments, he was advanced to that station as early as though he had continued in actual commission during the whole of the intervening period.

He was appointed rear-admiral of the blue on the 29th of June 1732, and promoted to be rear-admiral of the red on the 26th of February 1733-4. He does not appear, however, to have ever gone to sea in either of the above capacities, and indeed survived his last promotion but a very short time. At his decease, which happened on the 5th of December 1734, he was, as we have already stated, rear-admiral of the red, a commissioner of the navy, and representative in parliament for Queenborough in the isle of Sheppy.

VAUGHAN, Francis,—was, on the 29th of May 1705, appointed captain of the Kinsale frigate: he was quickly afterwards removed into the Hastings, a vessel of the same rate, and employed in the German Ocean, principally in convoying the fleets to and from Holland and the Baltic. This occupation proved fatal to him in the month of February 1706-7; and we have the following account of this unhappy disaster in a letter from Yarmouth, dated February the 10th. "Yesterday sailed out of our road her majesty's ships the Hastings and Margate, with a fleet of about one hundred merchant ships, bound for Holland; but the wind coming contrary, the fleet was obliged to put back again that evening. Her majesty's ship the Hastings, in coming in, struck on the sands, and in half an hour's time overfet: about thirty of her men got hither in their boats, but it is feared many of the rest perished." Captain Vaughan was among the latter.

1706.

ADLINGTON, James, — is known only as having been appointed captain of the *Folkestone* \* on the 7th of January 1706. He died in England on the 15th of October 1709, being, as it is said, captain of the *Tilbury*.

CANDLER, Bartholomew, — was, on the 27th of January 1706, promoted to be captain of the *Falcon*. We do not find any other mention made of him, except the mere date of his death, a circumstance most probably imputable to his ill fortune only, in having been employed on services totally uninteresting. He died in the *West Indies* on the 22d of October 1722, being at that time captain of the *Launceston*, of forty guns.

CLIFTON, John, — was appointed a lieutenant in the navy about the year 1691; and in 1693 we find him in that station on board the *Soldadoes Prize*, a ship of forty guns. We have not been able to procure any farther information concerning him till the 2d of February 1705, at which time he was promoted to be captain of the *Dolphin* frigate; whether he ever had any command material enough to merit particular notice does not appear, for no other mention is made of him, except that he died on the 21st of March 1723, not holding at that time any commission.

CREMOR, or CREAMER, Henry, — was appointed a lieutenant in the navy very soon after the revolution; and as far back as the year 1693, served as first lieutenant of the *Humbar*, of eighty guns, commanded by captain Lionel Ripley. He was not, however, advanced to the rank of captain in the navy till the 16th of January 1706, when he was made commander of the *Guardland* frigate. He was, not long afterwards,

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\* He is supposed to have been appointed acting captain of the *Winchelsea* on the 18th of December 1704; in which station he probably continued till his above promotion.

removed into the Katherine yacht; in which vessel he died, at Lisbon, on the 13th of April 1707.

DELAVAL, Robert, — was the younger brother of admiral George Delaval, of whom we have already given some account. This gentleman is no where mentioned in the service till his appointment, on the 30th of April 1706, to the command of the Falcon frigate. He was previous to that promotion lieutenant of one of the ships sent to the Mediterranean under sir J. Leake, who advanced him to the station just mentioned, as a reward for his own intrinsic worth, and as a well-deserved compliment to his brother George, who was sent home as a passenger on board the Falcon, with the important news that the enemy had been compelled to raise the siege of Barcelona.

Captain Delaval returned to the Mediterranean; and, having unfortunately contracted the small-pox, died, in his original command, at Genoa, on the 29th of January 1707-8.

DOILEY, or DORLEY, George, — was, about the latter end of the year 1705, appointed lieutenant of the Tartar frigate. He continued to serve in this station till the 10th of July 1706, when, having conspicuously exerted himself at the capture of the Childs Play frigate, of twenty-four guns, he was, very deservedly, promoted to the command of that prize. This commission was immediately confirmed by the admiralty from the date of the capture; and captain Doiley soon afterwards was ordered to the West Indies. He there unfortunately perished, his ship being lost in an hurricane, off St. Christopher's, on the 30th of August 1707.

GRANARD, Sir George Forbes, Earl of,\* — was the third son of sir Arthur Forbes, second earl of Granard, and Mary,

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\* Archdale gives us the following curious etymology of the name of Forbes; and we have added to that, an abridged account, from the same author, of the genealogy of this ancient family.

"This family, says the ancient Scotch historian Boece, as quoted by sir David Dalrymple, were originally called Bois; but one of the family having killed a mighty bear that infested the country, they assumed the coat of armour they now use, and the name of Forbes. This celebrated person was the son of Alexander Bois, lord of the castle

Mary, eldest daughter of sir George Rawdon, of Moira, in the county of Down, baronet. Having entered very early in life into the navy, he was, on the 16th of July 1706, promoted to the command of the *Lynn*; but no notice is taken as to the particular service or station on which this ship was employed. In 1708 we find him to have been promoted to be captain of the *Sunderland*, a fourth rate, of sixty guns. Some have asserted he conti-

castle of Urquhart, which being assaulted and taken by king Edward the First, in the year 1304, that monarch ordered all the prisoners to be put to death, except the wife of the above-mentioned Alexander, who was then pregnant. The child, of which she was delivered, proved a boy; and he having slain a mighty bear, that infested the country, he received the appellation of *Forbeast*; and this was afterwards corruptly pronounced *Forbes*.

"They had sundry grants in the Mearnes from king Robert Bruce; and the land of *Forbes*, in the shire of Aberdeen, from king Alexander III., from whose reign, in the thirteenth century, that castle hath been the seat of the chief branch of the family.

"Alexander Forbes, the son of Alexander Bois, loyally adhering to king David Bruce (son of the said Robert) against Edward Balliol, who, by the assistance of king Edward III. had usurped the crown of Scotland in 1331, was killed in the battle of Duplin the year after.

"To him succeeded sir John Forbes, his son, who was knighted by king Robert II. successor to his uncle David (in whose service his father was killed) and being seated at castle Forbes, was styled sir John Forbes of that ilk (a term used in Scotland, when the name of a family and seat are the same) and acquiring from Thomas, earl of Mar, several lands in the county of Aberdeen, was confirmed therein by the charter of the said king, in 1393; and in 1395 appointed justiciary within the bounds of Aberdeen, and coroner of that shire. He married Elizabeth, daughter of — Kennedy, of Dunure; by whom he had three sons, sir Alexander, his heir; sir William (who married Margaret, daughter and heir to sir William Frazer, of Philorth, with whom having the barony of Pitligo, and a son, Alexander, he was ancestor to Alexander Forbes, created, 24 July 1633, baron of Pitligo, whose descendants enjoy that title); and sir John the third son, who obtained the Thanedom of Formartin, by the marriage of Margery, daughter and heir to sir Henry Preston, of Formartin; and was founder of the family of Tolquhon, from whom branched those of Foveran, Watertown, Coloden, and others.

"Sir James Forbes, only son of the above-named Alexander, was created lord Forbes by king James the Second of Scotland; and from Patrick Forbes his younger son, was lineally descended sir Arthur Forbes, of Castle Forbes in the parish of Clongiff and county of Longford, baronet, who was advanced, by king Charles the Second, to the dignity of earl of Granard, on the 30th of December 1684."

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nued captain of this ship till the year 1713, when he was, say they, removed into the Greenwich, which was also a fourth rate.\* In the first part of this account they are undoubtedly mistaken, for in the year 1711 the Sunderland was employed on the expedition against Canada, under sir Hovenden Walker, and was at that time commanded by captain Gore.

How long he continued captain of the Greenwich, in which ship he sailed for Lisbon immediately after his appointment, does not appear, nor can we collect any farther particulars relative to his naval life till the year 1726, when we find him commander of the Canterbury, of sixty guns, one of the squadron employed on the Mediterranean station, under admiral Hopson, to whom he was captain, and afterwards under sir Charles Wager, who succeeded him. The events of the temporary war which took place, and in expectation of which the force just mentioned was sent thither, were not only extremely uninteresting, but have been already sufficiently reported in the life of admiral Wager. The siege of Gibraltar was the most conspicuous transaction, and, indeed, the only one worth notice; and it happened to fall to the lot of lord Forbes to be the person who should give the first manifest proof of the commencement of hostilities on this occasion.

- This event took place on the 11th of Feb. 1726-7. An answer, by no means satisfactory, had been given by the Spanish general, to a spirited remonstrance sent from the governor; and in consequence of the unusual preparations

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“ He served in parliament for Queenborough in Kent; and on the 27th of Feb. 1725, being summoned, by writ, to the house of peers in this kingdom (Ireland), by the title of lord Forbes, took his seat 7th of September following. Twenty-fifth of November 1729, he was appointed captain-general and commander-in-chief in and over the British Leeward Caribbee islands in America, with full power, not only to appoint a court of judicature, nominate persons in the several provinces to administer the oaths, and to pardon or condemn any pirates or other criminals, but to erect plat-forms, castles, fortifications, and towns, and to furnish the same with ordnance and ammunition necessary for the defence of those islands. On 10 December it was ordered by the house of peers, that he should have leave to be absent from the service of that house, to attend his said government: but in June following he resigned this commission.”

and



and construction of batteries, lord Forbes, who was then lying with his ship at the head of the old mole, about half past three o'clock in the afternoon, fired a single gun over their most advanced battery; as he also did a second, after an interval of half an hour. These were to be considered as mere signals of what was intended on the part of the garrison, who, towards evening, commenced an heavy fire on the enemy's works, from Willis's and the other batteries, whose guns could be brought to bear on them. The squadron was principally occupied in cruising off the Streights to prevent the enemy from receiving any reinforcements by sea; and during such an employment we can scarcely expect having it in our power to communicate any thing very interesting. Lord Forbes, however, had at least the satisfaction of being as much concerned as any of his cotemporaries who were joined with him on the same service, in those trivial occurrences which served to distinguish the period alluded to, from one of profound peace.

On the 11th of March, being detached on a cruise, in company with the Royal Oak, from the main body of the squadron, they fell in with and captured a new Spanish ship of war, mounting forty-six guns, bound from St. Andero to Cadiz. This vessel struck to the Royal Oak, which is erroneously said to have been commanded by his lordship, who certainly was on board the Canterbury at the time alluded to; and, as we believe, was not able to get up till just as the enemy surrendered. The prize was carried into Gibraltar on the 13th; and three days afterwards his lordship sailed for Lisbon, having under his orders the Colchester and Dursley Galley, with a considerable fleet of merchant-ships under their convoy. Having returned to Gibraltar immediately after having executed this service, he was ordered, on the 2d of April, to take under his command the Tyger, Colchester, Winchester, and Lyme, with the Cruiser and Hawke sloops of war; which ships, added to the Canterbury, were destined for the attack of the small island, near Auriza, on the opposite side of the bay, where the enemy had erected a battery. All the boats in the fleet, manned and armed, were ordered to attend and support them; and, in short, every disposition was made, every possible precaution was taken, to ensure  
success;

success; but the wind flattening to a dead calm, the assault was obliged to be deferred, and does not appear to have been ever afterwards re-attempted.

A cessation of hostilities took place in the month of June; but the squadron did not return to England till after the final arrangement and conclusion of the articles of peace. It is not, however, in any degree necessary to attempt recording the several uninteresting occupations in which this part of his lordship's service was consumed in common with the rest of his colleagues. He returned home in the month of April 1728, and does not appear to have gone to sea any more till the year 1731, when he commanded the Cornwall of eighty guns. This ship was one of the fleet sent to Cadiz, under sir Charles Wager, to settle the difference between the Spaniards and the emperor, which was accommodated under the mediation of Britain, as already related in the life of that brave admiral\*, who commanded the expedition. After his return to England his lordship was, in the month of April 1733, appointed minister-plenipotentiary to the emperor of the Russias, and embarking on the 9th of May, arrived safe at Petersburg on the 21st of June following. During the time he was employed in this very honourable service, he was, according to Hardy, Archdale, and some others, promoted, on the 11th† of May 1734, to be rear-admiral of the white‡. He received the information of this promotion on the 25th of June following, and letters of recall almost at the same time. The Czarina, at his audience of leave, after expressing the utmost satisfaction at his conduct, and highest sense of his merit and abilities, presented him with a diamond ring of very considerable value, which she took from her own finger; she at the same time honoured him with her picture elegantly set with diamonds, and ordered him a purse of six thousand rubles in specie.

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\* See the life of sir Charles Wager, Vol. II. p. 452.

† We believe on the 4th.

‡ A private memorandum of his promotions furnishes us with the following dates:

"R. A. of the white, June 29, 1732. V. A. of the blue, Feb. 16, 1733. V. A. of the white, March 2, 1735."

We thought it best to insert the above, though, to say the truth, we cannot place much confidence in the information.

By the death of his father, on the 24th of February 1734, he became earl of Granard; and pursuing the information of Archdale, Lodge, and others, we have to add, "he was made rear-admiral of the red on the 17th, or, rather, 16th of December 1734; and on the 30th of April 1736, was promoted to be vice-admiral of the blue\*." In the month of June 1738, he was appointed commander-in-chief of a Squadron of ships intended for the West Indies, which he very soon afterwards resigned, and does not appear to have accepted of any command afterwards. "He was regularly and progressively promoted in the rank of admiral, till he attained the highest post, that of admiral of the fleet, which he held for some years† before his death, an event which happened on the 29th of October 1765, he being then in the 80th year of his age."

In 1741 his lordship was elected representative in parliament for the boroughs of Air, Irwin, &c. in Scotland. He was nominated one of the members of his majesty's privy council, and governor of the counties of Westmeath and Longford, which he resigned in 1756; and was succeeded in that of Longford by his eldest son on the 8th of October in the same year. He married Mary, eldest daughter of William, first lord Montjoy, and relict of Phineas Preston, of Ardsfallah, in the county of Meath, esq.

**JACKSON, Robert.**—Of this gentleman we know nothing, till we find him, on the 11th of February 1706, appointed captain of the Sorlings frigate. No particular notice is taken of him, and he never attained any very consequential command in the service, from which he was dismissed, by the sentence of a court-martial, held on him at Greenwich, on the 14th of February 1709. Rear-admiral Hardy places this circumstance in the year 1715, and one private memorandum we have met with makes it as late as the year 1725, while another states it to have happened in the year 1711. The account first given we believe most to be relied on; his offence is

\* Others say he was appointed vice-admiral of the blue on the 2d of March preceding the date above given.

† This part of the information, which is derived from Archdale's Peerage, is a mistake; the earl resigned the service before the year 1740.

called, in general terms, a breach of discipline; and some have given, as a milder punishment, that he was only sentenced to be suspended from the service during the pleasure of the lords of the admiralty. He does not appear, however, to have been again employed, no other information relative to him having come to our knowledge, except that he died on the 28th of October 1726.

JAMESON, William, — entered into the navy immediately after the Revolution; and after a proper probationary service as an inferior officer, was appointed 5th lieutenant of the Royal Sovereign towards the end of the year 1692. \* We do not find any farther mention made of him during the reign of king William, or, indeed, afterwards, till his promotion, on the 13th of January 1706, to be captain of the Experiment. He died, as we believe, in the same command, towards the end of the same year.

LESTOCK, Richard, — was the son of captain Richard Lestock, of whom a short account is given in the first volume \*. We have been unable to investigate any particulars relative to his early service, the first information we have concerning him being his appointment, on the 29th of April 1706, to be captain of the Fowey. He was at that time on the Mediterranean station; from whence he was sent, in the month of September, with the important news of the surrender of Alicant. He returned back immediately; and in the month of December following we find him employed with the captains Coney and Stanhope, as just now related in the lives of those gentlemen.

His next command, that is particularly noticed, was that of the Weymouth, in which ship we find him, in 1711, serving, first, on the American station; from whence he afterwards, towards the end of the summer, went to the West Indies, where he remained under commodore Littleton. He here acquitted himself highly to the satisfaction of his commander-in-chief as well as of all his contemporaries and colleagues, having, on every occasion, displayed the character of an active and diligent officer, as well as of a gallant man. His successes, while thus

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\* See page 294.

employed,

employed, consisted of one or two small privateers captured by himself, with the *Thetis*, a French ship of war of forty-four guns, and several other ships of inferior note, in the taking of which he was assisted by the *Windsor*. Peace being soon afterwards concluded, no farther opportunity presented itself to this gentleman of distinguishing himself till the year 1717, when he commanded the *Panther*, of fifty guns, one of the fleet sent to the Baltic under sir George Byng, for the purpose of overawing the Swedes, who appeared very restless, and were at that very time actually projecting an invasion of England in favour of the Pretender. The *Panther* was ordered, by sir George, to cruise off Gottenburg, and other ships were, at the same time, detached to such different stations as were judged most likely to distress the enemy, and bring them to reason, the road of Copenhagen being made the general rendezvous of the fleet. Captain Lestock had at least his share in the trivial events and success which took place in consequence of the above arrangements, having captured two or three of the enemy's privateers, besides rendering other service, which, although from its trivial nature, may be considered as by no means raising the character of a gallant officer, may certainly be allowed highly conducive to the establishment of that of an active one.

This trait in his character did not pass unnoticed by sir George, who from that time, on all possible occasions during his life, warmly espoused his interest, and in the following year particularly, procured him to be appointed to the command of the *Barfleur*, the ship on board which he was to hoist his flag, as commander-in-chief in the Mediterranean, on the expedition against the Spaniards. His subsequent conduct while they were thus connected in service, appears to have fully justified the good opinion entertained of him by so able a commander; but after he returned to England, on the evacuation of Sicily and the conclusion of hostilities, he does not appear to have had any naval appointment till after the accession of king George the First. In 1728 he commanded the *Princess Amelia*, of eighty guns, one of fifteen ships of the line ordered to be equipped for immediate service; but he is not known ever to have gone to sea as her commander. In the following year we find him captain of the *Royal*

Oak, of seventy guns, one of the fleet ordered to be equipped for sea, under the command of sir Charles Wager, in consequence of the reiterated insults and depredations of the Spaniards, but which, on account of their early submission, never put to sea. The anti-ministerial party of that time were loud in their clamour against the expence in which the nation was, according to their opinion, wantonly involved by an armament, which, as they said, rendered no service. These ill-founded and illiberal philippics were best answered by the following epigram.

"E portu non est ut solvat classis: Iberis

Instructæ et junctæ fama futura sat est.

Sic aquilam simul ac pennas extendere constat,

Continuo imbellis tecta Columba petit."

Mr. Lestock remained captain of the Royal Oak, which continued to be employed as a guard-ship, till the year 1731. He was then sent with sir C. Wager on his expedition to the Mediterranean; but during that period, as it was merely of a conciliatory nature, Mr. Lestock was concerned in nothing interesting. From this time till after the serious re-commencement of war with Spain, we find no mention whatever made of him. He appears, but on what account we know not, to have, during this interval, in some measure retired from the service, as many commanders, who were juniors to him as captains, were promoted to the rank of admiral many years before him\*. It is not improbable that the remembrance of this circumstance, continually sharpened by the very violent impetuosity of temper he was known to possess, might have contributed to encrease many extravagant points in his conduct, which his enemies may have represented in their most glaring colours, but which his warmest friends have never been able to refute or defend.

Early in the year 1740 we find him commanding the Boyne, a third rate of eighty guns; on board which ship he afterwards hoisted a broad pendant as an established commodore, and commander of a division of the fleet sent out under sir Chaloner Ogle, in the month of November, to reinforce vice-admiral Vernon, who was then in the West Indies. The first operation of their united force, a

\* The earl of Granard; admirals Haddock, Hagar, Robinson, and sir Chaloner Ogle.

force infinitely more powerful than had ever before been seen in that part of the world, was the attack of Carthage. But passing over the general detail of events which took place during this unfortunate expedition, we shall here confine ourselves to such only as Mr. Lestock was more immediately concerned in. The fleet arrived in the bay of Playa Granda on the 4th of March, but no show of attack was made till the 9th. The commodore with his division was left at anchor, while the two other squadrons, under Mr. Vernon and Sir Chaloner, proceeded to attack the several forts and batteries which defended the entrance of the harbour of Carthage. On the 23d Mr. Lestock, with five ships of his squadron, was ordered to get under weigh and attack the sea-front of the castle of Bocca Chica, the most formidable of all the defences the Spaniards possessed, the fort of St. Lazar, which was the citadel of Carthage, excepted. The commodore executed the service allotted to him with the greatest activity and spirit, but apparently with little other success than that of having created a temporary diversion, and thereby, in some degree, facilitated the assault from the land side. The attack was renewed on the following day, and with the same kind of secondary success, for the land-batteries effected a breach during these combinations of assaults, which having encouraged the British to make the necessary dispositions to storm the fort, the Spaniards avoided the shock, by evacuating their works at the instant the assailants were prepared to enter the breach.

In all the subsequent operations of this unfortunate expedition Mr. Lestock appears to have had little or no concern; and after its final failure was, according to the instructions the admiral had received, ordered for England with twelve two-decked ships and five frigates; those which remained being a force adequate to the service of the West Indies, after the hopes of conquest were reluctantly abandoned. Having removed his broad pendant into the Princess Carolina, he sailed from Port Royal on the 20th of June, with a fleet of merchant-ships under his protection, and arrived in safety, with such ships as were bound for England, the latter end of August. Soon after his return he was ordered for the Mediterranean, where he arrived in the month of February 1741-2, and served for a short time under admiral Nicholas Haddock, whom



he was sent to reinforce. During this period he exhibited some proofs of that impatient temper, and improper professional pride which afterwards becoming infinitely more apparent, cannot but be condemned even by those who are so warmly attached to him, as to insist no part of his conduct was ever injurious or prejudicial to the cause and interests of his native country, which employed him. On the 13th of March following he was promoted to be rear-admiral of the white\*, which was the first flag he ever hoisted. Mr. Haddock's health being in a very precarious state, and compelling him to solicit his recall, Mr. Mathews was purposely advanced to be vice-admiral of the red as his successor: and Mr. Haddock being obliged, for the reason just stated, to give up his command, Mr. Lestock was left in that trust during the short period which intervened before the arrival of the former.

Short as was this opportunity of displaying the leading features of his mind in colours more striking than he perhaps had before been able, he failed not to avail himself of it in its utmost extent. The circumstance particularly alluded to will be found hereafter in the life of commodore Barnett. It is a strong indication, and, indeed, proof of that too common human frailty which influencing the minds of men, not possessed of principles most truly noble, induces them to exact obedience in terms which politeness, or, perhaps, decency can hardly excuse: although when themselves reduced to a subordinate station, they know but ill how to bend, and conform themselves, on any terms, to that behaviour, their country's welfare, and the well-known principles of military regulation unequivocally demand. Mr. Mathews arriving in the Mediterranean about the month of May, took upon him the command of the fleet. Mr. Lestock is said, by those who with most

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\* He was advanced, on the 9th of August 1743, to be rear-admiral of the red; and again, on the 7th of December, experienced a farther promotion to be vice-admiral of the white.

A curious circumstance took place relative to these promotions. Owing to some delay or accident in sending out the official information of the first, that of the second followed it so soon Mr. Lestock had his flag flying one day only as rear-admiral of the red: on the succeeding morning he hoisted that of vice-admiral of the white. He was at that time on board the *Namure*, in which ship he continued while he remained in the Mediterranean.

to excuse his conduct, to have conceived a disgust \* at being thus superceded, and to have retained it during the whole time the cause of it continued, which certainly was till he was sent home prisoner to England by his commander-in-chief, as will be presently seen.

To offer any remark on the propriety of so strange a defence, would be only to aggravate the shame attached, in the opinion of many, to the memory of a man whose errors may be now forgotten, as the evils, if any, they occasioned, have long ceased to be felt. To the brighter side of his character, as a man of general ability and gallantry, we ought only now to turn, as a pleasing prospect ought ever to engage the attention of the human mind more than a terrific one. We shall therefore only briefly observe, there are some advocates who materially injure the cause and defence of their clients by offering, as an excuse, circumstances, which if true, actually enhance, instead of palliating criminality. Mr. Lestock was, in the first instance, not of a rank in the list of admirals sufficiently exalted to entitle him, with propriety, to expect so extensive a command; and if he had, he could by no conduct have proved himself so little qualified for it, as by betraying the smallest discontent at not having obtained it. Whatever private feuds or animosities might have taken place between men on whose cordial confidence in each other the service of their country so much depended, they should in themselves not have been violent enough to come to an open rupture, and they would at least have obtained the negative praise of not having permitted their quarrel to reach a dangerous height. Some, who are most loud in their censure of Mr. Lestock, insist that he purposely and cautiously avoided betraying the smallest displeasure or resentment against Mr. Mathews, till he congratulated himself with having found an opportunity of completely undoing him.

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\* At their first meeting a cloud of mutual disagreement appeared to lour inauspiciously on such services as these gentlemen should be destined to attempt carrying into execution jointly. Mr. Lestock had neglected to send a frigate, as he had been instructed, to meet Mr. Mathews and his Squadron on his first arrival in the Mediterranean; and that gentleman, irritated not only at what was, perhaps, intended as a personal insult, but at so manifest a breach of discipline, took occasion, with some warmth, to reprimand Mr. Lestock on their first meeting; and what was still more mortifying, the commandant of Nice, and several foreign generals, were present.

The circumstances of the action itself, as well as its consequences, have been already given at some length in the life of Mr. Mathews, whose former disapprobation of his colleague's conduct received no small addition by his behaviour on the latter occasion. On their arrival at Port Mahon these feuds appeared rather to encrease than abate, and ended not, but in Mr. Lestock's suspension from command. He was sent to England as a kind of prisoner on board the Salisbury, and Mr. Mathews preferred a charge against him to the following effect.

“ That he, not obeying his signals, and falling too far a stern the night before the action, was incapable of assisting, by which the enemy escaped. That he might have stopped the rearmost ship of Don Navarro's division, but neglected attacking them; which ships coming up to attack the admiral, he was obliged to quit the Real, which he had disabled, and would otherwise have taken. That the vice-admiral had, on this occasion, visibly sacrificed the honour of his country to gratify his private resentment. That while he nicely pretended to observe the rules of discipline, he shamefully set an example of desertion and cowardice; the necessity of circumstances arising from unforeseen events, is a superior direction to any standing rules. That it was the duty of a good officer when he saw his admiral in danger, and so ill supported by his own division, to crowd all the sail he could carry to his assistance. That no possible plea can be offered for a man, who sees his commander exposed at a distance without stirring to his relief. That the admiral was under the necessity of engaging as he did, otherwise he would have lost the opportunity of engaging at all, as the enemy's squadron were all clean, and could sail three feet to our one; and though the admiral did his duty by attacking the Spanish squadron (the only part of the enemy's fleet he could come up with) he had the mortification neither to be seconded by his own division nor that of Mr. Lestock's, who was therefore justly chargeable with the disgrace of the day.”

This was succeeded, as we have before stated in the life of Mr. Mathews, by a rejoinder of the same nature against him. The tedious decisions of the different court-martials concluded the quarrel; and if these were not so successful as to convince the world in general of Mr. Lestock's innocence

nocence and perfect propriety of conduct, they at least afforded a proof of the impertinence of mankind in arrogantly pretending to prejudge points which they do not understand, and which it seems they not unfrequently are led to misconceive.

Mr. Lestock being, by the judgement of the court, legally restored to the service, was, on the 5th of June 1746, promoted to be admiral of the blue, and appointed to command a strong squadron, which had been originally intended for the reduction of Canada; but that expedition being too long delayed, was at last obliged to be abandoned, as the French, in consequence of the dilatory manner in which the first equipment was conducted, had sufficient time to fit out a force infinitely superior and fully competent to counteract that of England. The storm of war then took a new direction, and was destined to fall on the coast of France; port L'Orient, the grand depot of the French East India company, being the first object of attack. The strength of the armament was judged by all parties fully equal to the undertaking, for it consisted of no fewer than sixteen ships of the line, eight frigates, and two bomb-ketches, having under their convoy a fleet of transports and storeships, with all the implements and stores necessary for a siege, together with a land force consisting of 5,800 effective men.

A variety of delays, which appeared unaccountable to all who were not properly acquainted with the cause of them, still prevented the execution of this long-concerted stroke; a stroke aimed at the very vitals of France, and from which it was hoped we should derive complete satisfaction for that insult to the nation, and the injury to individuals, occasioned by the support given by the enemy to the Pretender in the preceding year; not as a person whom they really and cordially wished to succeed in his enterprize, but merely to make a wanton ravage of the country, and create some diversion in favour of their army in Flanders by the most horrid of all expedients, involving a nation in a civil war. At length, on September 14, the fleet sailed from Plymouth, and arriving in safety on the coast of Brittany, anchored in Quimperly bay on the 18th. But, as if time sufficient had not been already wasted, or as though it was thought derogatory to the gallantry of a warlike nation

to attack an enemy unprovided, four days more elapsed before the army approached the city. Hostilities now appeared to be commencing in earnest; and, late as the season then was, the greatest hopes of success might have been formed, even by those who were far from sanguine in their expectations: but after a short desultory attack, conducted in a manner sufficient to have convinced the besieged that their assailants were little in earnest, even this trivial appearance of warfare ceased; it ceased at the very instant when the enemy were preparing to propose terms of surrender: such being the wretched state of the garrison, in respect to its fortifications, that the governor and the few troops under his command, deemed it absolutely untenable.

The troops reembarked on the 28th unmolested by the enemy; but as if it was intended to make them some recompence for having caused so vain an alarm, four pieces of cannon, a mortar, and no inconsiderable stock of ammunition was left behind. Various attempts have been made to account for, and explain the cause of this retreat, a retreat almost unprecedented, when we take into consideration the several circumstances that accompany it. Most people, but they are not friends of Mr. Lestock, insist that the general was induced to take this disgraceful step in consequence of the want of co-operation from the fleet, it being a part of the plan of attack that the admiral should force his way into the harbour, which some have been bold enough to insist he never even attempted.

Mr. Lestock is said to have alledged in his defence\*, that the enemy had blocked up the entrance in such a manner as to render it impossible for him to get in. To do the admiral proper justice, it does not appear that his conduct really was the cause of the failure, for if the operations of the army had been conducted with any energy, all extraneous assistance would have been needless. The principal, and, indeed, only loss sustained by the enemy, in this expedition, was the destruction of the *Ardent*, a ship of sixty-four guns, driven on shore and burnt by the *Exeter*,

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\* Campbell, with some humour and much sarcasm, observes, that "probably the signals for advancing, as with Mr. Mathews in the Mediterranean, were not made in due form."

after a very desperate encounter. The fleet having taken on board the troops, and such stores as the English thought proper to preserve from falling into the hands of the enemy, quitted the coast of France on the 8th of October, and arrived safe without having sustained any loss during the expedition. The ministry was dissatisfied, the people murmured, but both were content with reciprocally cherishing their griefs by relating them to each other, without taking any satisfaction on the authors of them.

This was the last command ever entrusted to Mr. Lestock, who did not long survive the miscarriage, dying on the 13th of December 1746\*, as some say, of mere chagrin at the above failure, or, what is more probable, of rage occasioned by that neglect and indifference with which he found himself treated, and which his haughty spirit was little able to brook. Of all men who have been unfortunate enough in their conduct to render it the subject of party controversy, none appears to have been less qualified for such an undertaking than this gentleman; unconciliating in his manners, austere when in command, restless when in a subordinate station, he had fewer friends than fell to the lot of most men, and that number, which was gradually diminishing, his behaviour never appeared of a nature to recruit. His personal courage we believe to have been undoubted even by his enemies, and his abilities were of a class, if properly directed, to have raised him to the pinnacle of fame, and essentially to have benefited his country. Confiding too much in them, and demanding both from his equals and superiors in command a deference which all men are ready gratuitously to offer, but pay most reluctantly on compulsion, he found himself, on many occasions, in the irksome state of being neither loved nor feared. His life, however, affords this useful lesson to mankind, that neither abilities nor gallantry, even when connected together, are sufficient to form a good and revered commander, unless true benevolence of heart accompany them.

LONG, Henry.—We have no account of this gentleman previous to his appointment, on the 17th of September 1706, to be captain of the Dolphin. In the follow-

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\* In rear-admiral Hardy's list it is said 1748.