

the year 1762, when he was so far restored as to be put on the list of captains with his former rank. He did not, however, long survive this circumstance, dying on the 22d of October, 1763.

SAUMAREZ, Philip. — This gentleman was the descendant of a very respectable family in Guernsey*. We find him first mentioned in the service as one of the lieutenants of the Centurion†, under Mr. Anson, at the time he proceeded in that ship on his expedition to the South Seas. On the promotion of Mr. Saunders to be commander of the Trial sloop‡, he became the first lieutenant to the commodore: and having already related at some length, in our account of that gentleman, the leading and most prominent occurrences of the voyage, we shall only remark, that at the time that ship was blown from her moorings off the island of Tinian, as already related in the account just mentioned§, Mr. Saumarez was the commanding officer then on board. Nothing short of the most indefatigable exertions, for the space of nineteen days, could have brought back that ship to her former station, considering the weakness of her crew, for, notwithstanding their number little exceeded one hundred persons, officers and all included, many of the people were, as a still farther encrease of their difficulties, in a very weak though convalescent state.

The capture of the Caba-Donga, better or more generally known as the Manilla galleon, is still fresh enough in the memory of all; to render needless any || addition to the account of that event, which has been already given. Mr. Saumarez, who had acted with the greatest activity and spirit during the action, was appointed commander of the prize, by Mr. Anson: from the date of which commission, on the 21st of June, 1743, he took rank as a captain in the navy. The subsequent events are immaterial. The prize having been disposed of by the commodore to the Chinese mer-

* He was the son of Mathew De Saumarez, of the island of Guernsey, esq. and Ann Durell, his wife, a lady from Jersey: he was born on the 17th of November, 1710.

† At which time he was thirty years old, and had served in the royal navy upwards of fourteen years.

‡ Which vessel he himself acted as commander of, *pro tempore*, during the illness of captain Saunders.

§ Vol. iv. p. 113.

|| Vol. iv. p. 117.

chants, Mr. Saumarez returned to England in a private capacity. His first appointment after his arrival was to the *Sandwich*, a second rate; in which station he had no opportunity of displaying that gallant spirit which was inherent in him, and which at last, most unfortunately for his country and his friends, produced his very untimely death.

Early in the month of October 1746, he was made captain of the *Nottingham*, a ship of sixty guns, as successor to lord Graham, who was taken suddenly ill; and being ordered out on a cruise * fell in with, on the 11th, a French ship of war, called the *Mars*, mounting sixty-four guns, the lower tier of which were brads. We cannot help remarking, that we do not think sufficient justice was done this brave man, in the account officially published of this transaction, which is related, in the *Gazette*, in the following slight and cursory manner:

“Plymouth, October the 21st. His majesty's ship the *Nottingham* has brought in hither the *Mars*, a French man of war, of sixty-four guns and five hundred and fifty men, which she met with off Cape Clear, and took after an engagement of two hours, wherein the *Nottingham* lost but three or four men, the *Mars* forty.”

In the early part of the year ensuing, he continued under the command of Mr. Anson, and was present with him at the encounter with the French Squadron under Jonquiere. Having received very trivial injury in the preceding action, he was one of the three commanders dispatched in the evening, after the admiral brought to, in pursuit of the convoy, which was then four or five leagues distant. Such, however, were the diligence and activity of Mr. Saumarez and his companions, that the *Modeste* and *Vigilant*, mounting twenty-two guns each, and six prizes of inferior consequence, were captured by them on the following day.

We now come to the last occurrence which graces the life of this brave and worthy man. The *Nottingham* was one of the ships composing the Squadron sent out under

* Subject to the orders of his former commander and friend, admiral Anson.

rear-admiral Hawke, in the month of August, to cruise for the French Squadron then fitting for sea, to be commanded by monsieur L'Etendiere. After an anxious interval of two months, the enemy, who had for some time delayed their departure, were discovered to the westward of Cape Finisterre. In the action which consequently took place, Mr. Saumarez bore a very conspicuous share; and eager in the pursuit of the Intrepide and Tonnant, which were endeavouring to make their escape under the cover of the night, he came up with those ships about eight o'clock in the evening. After having engaged them some time, he was unfortunately killed, an accident which terminated an unsuccessful though glorious contest.

Captain Saumarez was, at the time of his death, in the 37th year of his age. His body, being brought to England, was interred in the old church at Plymouth, and a plain but neat monument was erected to his memory in Westminster-abbey, by his surviving brothers and sisters.

SCOTT, Arthur*.—The first intelligence we have been able to procure relative to this gentleman is, that he was on the Mediterranean station one of the lieutenants to

* A particular though concise account of the private biography of this gentleman is given in his epitaph.

In a side chancel belonging to Brabourn church, Kent, against the wall, is a marble with this inscription.

Near this place lie the remains of
ARTHUR SCOTT,
Son of George Scott, of Scott Hall,
By Cecilia his 2d wife, daughter of Sir Edward Deering, bart.
Of Surrenden in this county.
He married M^{rs} Y, the eldest daughter of the hon. Charles Compton,
An utter to the present earl of Northampton,
But left no issue.
He was one of one of his majesty's ships of war 1743,
And commissioner of the royal navy 1754.
He died the 27th day of February 1756,
Aged 37 years and 9 months,
Greatly lamented by his family and friends.
In this world respected by his superiors,
Beloved by all.
An ornament to his profession,
An honour to his country,
A friend to mankind.

Erected 1759, at the desire of W^m. Scott, brother to the deceased.

Mr. Mathews, who promoted him to be captain of the *Rochester*, a fifty-gun ship, on the 4th of August, 1743. We find no subsequent mention made of him till the year 1746, when he was ordered to the Baltic with a convoy, in what ship does not appear, for he quitted the *Rochester*, to say the latest, in the month of July 1744. In 1747 he was captain of the *Lion*, and distinguished himself exceedingly under rear-admiral Hawke, in the encounter with the French squadron under L'Etendiere. The French chef d'escadre, payed him, and captain Watson of the *Princess Louisa*, the highest compliments on account of their gallantry, having attributed his defeat as in great measure owing to their exertions, in stopping and bringing to action the rear of his force till the remainder of the British squadron got up. In 1748 he commanded at the *Nore* with the rank of commodore*. No other particulars occur relative to this gentleman till the year 1754, when, as related in his epitaph, he retired from the line of active service, on being appointed commissioner of the navy resident at Chatham. He held this office only till the year ensuing, when he was made extra-commissioner of the navy, and died in that office, at the time already stated.

SIMCOE, John. — The name of this gentleman is omitted in many of the navy lists we have seen. In some of them he is stated to have been promoted to the rank of captain in the navy, and appointed to the *Kent* on the 28th of December, 1743; but Mr. Hardy states his first commission to have been to the *Falmouth*, agreeing, however, with the date just given. We find no other mention made, not even of the commands held by this gentleman, till the latter end of the year 1756, when he was captain of one of the ships then lying at *Falmouth*, and was one of the members of the court-martial convened, in the month of December, for the trial of admiral Byng. Nothing farther occurs relative to him, except that, in 1758, he commanded the *Pembroke*, one of the fleet ordered in the ensuing year on the expedition against Quebec. He died on board that ship, in the river St. Laurence, on the 14th of May, before any operations had taken place.

* In the month of July he was president of the court-martial held on Mr. Tynemouth, for killing captain Gregory.

STEPNEY, George,—was, in the early part of his service, lieutenant of the Garland frigate on the Mediterranean station, from whence he was promoted to be commander of a small armed vessel captured by that ship, and from thence denominated the Garland Prize. On the 11th of June, 1743, he was advanced to be captain of the Neptune, the ship on board which Mr. Lestock carried his flag at the unfortunate encounter with the French and Spanish fleets off Toulon. He does not appear to have been in any degree implicated in the subsequent controversy and dispute which quickly afterwards took place. He continued captain of the Neptune, if we may believe some accounts*, till after the year 1745, but is not otherwise mentioned during the continuance of the war. Some time after the ratification of the treaty of peace at Aix-la-Chapelle, he was appointed to the Assistance, and ordered to the coast of Guinea, on which station he died on the 24th of May, 1753.

STEWART, Henry,—was, on the 16th of April, 1743, appointed captain of the Success frigate, a vessel at that time on the West India station. We believe this gentleman to have been put into some ship as acting captain for upwards of twelve months previous to the date of his commission as just given, for we find no other person of the same name, at that time, a captain in the navy; and the following circumstance is related by too many historians of undoubted veracity to be questioned even for a moment.

“In May 1742, two English frigates, commanded by captain Smith and captain Stewart, fell in with three Spanish ships of war near the island of St. Christopher’s. They forthwith engaged, and the action continued till night, by the favour of which, the enemy retired to Porto Rico in a shattered condition.”

On the supposed misbehaviour of captain Gregory, of the Norwich, at the unfortunate attack on La Guira,

* These are erroneous, captain Stepney having certainly removed into the Torbay when Mr. Rowley shifted his flag into the Neptune.

† Vide vol. iv. p. 433.

captain Stewart was ordered into that ship, *pro tempore*, as acting captain; and the following, we doubt not well-deserved blunt encomium, is passed on his conduct, in a private letter written from thence. "The commodore ordered captain Henry Stewart to command the Norwich, who, like a man of honour, soon convinced the Spaniards they had not a coward to deal with." We have not been able to collect any thing farther concerning him, except the appointment first mentioned, and that he died in England on the 7th of April, 1746.

STURTON, Thomas,—was on the 28th of March, 1743*, appointed captain of the Gosport; but we find no mention made of him after this promotion till the month of May 1744, when, having in the interim been removed into the Roebuck, a ship of the same force, he was ordered out with the Squadron under sir Charles Hardy. Having been separated from the rest of his companions, he fell in with and captured, after a smart action of an hour's continuance, about fifty leagues to the westward of Cape Finisterre, a Spanish register-ship, from St. Sebastian's bound to La Guira, carrying eighteen guns and one hundred and fifty-seven men. This vessel proved a very valuable prize; her cargo, which consisted principally of bale goods, and cordage, having cost, in Spain, 220,000 pieces of eight.

He arrived at Lisbon, with his prize, on the 6th of May; and though it is by no means improbable he was constantly employed, he is not again mentioned till the month of December 1749, when he was one of the members of the court-martial assembled at Deptford, for the trial of rear-admiral Knowles. No particular mention is made of him, except that he died on the 12th of May, 1754.

TAYLOR, Polycarpus,—was appointed lieutenant of the Augusta, a sixty-gun ship, ordered to the Mediterranean in the year 1739. He was promoted, on the 2d of May, 1743, to be captain of the Fowey frigate, and in this ship we find him in the following year on the Jamaica station. Returning from thence in the month of

* Previous to this time he is said, in some accounts, to have been commander of the Phaëton fireship.

June, with the homeward-bound trade under his convoy, he captured, when on his passage, a very valuable French ship from Martinico, called the *Mentor*. His ship being reitted, it was employed, during the summer of the year 1745, as a cruiser in the Channel, a service in which he acquired no inconsiderable share of renown*. He continued in the *Fowey* till the year 1747, when, still retaining the same command, he was ordered out to America. From thence he proceeded to St. Christopher's and Jamaica, in the month of January 1747-8, with commodore Knowles.

Soon after the arrival of the squadron at the last-mentioned station, on which it was intended to remain, captain Taylor was promoted to the *Elizabeth*, of sixty-four guns, and attended Mr. Knowles, who was by this time promoted to be a flag officer, on his successful expedition against Port Louis, and the subsequent one against St. Jago de Cuba, which, as is well known, did not terminate so happily. After the return of the squadron to Jamaica,

* The following official account is given of a very spirited encounter, in which he appears to have eminently distinguished himself.

"Admiralty-office, June the 18th.

"His majesty's ship the *Fowey*, captain Taylor commander, on Wednesday last, the 12th instant, about noon, Cape Antifer, on the coast of Normandy, bearing S. S. W. six leagues, saw a sail giving him chase; which soon perceiving her mistake, hawled down her colours and made sail for the French shore. She anchored in the bay of Feschampe, about five leagues to the eastward of Cape Antifer, which being clear of rocks and shoals, captain Taylor ventured in; and the privateer observing it, cut her cable, ran near to a fort of six guns, and came to an anchor. At half an hour past four the *Fowey* anchored within half a point blast of her. She was a ship of twenty-six guns, and discharged them at the *Fowey*, as did also the fort; but upon a boat coming on board she cut her cable and made for the pier. One of her pilots having lost his head, and the other his thigh, the crew were obliged to trust to their sailing; and in about an hour after the *Fowey* forced the vessel on shore on the beach, about two miles to the eastward of Feschampe. Captain Taylor sent his boats on board her with directions to burn her, as it was the tide of ebb and no place to lie long at; but finding one hundred and fifty men on board, many small rocks about her, which made so great a sea that it was impossible to take the men out, was obliged to leave her upon her broadside, bilged, her fore mast gone, her lee gunnel broke, guns spiked, small arms tossed overboard, and in other respects completely disabled. All the men on board are supposed to be drowned, except the captain, officers and men brought into Spithead by the *Fowey*, which are in all not above forty. She was called the *Griffin*, of St. Malo."

Mr.

Mr. Taylor was taken, by the admiral, to be his own captain in the Cornwall. In this capacity he served in the encounter with the Spanish Squadron, under Reggio; but peace taking place almost immediately subsequent to that event, and the admiral, together with the greater part of his Squadron, returning quickly afterwards to England, no farther mention is made of any command held by this gentleman till the month of April 1756, when he was appointed captain of the Prince George, a second rate. He did not long continue in that ship, being, soon afterwards, removed, we believe, into the Royal William. He is said to have commanded some other ships subsequent to this time*; and also to have been, for one or two cruises, captain to sir Edward Hawke. In 1762 he retired from the service with the rank and half-pay of a rear-admiral on the superannuated list, and continued ever afterwards to live totally in retirement, principally residing in the bishoprick of Durham, where he died sometime in the course of the year 1780.

TOMS, Peter†.—We find this gentleman, at the end of the year 1742, commander of the Saltash sloop of war. From this vessel he was, on the 12th of February, 1742-3, promoted to be captain of the Alderney, a twenty-gun ship. He retained this command upwards of two years, as we find him in the same ship, in the month of February 1744-5, stationed off the coast of Portugal. While thus employed, he is mentioned only as the captor of a French merchant-ship, called the Badine, of one hundred and fifty tons, six guns, and thirty-one men, laden with provisions and stores, from Rochelle for the colony of St. Domingo. In 1745 he removed into the Lizard, also a twenty-gun ship; and from thence quickly afterwards into the Hornet‡, a vessel of the same force with the two preceding: but no anecdotes, or particulars concerning him have come to our knowledge during the time

* The Ramillies in particular, in 1758. On this account he has been frequently confounded with captain Wittewrong Taylor, who commanded that unfortunate ship at the time it was lost.

† He is said to have previously been first lieutenant of the Norfolk.

‡ This vessel, as well as the Lizard, were both on the sloop establishment, though captain Tom had the rank of a post captain.

he held those commands, or, indeed, while he continued in the service.

In 1762 he retired from it altogether, and was put on the superannuated list with the rank and half-pay of a rear-admiral; but did not long enjoy this honourable kind of pension, dying at his house in Martham-street, Westminster, on the 20th of February, 1763.

TYRREL, Richard.—This gentleman we believe to have been introduced into the navy under the patronage and care of that brave and ever-to-be-revered character sir Peter Warren, who was his uncle. His first appointment in the rank of post captain was, according to Mr. Hardy, to the *Superbe*; but, from more authentic information, we find his first commission, which is dated on the 26th of December, 1743, was to the *Launceston* *.

No circumstances, whatever, relative to this gentleman are known to us till the year 1755, when he was captain of the *Ipſwich*, of sixty-four guns, one of the ships put into commission at Plymouth, we believe in consequence of

* In 1748 he commanded a frigate in the West Indies, where a very disagreeable affair, which might have terminated very seriously, occurred; and on which occasion his behaviour is recorded in the following very handsome terms by Smollet.

"In the beginning of the year the governor of Barbadoes having received intelligence that the French had begun to settle the island of Tobago, sent thither captain Tyrrel, in a frigate, to learn the particulars. That officer found above three hundred men already landed, secured by two batteries and two ships of war, and in daily expectation of a farther reinforcement from the marquis de Caylus, governor of Martinique, who had published an ordinance, authorizing the subjects of the French king to settle the island of Tobago, and promising to defend them from the attempts of all their enemies. This assurance was in answer to a proclamation, issued by Mr. Greenville, governor of Barbadoes, and stuck up in different parts of the island, commanding all the inhabitants to remove, in thirty days, on pain of undergoing military execution.

"Captain Tyrrel, with a spirit that became a commander in the British navy, gave the French officers to understand, that his most christian majesty had no right to settle the island, which was declared neutral by treaties; and that if they would not desist, he should be obliged to employ force in driving them from their new settlement. Night coming on, and Mr. Tyrrel's ship falling to leeward, the French captains seized that opportunity of sailing to Martinique; and next day the English commander returned to Barbadoes, having no power to commit hostilities."

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the apprehended rupture with France. History, and every other kind or species of information, are again silent concerning him, till his appointment to the Buckingham, which took place not long after the declaration of war. He was soon ordered to the West Indies, where we find him, in 1758, in company with the Cambridge, attacking a small fort in Grand Ance Bay, in the island of Martinico. It was destroyed and levelled with the ground: no material loss or injury being sustained by the gallant assailants: three out of four privateers which lay under its protection were destroyed; the fourth being carried to sea with them, was converted into a tender. An answer made by this brave and worthy man, to his men, who, flushed with victory, wished to destroy a neighbouring village, is too honourable to his humane disposition to be suppressed.

"Gentlemen (said he) it is beneath us to render a number of poor people miserable by destroying their habitations and little conveniences of life. Brave Englishmen scorn to distress even their enemies when not actually in arms against them."

In the month of November he distinguished himself in that very memorable and well-known encounter with the Florissant, of seventy-four guns, and two large French frigates, the account of which we shall give as related in his own letter to commodore Moore, then commander-in-chief on that station.

"Agreeable to your orders I sailed on Thursday night from St. John's road; the next morning I got between Guadalupe and Montserrat, and gave chase to a sail we espied in the N.W. which proved to be his majesty's sloop Weazle; upon enquiry, having found that she had not met his majesty's ship Bristol, I ordered captain Boles to come on-board for directions as to his farther proceedings.

"While his orders were writing out, we discovered a fleet of nineteen sail W.S.W. standing to the S.S.W. upon which we immediately gave chase with all the sail we could possibly croud. About two o'clock we discovered that they were convoyed by a French man of war of seventy-four guns and two large frigates. About half an hour after two the Weazle got so close as to receive a

whole broadside from the seventy-four gun ship, which did her little or no damage. I then made the signal to call the *Weazle* off, and gave her lieutenant orders not to go near the seventy-four gun ship, or the frigates, as the smallest of the latter was vastly superior to him in force. By following this advice he could not come to fire a shot during the whole action, neither, indeed, could he have been of any service.

“ While I made all the sail I could, they were jogging on under their fore-sails and top-sails, and when we came up within half gun-shot, they made a running fight, firing their stern-chace. The frigates, sometimes raking fore and aft, annoyed me very much, but also so retarded their own way, that I got up with my bowsprit almost over the *Florissant's* stern. Finding I could not bring the enemy to a general action, I gave the *Buckingham* a yaw under his lee, and threw into him a noble dose of great guns and small arms, at about the distance of half musket-shot, which he soon after returned, and damaged my rigging, masts and sails considerably. The largest frigate being very troublesome, I gave him a few of my lower-deck pills, and sent him running like a lusty fellow, so that he never returned into action again. The *Florissant* likewise bore away, by which means he got under my lee and exchanged three or four broadsides (endeavouring still to keep at a distance from me) which killed and wounded some of my men. I presume however we did him as much damage, as our men were very cool, took good aim, were under good discipline, and fought with a true English spirit.

“ An unlucky broadside from the French made some slaughter on my quarter-deck, at the same time I myself was wounded, losing three fingers of my right hand, and receiving a small wound over my right eye, which, by the effusion of blood, blinded me for a little while: I also had several contusions from splinters; but recovering immediately, I would not go off the deck till the loss of blood began to weaken me. The master and lieutenant of marines were dangerously wounded at the same time.

“ I called to my people to stand by, and do their duty, which they promised with the greatest cheerfulness. I then went down and got the blood stopped, but returned upon deck

deck again; till finding the strain made my wounds bleed afresh, I sent for the first lieutenant, and told him to take the command of the deck for a time. He answered me that he would run alongside the *Florissant* yard-arm and yard-arm, and fight to the last gasp. Upon which I made a speech to the men exhorting them to do their utmost, which they chearfully promised, and gave three cheers.

"I went down a second time much more easy than before. Poor Mr. Marshall was as good as his word; he got board and board with the *Florissant*, and received a broadside from her, which killed him as he was encouraging the men; thus he died an honour to his country, and to the service. The second lieutenant then came upon deck and fought the ship bravely, yard-arm and yard-arm. We silenced the *Florissant* for some time; and she hawled down her colours, but after that, fired about eleven of her lower tier, and gave us a volley of small arms; which our people returned with great fury, giving her three broadsides, she not returning even a single gun. Captain Troy at the same time, at the head of his marines, performed the service of a brave and gallant officer, clearing the *Florissant's* poop and quarter-deck, and driving her men, like sheep, down their main-deck. Our top men were not idle, they plied their hand-grenades and swivels to excellent purpose. It is impossible to describe the uproar and confusion the French were in.

"It being now dark, and we having all the rigging in the ship shot away, the enemy seeing our condition, took the opportunity, set her fore-sail and top-gallant-sails, and ran away. We endeavoured to pursue her with what rags of sails we had left, but to no purpose. Thus we lost one of the finest two-deck ships my eyes ever beheld.

"I cannot bestow encomiums too great on the people and officers behaviour, and I hope you will strenuously recommend the latter to the lords of the admiralty, as they richly deserve their favour. Notwithstanding the great fatigue the ship's company had experienced during the day, they chearfully continued up all night knotting and splicing the rigging and bending the sails.

"I flatter myself, when you reflect that one of the ships of your squadron, with no more than sixty-five guns

(as you know some of them were disabled last January, and not supplied) and four hundred and seventy-two well men at quarters, should beat three French men of war, one of seventy-four guns, and seven hundred men; another of thirty-eight guns, three hundred and fifty men; and one of twenty-eight guns, two hundred and fifty men; you will not think we have been deficient in our duty. If we had had the good luck to join the Bristol it would have crowned all.

" Captain Boles being on board the Buckingham I gave him directions to go down and superintend the lower deck, which he performed with great alacrity.

" As we have been so greatly damaged in our masts, yards, sails and rigging, particularly our masts, I have thought proper to send the carpenter of the Buckingham, as he can better give you an account, by word of mouth, of what fishes we shall want, than I can in many words of writing.

" Before I conclude I cannot help representing to you the inhuman, ungenerous and barbarous behaviour of the French during the action: no rascally picaroon, or pirate, could have fired worse stuff into us than they did; such as square bits of iron, old rusty nails, and, in short, every thing that could tend to the destruction of men; a specimen of which, please God, I shall produce to you upon my arrival.

" I send you inclosed a list of the slain and wounded.

" Killed; 1 officer, 5 seamen, 1 marine.

" Slightly wounded; 2 midshipmen, 26 seamen, 3 marines.

" Died of their wounds; 1 midshipman, 1 seaman."

" N. B. The officer killed was Mr. George Marshall, first lieutenant; and the officers wounded were, captain Tyrrell; Mr. Matthew Winterborne, master; and Mr. Harris, lieutenant of marines *."

* Smollet adds, on what authority we know not, though we do not disbelieve the truth of it, that the number of slain on board the *Florissant* did not fall short of one hundred and eighty, and that her wounded are said to have exceeded three hundred. She was so disabled in her hull that she could hardly be kept afloat until she reached Martinique, where she was repaired; and the largest frigate, together with the loss of forty men, received so much damage as to be for some time quite unserviceable.

No farther particular mention is made of Mr. Tyrrell during the time he continued in the West Indies, from whence he returned in the month of March, with the dispatches from commodore Moore, containing an account of the attack made, in the month of January preceding, on the island of Martinico; and that more successful one, which succeeded it, on Guadaloupe. It is almost needless to add, he was most graciously and affectionately received by his majesty, to whom he was introduced, immediately on his arrival, by lord Anson.

In the month of August following he was appointed captain of the *Foudroyant*, a ship of eighty guns, taken not long before from the French, and esteemed, at that time, the finest of her rate, in the British service. How long he continued in this command does not appear, nor do we find any other particulars related, concerning him, during the time he remained a private captain. In the month of October 1762, he was advanced to the rank of rear-admiral of the white, which was the first flag he ever held; but does not appear to have been actually employed till after the conclusion of the war, when he was appointed commander-in-chief on the Antigua station. By his vigilance and attention, he, in 1765, defeated a scheme the French had in agitation, of forming a settlement on some of the islands in the neighbourhood of Cayenne, the particulars of which discovery he carefully transmitted to government. This is the only material mention we find made of him during the time he held the above command, which he quitted in the following year. Unhappily dying on board the *Princess Louisa*, his flag ship, when on his return to England, on the 27th of June, 1766*, his corpse was, at his own desire, thrown into the sea†.

WATKINS,

* His widow married, in 1767, Robert Fulton, esq. His mother died in 1771, at the very advanced age of 99, in Little Ormond-street.

† A very magnificent monument was erected to his memory in Westminster abbey, of which the following is a description, with the epitaph subjoined.

It was designed and executed by that ingenious artist Mr. Read, who was pupil to the celebrated Mr. Roubiliac. On the top of the monument is an archangel descending with a trumpet, summoning the admiral to eternity from the sea. The clouds moving and separating discover the celestial light, and choir of cherubs, who appear singing praises to the Almighty Creator. The back ground representing darkness,

WATKINS, Richard,—from being commander of the *Pembroke Prize*, was removed into a bomb-ketch, and, on the 24th of February, 1743, promoted to be captain of the *Eltham* *. We have no information what-
ever

darkness. The admiral's countenance, with his right hand to his breast, is expressive of conscientious hope, while the position of his left arm appears significant of his seeing something awful and impressive. He appears rising out of the sea from behind a large rock, whereon are placed his arms, with the emblems of valour, prudence, and justice. The sea is discerned over the rock at the extremity of sight, where clouds and water seem to join. On one side of it an angel has written this inscription, "The sea shall give up her dead, and every one shall be rewarded according to their works." In her left hand is a celestial crown, the reward of virtue; and her right hand is extended towards the admiral with a countenance full of joy and happiness. *Hibernia*, leaning on a globe, with her finger on that part of it where his body was committed to the sea, appears lamenting the loss of her favourite son, in all the agony of heart-felt grief. On one side the rock is the *Buckingham* (the admiral's ship) with the masts appearing imperfect. On the other side a large flag with the trophies of war; near which is the following inscription.

Sacred to the memory of *Richard Tyrrel, esq.* who was descended from an ancient family in Ireland, and died rear-admiral of the white on the 26th day of June, 1766, in the 50th year of his age. Devoted from his youth to the naval service of his country, and being formed under the discipline and animated by the example of his renowned uncle, *sir Peter Warren*, he distinguished himself as an able and experienced officer in many gallant actions, particularly on the 3d of November, 1758, when commanding the *Buckingham*, of sixty-six guns, and four hundred and seventy-two men, he attacked and defeated three French ships of war, one of which was the *Florissant*, of seventy-four guns, and seven hundred men: but the *Buckingham* being too much disabled to take possession of her after she had struck, the enemy, under the cover of the night, escaped. In this action he received several wounds, and lost three fingers of his right hand. Dying on his return to England from the *Leeward Islands*, where he had for three years commanded a squadron of his majesty's ships, his body, according to his own desire, was committed to the sea, with the proper honours and ceremonies.

* Many accounts say the *Durley* galley; but this is a mistake, occasioned merely by a confusion between this gentleman and captain *R. Watkins*, his brother, who was appointed to the *Durley*, galley,
and

ever of the commands held by this gentleman, or the stations on which he was employed, till the year 1756, when he commanded the *Blandford*, of 20 guns, but how long previous to that time we know not; as also whether he was captain of that vessel at the time it was captured, in 1755, on its passage to Carolina, with Mr. Littleton, the newly appointed governor of that settlement, on board as a passenger. It was, as is well known, immediately released by order of the French court. This gentleman was tried by a court-martial at Antigua, in 1757, on a charge of having disobeyed orders; which being proved, he was sentenced to be dismissed the service. He was afterwards restored to his rank, but not employed, being superannuated on the rank and half-pay of a rear-admiral, on the 15th of March, 1763. He died in England in the course of the month of April 1770.

WATKINS, John,—was the brother to the gentleman last-mentioned. He was first, commander of the *Carcase* bomb, and from thence, on the 4th of August, 1743, was advanced to the rank of post captain, and appointed to the *Dursley* Galley frigate; from this vessel he was quickly promoted to the *Fevertham*; and from thence to the *Newcastle*, one of the Mediterranean fleet, under Mr. Mathews; in which ship he afterwards returned to England. His subsequent occupations and services are unknown*, as well as all other particulars con-

and of whom we shall presently speak. The fact is, he had been some time before appointed acting captain of the *Eltham*, as at the attack of *La Guira*, which took place on the 19th of February, he certainly was in that capacity, and the following return of the damages sustained by the *Eltham* will very forcibly prove, how considerable and honourable a share that ship, which only carried forty guns, held in the above unsuccessful, and, indeed, disastrous encounter.

“*Eltham*, captain Watkins, damages received. Forty-four shot through the hull, thirteen between wind and water; the main-mast shot in five places, the mizen-top-mast through and through, the mizen-yard cut in two; one shot in the bowsprit; the booms, spare top-masts and fishes cut to pieces; some guns dismounted, three of which are quite unserviceable; fourteen men killed, fifty five wounded.”

* We must except the following little anecdote concerning his service, which, is far too honourable to his character to be omitted.

He

concerning him, except that he died in England on the 24th of February, 1757.

YOUNG, James,—was, in the earlier part of his service, a midshipman on board the Gloucester, at that time commanded by captain Clinton, we believe the ship he had his broad pendant on board of, as commodore and commander-in-chief on the Mediterranean station. In 1739 he was lieutenant of the Lancaster, captain Cayley; in which ship we believe him to have continued till Mr. Mathews was appointed commander-in-chief on the Mediterranean station. Mr. Young was then appointed to the same station under him, and was advanced first to be commander of the Salamander bomb-ketch; and on May 16, 1743, was promoted to be captain of the Kennington, of twenty guns. His first appointment as a post captain is erroneously stated, by Mr. Hardy and others, to have been to the Neptune, a second rate: whatever might have been the subsequent commands or stations on which he was employed, we have not been able to collect any

He was one of the commanders under the orders of captain Powlett, afterwards duke of Bolton, when detached by Mr. Mathews to Civita Vecchia, as related vol. iii. p. 260. Two of the Papal galleys were then in the port, having put in there while the British ships lay off, and before they had orders to proceed to extremities. It was, not long afterwards, determined to attempt burning them in the harbour. Two feluccas coming down the Tyber were therefore detained, and fitted up as fireships for that purpose: the boats of the different ships were ordered to attend them; the whole enterprise to be under the command of captain Watkins, who was the junior captain, and to whom, according to the general custom of the service, the direction of such an undertaking, as it were of right, belonged. Captain Hodfell, who was also present, and was a senior officer, insisted that the command should be entrusted to him. Captain Watkins of course yielded up his claim, but insisted on attending as a volunteer. When the boats and feluccas had proceeded to the very entrance of the harbour, the centinels were heard passing the word, and the bells ringing the hour: every thing else was quiet and appeared to bespeak security. Captain Hodfell, however, alarmed at the foregoing circumstance, ordered his people to lay on their oars, and asked the advice of captain Watkins. Whether it would be prudent to proceed? the latter firmly replied, He was not there to give advice, but to obey orders. The same question was afterwards proposed to other officers of less rank, who unanimously returned the same answer. But captain Hodfell thinking the enemy had taken the alarm, ordered the boats, &c. to return.

parti-

particulars concerning him till the month either of March or April 1748; he was then appointed to the *Dunkirk*, one of the ships which we believe to have been employed in the Mediterranean. In the month of February 1752, he was made captain of the *Jafon*; and after an interval of more than three years, during which time we again remain unacquainted with any particulars concerning him, was, in the month of July or August 1755, appointed to the *Newark*, of eighty guns. He did not long retain the same command, being, in the month of October following, made captain of the *Intrepid*. He was one of the commanders ordered out in the ensuing spring, under the unfortunate admiral Byng, to the Mediterranean, and was one of those who were most materially engaged, having had forty-eight men killed and wounded, a loss greater than that sustained by any ship in the squadron, the *Defiance* excepted. At the very commencement of the action the *Intrepid* had her fore-top-mast shot away, so that it hung in the fore-sail, and backing it, rendered the ship totally unmanageable, the fore-tack and braces being cut at the same time*. Captain Young being ordered home not long afterwards as an evidence on the trial of admiral Byng, was one of those whose testimony, though given with the greatest candour†, appears to have borne hardest on that gentleman, in

* Mr. Byng states this circumstance, and its consequences, at some length in his dispatches, see vol. iv. p. 150, et seq.

† See vol. iv. p. 177, his evidence was precisely as follows.

“ He did not perceive that the loss of his fore-top-mast occasioned any impediment to the rear division in going down and engaging, nor that it endangered any ship being on board him, as he was so far to leeward that they might have wore clear of him and gone down to the enemy, as they did about three quarters of an hour afterwards; that if the rear division had bore down as the van did, they might have come up as near the enemy; and if they had bore in a line of battle abreast, there would have been no danger of their being on board each other, as every ship appeared to him to have room to wear. He deposed also, that there was no possibility of bringing on a general engagement without the admiral and rear division had gone down right before the wind upon the enemy, and carried more sail than the van, their distance being greater; he said his ship was in a bad condition, so that all her ground tier of powder was spoiled; that she was also indifferently

in his most assailable point, his want of that proper spirit of enterprize, which is at all times an essential to constitute a good and complete officer. In 1757 he commanded the *Burford*, one of the fleet sent, under sir E. Hawke, on the expedition against Rochfort.

The next interesting notice we find taken of this gentleman was not till the year 1759, when he was on board the *Mars*, of seventy-four guns, with the rank of commodore. In this ship he was present at the glorious encounter between the British fleet, under sir Edward Hawke, and that of France, commanded by monsieur Conflans: but being in the rear at the commencement of the action, could not otherwise manifest his spirit and zeal than by crowding all the sail he could to get up* with the commander-in-chief, a point he had nearly effected, when darkness put a premature period to the contest. Immediately after the action, he was detached, by sir E. Hawke, to Quiberon Bay, with a squadron of five ships to search for any stragglers, or disabled ships, belonging to the enemy's fleet, which might have escaped out of the battle; but in this employment he was not fortunate enough to meet with that success his diligence and gallantry merited. Captain Young continued in the *Mars*, we believe, nearly till the conclusion of the war; and in the month of September 1761†, being then on a cruise off Cape Finisterre, is officially mentioned as the captor of a stout French privateer belonging to St. Maloe's, called the *Amarante*. Towards the conclusion of the year he was advanced to be rear-admiral of the red; but peace being, as is well known, shortly afterwards concluded, he does not appear to have accepted of any command. On the 28th of October, 1770, he was advanced to be vice-admiral of the white; as he was farther, on the 31st of March, 1775, to be vice-admiral of the red.

manned, but that none of these defects were a detriment to him in the engagement. He deposed also, that the French fleet went off, to all appearance, without damage, except the loss of one top-sail-yard; and that our fleet was not in a condition to attack them at any time before the council of war."

* *Biog. Nav.* vol. iv. p. 285.

† In this year he was commodore of a small squadron of observation stationed off Havre.

On the commencement of the American war Mr. Young was appointed to command at Antigua, whither he immediately repaired, having his flag on board the *Portland*. He appears to have been singularly alert, and to have met with a very considerable share of success in the capture of a multitude of vessels, many of them of no inconsiderable value. In the year 1778 he quitted his command, and returned to England, where he arrived on the 3d of July, on board the *Portland*: shortly after which he was advanced to be admiral of the white. From this time he became no more connected with the public service, living in perfect retirement, respected, honoured, and revered by all naval commanders, who, knowing his manifold deserts, were best qualified to estimate their worth and consequence. He died in London, at an advanced age, on the 24th of January, 1789, having survived his brother, William Young, esq. only twelve days.

1744.

AMHERST, John, — was the third son of Jeffery Amherst, esq. a bencher of Lincoln's Inn, and Elizabeth his wife, daughter of Thomas Kerril, of Hadlow, in the county of Kent, esq. After having acted as midshipman on board the *Somerset*, about the year 1738, under rear-admiral Haddock, he was sometime afterwards promoted by him to the rank of lieutenant, and served progressively, on the Mediterranean station, on board the *Dragon* and *Sunderland*. He afterwards acquired the patronage and protection of lord Anson, with whom he is very erroneously reported, by some, to have proceeded on his voyage round the world, and to have been, under the same auspices, promoted to the rank of lieutenant. His first commission, as a post captain, was to the *Success*, bearing date December the 29th, 1744; from thence he is said to have been removed, about the month of September following, into the *South Sea Castle*. At the latter end of the war he served in the East Indies under Mr. Griffin, but as captain of what particular ship is not mentioned. Returning from thence immediately on the arrangement of

peace taking place, if not previous to the actual cessation of hostilities in that quarter of the world, we find him afterwards, in 1750, one of the witnesses examined on the trial of Mr. Griffin, at Portsmouth, whose behaviour his evidence criminated in no slight degree.

After this time we do not find the smallest mention made of him, till the beginning of the year 1753, when he was appointed captain of the *Mars*, of sixty-four guns, commissioned as a guardship at Plymouth. When a rupture was, in 1755, daily expected with France, and it was resolved in consequence, by government, to dispatch a squadron to North America, under the orders of Mr. Boscawen, the *Mars*, of which ship Mr. Amherst still continued captain, was one of the fleet allotted for that service: he accordingly sailed with the admiral above-mentioned, in the month of April; but in going into Halifax, in the month of June, the *Mars* was unfortunately lost, through the ignorance of the pilot, who was conducting it into the harbour. The crew, together with the guns, as well as a considerable part of the stores, were saved; and Mr. Amherst being, according to the rules and custom of the service, tried by a court-martial, was most honourably acquitted of all blame. Immediately after his return to England he was appointed to the *Deptford*, of fifty guns, one of the fleet dispatched, in the ensuing spring, for the Mediterranean, under the orders of the unfortunate Mr. Byng. The *Deptford* was in no degree concerned in the encounter with the French fleet off Toulon, for, being the smallest in the British squadron, and consequently the least capable of resisting the attacks of an heavy French ship of war, Mr. Byng made the signal for captain Amherst to quit the line, in order, as he himself urged, by way of explanation for this conduct, that the number of ships drawn into each line might be equal.

After the *Intrepid*, captain Young, was disabled, the *Deptford* was ordered to take her station; but the action had then ceased, and was not, as is well known, afterwards renewed. Captain Catford, who commanded the *Captain*, of seventy guns, being ordered home as an evidence on the trial of Mr. Byng, Mr. Amherst was appointed his successor; and returning to England at the close

close of the year, was, in the ensuing spring, ordered on the projected expedition against Louisburg, with the fleet commanded by Mr. Holburne. Here nothing material appears to have occurred. In 1758 he continued to be employed in the same line of service and station, under the better auspices of Mr. Boscawen. After the surrender of the place he convoyed four regiments, and the second battalion of Royal Scots, back to Boston, where they were to be wintered, his brother the general, afterwards lord Amherst, who had commanded at the siege, taking his passage with him. This gentleman is not again mentioned till the beginning of the year 1761, when he was made captain of the *Arrogant*, a new ship of seventy-four guns, just launched. Little other consequential mention is made of him during the time he continued a private captain; all the information we have been able to collect being merely accounts of him as a member, or sometimes president of some courts-martial of trivial consequence*; an occupation, for which his natural mildness, patience, and inflexible integrity appeared peculiarly to qualify him, though an occupation by no means pleasant.

In 1765 he was very deservedly raised to the rank of a flag-officer, being appointed rear-admiral of the blue; in October 1770, he experienced a second promotion, to be vice-admiral of the same squadron. On the 3d of January, 1776, having before this time been appointed to command at Plymouth, he was made vice-admiral of the white; and, in the ensuing year, vice of the red; and, after a very short interval, admiral of the blue. The latter promotion he did not long enjoy, dying suddenly, as it is said, at Gosport, on the 14th of February, 1778, having, till the time of his death, retained the Plymouth-command. Of his character, suffice it to say, that as few men have lived more universally beloved, so have scarcely any died more

* To descend to particulars: he was, in July 1761, one of the members of a court-martial held on board his own ship, for the trial of captain James Allen, for the loss of the *Speedwell* sloop, captured in the harbour of Vigo, by the *Achilles* French ship of war, of sixty-four guns, when captain Allen was not only most honourably acquitted, but the capture was declared illegal and contrary to the laws of nations. In the month of February 1769, he was president of a court held, on board the *Union*, for the trial of some deserters.

sincerely lamented*. He married Anne, daughter of Thomas Lindley, of Portsmouth, esq. but left no issue.

* The following description of a monument erected by Jeffery, the late lord Amherst, to the joint memory of this gentleman and his brother, William Amherst, together with the inscriptions, will probably not be unacceptable.

SEVENOAKS Church (Kent).

In the church, on the south side, is an elegant mural monument dedicated to the memory of two distinguished naval and military officers, related to lord Amherst, of Montreal in this county, decorated with naval and military insignia.

On the urn is inscribed as follows,

JOHN AMHERST
Died February 14th, 1778, aged 59.

WILLIAM AMHERST
Died May 13th, 1781, aged 49.
And left two children;

William Pitt,
Born January 14th, 1773;
And Elizabeth Frances,
Born Jan. 23d, 1774.

Beneath, on a beautiful flat marble, is thus inscribed,

Near this place are deposited,
The remains of JOHN AMHERST, esq.
Admiral of the blue Squadron of his majesty's fleet,
And of lieutenant-general WILLIAM AMHERST,
Colonel of the 3d regiment of foot,
And adjutant-general of his majesty's forces,
Two of the sons
Of Jeffery Amherst, esq. of Brook's-place in this parish,
By Elizabeth his wife.

They entered early into the military line,
And served with ardour in their country's cause.
The rank they obtained by their sovereign's favour
Proved the merit of their public services,
And was equally their honour and reward.
Universally esteemed when living,
Their death is sincerely lamented.

In memory
Of the unvariable and mutual affection of these brothers,
Jeffery, Lord Amherst,
Caused this monument to be erected 1781.

BARRADELL,

BARRADELL, or **BORROWDELL**, Blumfield, — was, on July 18, 1744*, promoted to be captain of the *Phoenix* frigate. How long he continued in this vessel is not precisely known, nor do we find any other particular mention made of him till the year 1747, when he commanded the *Falkland*, of fifty guns, one of the squadron under the command of vice-admiral Anson and rear-admiral Warren, which defeated and captured the French squadron, under De la Jonquiere, in the month of May. We have not been able to procure any other intelligence relative to this gentleman, except that he died on the 25th of November, 1749, having, some time before, quitted the command of the *Falkland*. Mr. Hardy, we believe from erroneous information, states his death to have taken place on the 29th of April preceding.

BEAVOR, Edmund. — We have no account of this gentleman previous to his appointment, on the 18th of April, 1744, to be captain of the *Fox*. During the ensuing part of the current year, we do not find any other mention made of him. In the spring of 1745, he was stationed as a cruiser in the German Ocean, where he was exceedingly active, and met with some success; the most consequential of which appears to have been, the capture of a very stout *Dunkirk* privateer, mounting thirty carriage and swivel guns, with a crew of one hundred and forty-five men, which he fell in with on the 15th of May; and after pursuing all night, came up with about ten o'clock on the next day. After the commencement of the rebellion in Scotland, which broke out not long after the time above-stated, captain Beavor was ordered to the northward, where he continued to behave with the same degree of assiduity, as is apparent from the following official notice taken of him.

"The rebels had formed a scheme to get into their possession a ship in Leith road, on board which were some new pieces of cannon, about twenty-five barrels of powder, and some firelocks, for the use of the king's

* Previous to his obtaining the rank of post captain, he commanded, in 1742, the *Shark* sloop of war, which was at the above time stationed at Gibraltar as a cruiser.

troops. This vessel, as there was no access for her to Leith, was committed to the care of the Fox man of war in the Frith. Four masters of ships had undertaken to go off to her with eighteen hands, cut her cable and let her drive till she got out of reach of the man of war's guns, when they intended to carry her into Leith harbour. But the night before this was to have been executed, captain Beavor got intelligence of the plot, and immediately putting twenty of his hands on board her, moored her under his own stern."

The above-mentioned occurrence took place in the middle of October, and captain Beavor was unfortunate enough to survive it only one month; being out on a cruise, he was unhappily overtaken by a violent gale of wind, in which the Fox foundered, off Dunbar, on the 14th of November, the captain as well as all the crew perishing with her.

BENTLEY, Sir John.—This gentleman was one of the lieutenants, we believe the second, of the *Namur*, the flag ship of admiral Mathews, at the time of the encounter off Toulon, in February 1744. He was promoted by that gentleman, on account of his very meritorious conduct on that occasion, after ten years service as a lieutenant, to be commander of the *Sutherland* hospital ship, as successor to lord Colville, immediately after the engagement abovementioned. He was, on the 1st of August, 1744, promoted to the rank of post-captain, and appointed to the *Burford*, of seventy guns. He did not long retain that station, being ordered home as an evidence on the different court's-martial which took place in the years 1745 and 6, particularly in that held on captain Burrish. In 1747 he was taken by admiral Anson to be his captain, in the *Prince George*, of ninety guns, and acted in that capacity at the memorable defeat of *De la Jonquiere*. He continued ever afterwards the favourite of lord Anson, but quitted the *Prince George* immediately on the return of the squadron into port, and was appointed captain of the *Defiance*, of sixty guns. In this ship he served, during the remainder of the year, under rear-admiral, afterwards lord Hawke, and, consequently, bore his part in the second defeat sustained by the

the enemy, in the month of October, on the discomfiture of monsieur L'Etendiere.

We find no subsequent mention made of this gentleman till the month of June 1749, and then only as having been one of the members of the court-martial, held at Portsmouth, on board the *Invincible*, of which ship he was then captain, for the trial of lieutenant Couchman and others, who had piratically seized the *Chesterfield* man of war on the coast of Africa. In 1755 he commanded the *Charlotte* yacht, and in the month of June or July 1756, was appointed to the *Barsleur*, of ninety guns. At the close of that year he was one of the members of the court-martial, held at Portsmouth, for the trial of the unfortunate admiral Byng; but is not otherwise particularly noticed till 1758, a circumstance by no means uncommon in the commander of so capital a ship, even in the midst of war, more particularly as the French court always appeared extremely careful of hazarding an action, except in cases of the last and highest emergency. In the year just mentioned we find him captain of the *Invincible*, of seventy-four guns, into which ship he removed from the *Barsleur*; but how long he had previously held that command we do not know. This ship was one of the squadron ordered for the expedition against *Louisburg* in the month of February; but in turning out, missed stays, and unfortunately running ashore on a flat between the *Dane* and the *Horse* of *Langston* harbour, to the eastward of *St. Helen's*, notwithstanding every possible assistance was rendered her, she was totally lost*. His next appointment we believe to have been to the *Warspight*, of seventy-four guns, which ship he commanded in 1759, as one of the *Mediterranean* squadron under the orders of *Mr. Boscawen*. In the action off *Cape St. Vincent* with the French squadron under *M. De la Clue*, which took place on the 19th of August, he had a very singular opportunity of highly distinguishing himself, of which he most gallantly took the greatest advantage. Admiral *Boscawen*, in his official account of the action, mentions him in the following very honourable terms. "Captain *Bentley*, of the *Warspight*, was ordered against the

* In consequence of this unhappy accident he was tried by a court-martial, and most honourably acquitted.

Temeraire, of seventy-four guns, and brought her off with little damage, the officers and men all on board."

The continuance of the British Squadron on that station being no longer necessary after this victory, Mr. Bentley returned to England, and arrived at Spithead, with Mr. Boscawen, on the 15th of September. Being immediately afterwards presented to his majesty, he was most graciously received, and had the honour of knighthood conferred on him, an honour well earned and worthily deserved. The Warspite was, immediately after this, ordered to join the fleet under sir Edward Hawke, with whom he served at the time of the memorable defeat given to the last naval exertion, or, armament of France, during the war; so that he had the fortune which very few, if any, naval commanders, himself excepted, could ever boast of being present at every naval encounter of consequence, or that deserved the name of an action, from his first entrance into the navy to the time of his death. It is almost superfluous to add, he acquitted himself with equal honour to himself, as well as advantage to his country in them all.

Sir John continued in the same ship, and employed, as in the preceding year, under the command of sir Edward Hawke, during the ensuing naval campaign of 1760. But the enemy having, after their late defeat, no naval force of any consequence at sea, nothing material appears to have occurred to him, except his having been overtaken, with other ships, by a violent storm, in the month of September, by which he was obliged to cut away his main and mizen-masts to prevent driving on shore: he, however, got safely into Plymouth, and is not again mentioned as having been at sea as a naval commander. In 1761, or, according to Beatson, in the ensuing year, he was appointed an extra-commissioner of the navy, an office he resigned on being promoted, on the 28th of December, 1763*, to be rear-admiral of the white. No

* In consequence of his having, as he may be, in some degree, said to have done, retired from the line of active service, he was not promoted to be a flag-officer till upwards of twelve months after others, his juniors in service, as lord Edgcumbe, Mr. Swanton, Mr. Graves, Mr. Parry, and Mr. Keppel, had been raised to that rank.

other notice is taken of him, except that, in the month of October 1770, he was progressively promoted to be vice-admiral of the blue and white, and died holding the latter rank on the 14th of December, 1772.

BERTIE, Lord Thomas, — was the fourth son of Robert, first duke of Ancaster, and Albinia his dutchess, daughter to major-general William Farrington, of Chiffelhurst, in the county of Kent. Having, like his noble brother the lord Montague Bertie, of whom we have before shortly spoken*, betaken himself to the naval service, we find him, in 1744, commander of the Drake sloop; from which he was, on March 14, 1743-4, promoted to the rank of post captain in the navy, and appointed to the *Phoenix*, of twenty guns. In this ship he was immediately afterwards ordered on a cruise in the Channel, where, on the 20th of the ensuing month, he had the good fortune to fall in with and capture, after a smart action of an hour's continuance, a French ship mounting twenty-four carriage guns, called the *Neptune*, bound from Morlaix to Cadiz. Early in the year 1745 he was promoted to the *Winchester*, of fifty guns, and ordered for the East Indies, where he served under the commodores Barnett and Peyton, as well as subsequent to them, vice-admiral Griffin. The different actions which took place in that part of the world were not only extremely uninteresting, but have been already particularly related in the lives of the commanders-in-chief. His lordship was ordered to England early in the year 1749, but did not live to revisit his native country, dying on board his ship, after having reached the entrance of the Channel, on the 29th of July, 1749†.

•BOWDLER,

* See vol. v. p. 4, et seq.

† On the 6th of August following his corpse was carried from Portsmouth, in great funeral pomp, to be interred at Chiffelhurst, in which church is a beautiful monument, ornamented with an urn, incircled with a festoon of flowers. Between trophies and naval ensigns of war, in statuary marble, a naval engagement is finely expressed in basso relievo, under which is this inscription.

Sacred to those virtues that adorn a Christian and a sailor, this marble perpetuates the memory of the right honourable lord THOMAS BERTIE, captain in the royal navy. His eminent abilities in his profession, and amiable qualities in private life, rend-

BOWDLER, John,—was a younger son of Thomas Bowdler, of Queen-square, London, esq. by Jane his wife, eldest daughter of sir Joseph Martin, knight, a very eminent Turkey merchant. He was born on the 13th of February, 1708-9, and was originally bred to the law. This profession he soon quitted, and having entered into the naval service, was promoted by Mr. Mathews, at that time commander-in-chief on the Mediterranean station, from the rank of lieutenant to be commander of the *Carcase* bomb-ketch. This promotion took place in the year 1743. He was, on November 8, 1744, advanced to be captain of the *Dartmouth*. In this vessel he did not long continue, being probably appointed to it merely for the purpose of giving him post, as we find him, early in 1745, captain of the *Lowestoffe* frigate, on the Mediterranean station, and mentioned particularly as the captor of five vessels, four under Genoese and one under Neapolitan colours, which he carried into Leghorn. He afterwards repaired to the West Indies, but in what particular ship we know not. His health having been greatly impaired during his continuance on that station, we believe him not to have accepted any command after his return from thence. He resided during the latter part of his life at Canterbury*. No other particulars whatever are related concerning him, except that he died there on the 19th of April, 1754.

CHADWICK, Richard,—soon after being appointed a commander in the navy was made a regulating captain, and, in the month of August 1743, was appointed to the *Drake* sloop. On the 16th of January following (1744) he was promoted to be captain of the *Gibraltar* frigate.

rendered his death universally regretted. Obiit the 29th of July, 1749, ætatis sue 29. He was fourth son of the most noble Robert, duke of Ancaster and Kesteven, marques and earl of Lindsey, &c. &c. lord great chamberlain of England, by his second wife Albinia, daughter of lieutenant-general Farrington.

* He married Caroline, daughter of — Hicks, esq. by whom he left two children; Caroline, who died, unmarried, Feb. 5, 1770, aged 19; and Anna, who also died, unmarried, Sept. 16, 1772, aged 20.

We believe him to have continued in this ship till the month of July, when he was removed into the *Cornwall*, of eighty guns, as captain to vice-admiral Davers, with whom he proceeded out to the West Indies in the month of November. He continued on that station, and also captain of the *Cornwall*, during the remainder of his life; but the naval events during that period, and particularly in that part of the world, were extremely uninteresting. The first material mention we find made of him * is in the month of March 1747-8, when the assault took place on the town and fort of Port Louis; the *Cornwall* was stationed in the center, and, being the stoutest ship, against the heaviest of the enemy's batteries, a private letter, written by an officer on board, dated two days after the action, states, "that the crew were ordered not to fire till the ship was moored within pistol shot of the fort." This injunction was punctually obeyed, though they, for a considerable time, had to receive the enemy's fire, which was extremely hot and furious, and did considerable damage to the masts and yards of the *Cornwall* while bearing down. As soon as the ship was moored, the compliment was returned with such violence and success, that the enemy's cannon were silenced in a few minutes, so that they only fired a shot now and then. One shot, a thirty-two pounder, from the *Cornwall*, killed three out of five officers lost by the enemy on this occasion; and the execution otherwise done by her was equal almost to that sustained by the fire of all the other ships, for captain Chadwick was so near that not only his great guns, but also the musketry from his tops and fore-castle, did considerable execution. He did not long survive this event, dying on the 26th of June following. Mr. Hardy, and many manuscript lists of naval officers, through mistake, state this gentleman to have died on the 9th of June, 1746.

COLLINS, Richard,—was, about the month of August 1743, appointed commander of the *Grampus* sloop. On the 7th of July, 1744, he was promoted to be captain

* In the month of February 1747-8, he was one of the members of the court-martial, held at Jamaica, for the trial of captain Crookshanks.

of the Gibraltar, but did not remain in that vessel longer than till the month of September following, when he was advanced to be captain of the *Dover*, of forty-four guns. Of so little interest were his different subsequent commands and occupations during the remainder of the war, that we find no mention whatever made of him, nor indeed till nearly the recommencement of hostilities, in 1755, towards the latter end of which year he was appointed captain of the *Princess Royal*. About the month of May or June 1756, he was removed into the *Terrible*, of seventy-four guns, one of the fleet ordered against *Louisburg*, under the command of Mr. Holburne, in the year 1757. No other mention is made of him, but that in 1762, he was put on the superannuated list with the rank and half-pay of a rear-admiral. He died in or about the year 1779.

COLVILLE, Alexander, Lord,—the fourth who bore that title, was the eldest son of John, the third lord, and Miss — Johnston, daughter of — Johnston, esq. of the kingdom of Ireland. Having betaken himself to a naval life, we find him, about the year 1743, lieutenant of one of the ships on the Mediterranean station, under the command of Mr. Mathews, who promoted him, first to be commander of the *Sutherland* hospital-ship, and, on March 6, 1744, to be captain of the *Durley Galley*. Before the conclusion of the year he was advanced to the *Leopard*, of fifty guns, as successor to the lord Forrester. He remained on the Mediterranean station at least till 1746, how much longer we are unacquainted; but in April, in the year just mentioned, we find him to have put into Leghorn, for the purpose of repairing some damages he had just before sustained in a violent gale of wind. As soon as refitted he was ordered, by vice-admiral Medley, to cruise off the coast of Genoa, where he captured a French vessel, and destroyed eight others, three of them under Genoese, and five under Papal colours. These vessels were principally laden with corn; and their destruction being highly felt in that country, where a great want of provisions prevailed, the distress occasioned by this circumstance, was a just punishment for the perfidy of the inhabitants and their rulers, who, though pretendedly neutral,

neutral, had taken every possible means to injure the cause of Britain, and favour the operations of her enemies.

Singular as it may be thought in the life of an officer of his lordship's known merit and activity, we find no other mention whatever made of him during the continuance of the war, nor, indeed, after its conclusion, till the year 1753, when he was appointed to the *Northumberland*, of seventy guns, one of the ships fitted for a guardship at Plymouth. He continued in the same ship nearly as long as he remained in active service, a period of nine years, and in the progressive stations of captain, commodore, and rear-admiral. In 1755 he was one of the commanders dispatched for North America under Mr. Boscawen; but, the first information we have of him after the commencement of the war, is in 1757, when he again repaired to North America, on the unsuccessful expedition sent against *Louisburg*, under admiral Holburne; as he did again, in 1758, on that more fortunate one which then took place, commanded by Mr. Boscawen. After the reduction of that important place, his lordship was left with the temporary rank of commodore to command on the American station, during the winter, with a force sufficient for the protection of the conquest and other British possessions in that quarter. In the ensuing spring he joined sir C. Saunders, who was sent out with a strong force from England, and served under him at the subsequent expedition against the capital of Canada. After the reduction of that important settlement his lordship returned to *Halifax* for the winter, and was extremely vigilant during its continuance, in preventing the introduction of any supplies from France, for the support and succour of the ancient inhabitants and party. In particular he captured, about the month of January, a large French ship, bound up the river *St. Laurence*, mounting twenty-two guns; and, as soon as the frost broke up, which event took place about the middle of April, he repaired with his squadron to the river *St. Lawrence*, for the purpose of intercepting any supplies from France, as well as for the relief of *Quebec*, then besieged by the French. But notwithstanding the great alacrity and activity displayed by his lordship, that important fortress was relieved a day or two before his arrival, as will be presently seen in the life of Mr. Swanton.

He

He continued on the same station, having under him a squadron of ten or twelve ships, during the year 1761*, without meeting with any occurrence attractive enough to merit general or particular notice. In the following year he became more distinguished by the total discomfiture of a desultory attack, made by the French, on the British settlements at Newfoundland†. He returned from his station, and arrived at Spithead on the 25th of October, with his own ship the Northumberland, the Superbe, the Shrewsbury, and Minerva frigate. In the course of the same month he was advanced to the rank of rear-admiral of the white. He afterwards commanded in chief on the coast of America the first squadron ordered thither after the conclusion of the war, having his flag on board the Romney. At his return from thence he married, on the 1st of October 1768, the lady Elizabeth Macfarlane, sister to the earl of Kelly. We have no other particulars concerning him that merit relation, except that he died in Scotland on the 21st of May, 1770, having been for some time in a very declining state of health, for the recovery of which he had in vain tried Bath, and other remedies of the same kind.

CORNWALL, Frederic. — This gentleman, cousin to captain James Cornwall, whose extreme gallantry we have already had occasion to record, was lieutenant of the Marlborough, of ninety guns, at the memorable encounter with the French and Spanish fleets off Toulon. That ship was, as it may be well remembered, reduced to a mere wreck, and her brave commander slain. Mr. Frederick Cornwall bore his share in defending this devoted vessel with the most active intrepidity, till he was disabled from farther exertions by the unhappy loss of his right arm, after having before received several contusions, and injuries which were not, at such an exigency, of sufficient consequence to impede his farther exertions. As a very proper reward for his spirited conduct, and recompense for the sufferings he underwent in consequence of it, he was immediately promoted to succeed

* In the early part of this year he was so much indisposed, that, report having long forerun the disaster, his lordship's death was formally announced in many of the periodical publications of the time.

† M. De Ternay, the French commodore, fled the instant he heard of his lordship's approach.

his deceased relative in the command of the Marlborough, his commission for that purpose bearing date February the 11th, 1744, being the very day on which the action took place. His wounds, however, as may naturally be conceived, prevented him from executing the necessary duties of so consequential a command: and the requisite attention to his recovery and future health, demanded his temporary retirement from a service, in which he had acquired, at such a personal expence, so much honour.

We hear nothing of this gentleman from this time till the month of June 1749, when he commanded the *Sunderland*, and afforded as striking an instance of benevolence in private life, as he had before of heroism in his public capacity. That nobly charitable institution the Foundling-hospital was then in its very infancy, and captain Cornwall is to be recorded as having not only handsomely contributed himself, but promoted a farther subscription among his officers and people to the advancement of the same philanthropic end. About the end of the year 1755, he was appointed to the *Revenge*, of seventy guns, which was one of the ships ordered to the Mediterranean, under Mr. Byng, in the ensuing spring. Of the occurrences in that expedition we have already had too much reason to be explicit: that part which capt. Cornwall bore in that encounter will best appear from a minute of the evidence he gave on the trial of his unfortunate commander-in-chief*. From this time we believe him to have totally lived

* He said, that he went to his windows abaft, to take a view of the fleet when in line of battle: that he was greatly surprized to see the admiral and his division at so great a distance as he was upon the weather quarter: that seeing the *Intrepid* in distress, and no signal given for removing her out of the line, he went to her assistance, and after getting her out of the line, fell into her station, engaging the *Foudroyant*, the French admiral, as the ship, which he imagined, fell to his lot, according to the then line of battle: he said he knew of no impediment that could prevent the admiral from engaging at a proper distance, any more than the rest of the fleet: he observed, that he was upon his oath to swear the whole truth, and would do so, though he knew some things he was going to say would affect himself. He gave his testimony with great clearness, which in some points affected the admiral much. The admiral, after asking the captain some questions, which seemed to impeach him (the captain) of breaking the line, &c. observed to the

lived in retirement with respect to service*: indeed the misfortune which had in the early part of his life befallen him, though it did not completely incapacitate, must have rendered the active station of a commander extremely inconvenient to him. He lived many years after he had, as we have above stated, quitted the service, not dying till after the year 1786.

DOUGLASS, Sir James, — far as we have been able to discover, is no where mentioned till his appointment, on the 19th of March, 1744, to be captain of the *Mermaid*. We have no account of the services or commands in which he was employed after this time, till the beginning of the year 1748, when he was appointed to the *Berwick*, of seventy guns. This ship was put out of commission in the month of July following. Capt. Douglass is said to have been afterwards appointed to the *Porcupine* frigate; but we are uncertain whether it was this gentleman or captain John Douglass, of whom we shall have to give some account hereafter. About the month of June 1755, he was appointed to the *Bedford*, of seventy-four guns, a ship ordered, in the month of August, for Gibraltar, with a convoy. He arrived there safe with his charge on the 4th of September, having captured three French vessels, laden with merchandize, &c. while on his passage thither. No mention is made of his services during the year 1756, or the manner in which he was particularly employed, except that we find him, in the month of December, to have been one of the members of the court-martial held for the trial of admiral Byng. In the month of May 1757, he was appointed captain of the *Alcide*, one of the ships employed in the month of September ensuing, under the command of sir Edward Hawke, in the unsuccessful expedition against Rochfort. Captain Douglass is particularly mentioned, as having been ordered

court, that his reputation, which was dearer to him than life, nay, his life also, were in the power of the court-martial, and in better hands he desired them not; but said, he believed he should prove, that the *Revenge*, by breaking the line, was a great impediment in his way; and that if he could not prove that, or something like it, he added, "The Lord have mercy upon me."

* He is said by some to have been appointed to the *Cornwall*, of seventy-four guns, a new ship launched in 1761. This, however, is a circumstance we strongly disbelieve.

to assist rear-admiral Broderick, in sounding the coast from the Point near Rochelle, down to Fort Fouras. The ill success attendant on this expedition is well known. In the ensuing year captain Douglass continued to be employed on Channel service principally as a cruiser, a service in which he was extremely active, and, as will appear by the following account, not unsuccessful. Having received intelligence that a French frigate of thirty-six guns, called the *Felicité*, having a vessel armé en flute, mounting 24 guns, under her convoy, had just sailed from Bourdeaux, the latter laden with cannon, shells, and other warlike stores, for the use of the forts and ships of war at Hispaniola, he resolved to attempt intercepting them, and was so fortunate, on the 20th of September, as to overtake them about twenty leagues to the westward of Cape Finisterre. The cargo of the prize was more consequential than valuable, consisting of six twenty-four pounders, twelve eighteen pounders, six mortars, three thousand shells of large dimensions, with a considerable quantity of cordage, canvass, and other stores.

In the beginning of the year 1759 the *Alcide* was ordered to join the Squadron then equipping, under the orders of sir Charles Saunders, and destined for the expedition against Quebec. He was chosen by the commander-in-chief to be the messenger of his success; in consequence of which added to his own meritorious services on the foregoing occasion, he received the honour of knighthood, and the customary gratuity of five hundred pounds from his majesty. Early in the year 1760 he was appointed, successor to Mr. Moore, in command as commodore on the Leeward Island station; and having hoisted his broad pendant on board the *Dublin*, sailed from St. Helen's on the 10th of March, having with him the *Bienfaisant* and *Belliqueux*. He arrived at Antigua, after a quick and prosperous passage, totally undisturbed by any remarkable event or occurrence. The diligence and attention paid by himself in the distribution of his cruisers, added to the spirit and the vigilance displayed by the different officers under his command, not only afforded the most complete protection to the British commerce in that quarter of the world, but effected the most serious injuries to that of the enemy, by capturing several of their vessels even under the

guns of their fortresses*. It is observed, by an historian of no inconsiderable reputation†, “that Mr. Holmes, of whom we have already spoken, stationed his cruisers with the greatest judgement and success; nor was the Squadron stationed off the Leeward Islands, during the years 1760 and 61, less alert and effectual in protecting the British traders, and scouring the seas from the Martinico privateers, of which a great number were taken‡.”

In the month of June 1761, he, in conjunction with lord Rollo, who commanded the land forces, undertook an expedition § against the French island of Dominica; the complete reduction of which was effected with the trivial loss of eight men killed and wounded. In 1762, still continuing in the same placid uninterrupted line of success, and retaining the command he had held with so much honour to himself and advantage to his country, he proceeded, according to his instructions from England, with a considerable part of the force under his orders, to join sir George Pocock, who was proceeding on the memorable and successful expedition against the Havannah. He effected this junction off Cape Nicholas, the north-west point of Hispaniola, on the 27th of May. He did not long, however, continue with the fleet, but proceeded in a single ship for Jamaica, from whence he quickly afterwards sailed for the Havannah with a considerable number of merchant-ships, bound for England, under his convoy. His arrival at that juncture was particularly fortunate, and contributed, in the highest degree, to the success which crowned the expedition. The face of the country in the neighbourhood of the Moro Fort was ex-

* The captains O'Brien and Taylor, in the Temple and Griffin, cut out the Virgin, formerly a British sloop of war, and three privateers, from under the batteries at Grenada, and afterwards took nineteen ships bound to Martinico with provisions; eight or nine privateers were also captured about the same time, by different ships belonging to the Squadron.

† Smollet.

‡ By the commodore's dispatches, dated December the 13th, 1760, it was stated, that the Emerald had, a short time before, captured four privateers, the Echo two, and the Levant one.

§ The naval force consisted of the Dublin, Bellicieux, Sutherland, and Montague, ships of the line, with some frigates and smaller vessels.

tremely rocky, and the earth which covered it so thin, as by no means to afford, when thrown out from the trenches, a sufficient parapet to them; so that, had it not been for a large quantity of cotton bags procured from the Jamaica convoy, under the protection of sir James, the prosecution of the attack would have been at least extremely difficult. The wants of the army being supplied, sir James, who then had his broad pendant on board the *Centurion*, took his departure, with his convoy, for England. He arrived safe in the Downs on the 9th of September, and in the ensuing month was very deservedly advanced to the rank of rear-admiral of the white.

The peace was concluded immediately afterwards, and sir James returned to the West Indies as commander-in-chief on that station, a period which passed in that uninteresting manner which it was natural to expect. The only occurrence demanding the smallest notice, appears to have been the suppression of an insurrection of negroes at the Barbices, to which the prudent measures taken by him, are acknowledged, by the Dutch, to have been particularly instrumental. In the month of October 1770, he was advanced progressively to be vice-admiral of the blue and white. In 1773 he was appointed commander-in-chief at Portsmouth, and having hoisted his flag on board the *Barfleur*, continued on that station during the usually allotted period of three years. On the 3d of February, 1776, he was advanced to be vice-admiral of the red; but after he quitted the command just stated, appears to have been in no way whatever concerned or connected with the public service. In 1778 he was advanced to be admiral of the blue, as he was of the white in 1782. Having lived in peaceable and honourable retirement upwards of ten years, he died at last in Scotland in the year 1787.

EDGCUMBE, George*, Earl of Mount Edgcumbe,
—was

* "This family, denominated from the manor of Eggecombe, Eggecombe, and Eggecomb, (as it has been variously written in former records) in the parish of Cheriton Fitz-Pain, near Crediton, has been of great antiquity in Devonshire; and in that church is Edgecomb's aisle, adorned with divers coats of arms belonging to the family: but in the reign of king Edward III. William de Eggecomb taking to

—was the second son of Richard, first lord Edgcumbe, so created April 20, 1742. Having made choice of a maritime life, he was sent when very young to sea, as midshipman on board one of the ships stationed in the Mediterranean, under the orders of Mr. Haddock. After passing through that, as well as the superior though still subordinate ranks of lieutenant and commander, he was, Aug. 19, 1744, promoted to be captain of the *Kennington*, a 20 gun ship. No other mention is made of him for some time, except that, towards the end of the year 1745, he was promoted to the command of the *Salisbury*, of fifty guns, in which ship he continued till the conclusion of the war. On the 1st of March, 1747, he carried into Plymouth a French East India ship of seven hundred tons, called the *Jason*, which he fell in with on the 30th of January, in the latitude of 47 degrees 47 minutes north, 106 leagues to the westward of Scilly. She mounted thirty guns, had one hundred and eighty men on board, and was bound from Port L'Orient to Pondicherry, laden chiefly with stores and ammunition, together with eight cases of silver. We do not find him again taken any notice of till the year 1751*: he then commanded the *Monmouth*, and was sent out to Gibraltar senior captain, or commanding

wife Hillaria, daughter and heir of William de Cotehele, of Cotehele in the county of Cornwall, chiefly resided there. It is now wrote Cuitail, and is separated from Devonshire only by the breadth of the river Tamer. In 1378 the said William de Eggecomb, writing himself of Cotehele in Cornwall, granted lands in Middleton to the convent of Tavistock, in Devonshire. He died 1380, and left issue, by her, William Edgcomb, esq. who married the daughter and heir of — Denfet. He had a grant in 6 Hen. V. with Royal Hethe, of the custody of the lead mines, with the silver ore therein, which were in Devonshire. He left issue Peter Edgcombe, esq. who, in 12 Hen. VI. was returned amongst the chief of the county of Devon, who made oath for themselves, and retainers, to observe the laws then existing, from which Peter Edgcombe this family is lineally descended."—Collins.

* He was returned to the parliament which met, for the dispatch of business, on the 19th of November, 1747, as representative for the boroughs of Plympton and Fowey, but took his seat for the latter of those places. He was re-elected for the same borough at the general election in 1754; as he was, a third time, in 1761; but became a peer of Great Britain before the parliament met, in consequence of the death of Richard the second lord, his elder brother.

officer

officer of a small squadron consisting of three ships of the line, including his own, ordered thither for the purpose of shifting a part of the garrison, and bringing from thence the regiments of Wolfe and Skelton, which had been long stationed there. Nothing appears to have occurred to him during his absence on this service more material than his falling in with a French squadron, consisting of four ships of the line and five frigates, under the command of a rear-admiral, between whom and Mr. Edgcumbe, the compliments and civilities, customary on such occasions, mutually passed.

He arrived at Spithead on the 3d of August, after a passage of twenty-two days. He is no otherwise noticed till the following year, when he removed into the *Deptford*, of sixty guns, a ship newly launched. He was soon afterwards appointed commander with the nominal rank of commodore of the small squadron ordered to the Mediterranean, and which it is customary to keep there in time of peace even though hostilities are not apprehended from any quarter whatever. Here he remained, almost without interruption, till 1756, when France put a sudden period to public tranquillity in that part of the world, by a formidable attack and invasion of the island of Minorca. Mr. Edgcumbe, with the whole of his small squadron, was in the harbour of Mahon at the time the French fleet first made its appearance off that place, and might easily have been blocked up, as well as not improbably compelled to share its fate. Mons. Gallifoniere, and the duke de Richlieu, general-in-chief, not extending their views beyond the conquest of the island itself, the passage was left open for the British ships, and Mr. Edgcumbe sailed, on April 20th, for Gibraltar on board the *Chesterfield*, of forty guns, being followed the ensuing day by the *Princess Louisa*, *Portland*, and *Dolphin*. On his junction with Mr. Byng he removed into the *Lancaster*, of sixty-six guns; in which ship we find him present at the indecisive rencontre which presently afterwards took place; on which occasion he had one man killed and fourteen wounded. He returned to England at the close of the year, and during the ensuing summer was employed as a cruiser. In this occupation, which was of no long duration, he appears to have been extremely successful, having, in company with the *Dunkirk*, which was put under his orders, captured two stout private ships

of war, one called the *Compte de Grammont*, carrying thirty-six guns and three hundred and seventy men; the other *Le Nouveau Saxon*, of sixteen guns and one hundred and fifty men, together with a schooner from *Bordeaux*, bound to *Quebec*, laden with wine and brandy.

In 1758, having been put under the orders of Mr. *Boscawen*, who was sent out to America for the purpose of making a third attempt against the fortress of *Louisburg*, he was the messenger charged by the admiral with his dispatches to England, communicating the important and agreeable intelligence of his success. On this occasion he received the customary compliment of 500*l.* presented to him by his majesty, and was, not long afterwards, appointed captain of the *Hero*, a ship of seventy-four guns, one of the Channel fleet commanded by sir *Edward Hawke* during the year 1759. He consequently shared in the glory of defeating the last remains and exertions of the naval power of France, off *Belleisle*, in the month of November. He continued in the *Hero* till his advancement to be rear-admiral of the blue, a promotion which took place on the 21st of October, 1762. By the decease of his elder brother, *Richard*, on the 10th of May in the preceding year, he became a peer of Great Britain, and on the 18th of the ensuing month took the oaths as lord lieutenant of the county of Cornwall. In the month of June 1762, he resigned the office of clerk of the council of the dutchy of Lancaster, which he had held for some time.

In 1766 he was appointed port admiral at Plymouth, a station he filled for a length of time, somewhat exceeding that usually allotted to such commands, not having quitted it till the latter end of the year 1770. On the 24th of October in the same year, till (when he experienced no advancement from the rank he first received) we find him appointed vice-admiral of the blue, as he was, on the 25th of June, 1773, to be vice-admiral of the white*. His
lordship

* A short time previous to this he was invested with the temporary command of a division in the fleet reviewed by his majesty at Spithead.

“ Portsmouth, June the 25th, 1773.

“ About ten o'clock his majesty went, in the usual state, on board the *Barfleur*, and then into the *Charlotte* yacht, when a signal of one
gun

lordship quitted his command immediately afterwards; previous however to this, he received in common with the other flag-officers and the captains of the different squadrons, his majesty's thanks for their great attention during his preceding visit. In the ensuing month (July) we find his lordship one of the noblemen attending lord North at the time of his installation as chancellor of the university of Oxford: on this occasion he received the honorary degree of doctor of laws. He is no otherwise mentioned as a naval officer, than as being included, according to his station, in the different promotions which took place in the list of flag-officers, his cotemporaries. On the 3d of February, 1776, he was advanced to be vice-admiral of the red; on the 29th of January, 1778, to be admiral of the blue; and, on the 8th of April, 1782, to be admiral of the white.

The honours and civil appointments of this noble lord appear to have kept pace with his promotions as an officer. On the 17th of February, 1781, he was created a viscount of Great Britain by the titles of viscount Mount Edgcumbe and Valletort; and, on the 18th of August, 1789, was raised to the dignity of earl of Mount Edgcumbe. The former of these titles is said to have been given him as an honorary compensation for the destruction of several of the plantations at his beautiful seat near Plymouth, which, in the opinion of military men, was absolutely necessary to the safety and defence of that very important fortress, in case of any attack from an enemy: the latter was bestowed on him, by his majesty, in return for the attention paid him by his lordship, when on a visit and excursion of some continuance in that part of the country. In respect to his varied civil appointments, he was, in 1765, named one of his majesty's most honourable privy council, and appointed treasurer of the

gun was given for vice admiral lord Edgcumbe's squadron of the blue to get under weigh; which being complied with, the different salutes passed between the two fleets, and lord Edgcumbe's immediately convoyed the Royal Yacht to St. Helen's, where they all brought to. Here his majesty dined on board the yacht, and promoted vice-admiral lord Edgcumbe, of the blue, to be vice-admiral of the white, who kissed hands on the occasion, and hoisted the St. George's flag at the fore-top."

household,

household, an office in which he continued only till the following year; but, in 1771, was named one of the joint vice-treasurers of Ireland, which he resigned in 1773, on being made captain of the band of gentlemen pensioners. This station he retained till the general change of ministry in 1782; after which he filled no office till February 1784, when he was again appointed one of the vice-treasurers of Ireland. This eminent situation he held till the time of his death, an event which took place in the month of February 1795.

ELLIOT, Elliot,—is known to us only as having been appointed captain of the *Lively*, a ship of twenty guns, on the 5th of September, 1744; and as having died in the East Indies, on the 20th of July, 1745, till then holding the same command.

ELLIOT, George,—a descendant of a very respectable Scottish family, was, May 12, 1744, appointed, by sir C. Ogle, commander-in-chief on the Jamaica station, captain of the *Conde de Chinchon*. The circumstances of this advancement were peculiarly honourable to captain Elliot: he was lieutenant of the *Rippon*, a fourth rate, on that station. In the month of March preceding, his captain being indisposed, the *Rippon* was put under Mr. Elliot's orders, who was sent to sea in her, as acting and temporary commander, for a short cruise. During this period he fell in with, in the windward passage, a Spanish frigate, carrying eighteen carriage and eight swivel guns, with one hundred and forty men. He drove her close under the island of Tortuga, and then manning his boats brought her off without damage. This prize was bound to Vera Cruz, and her capture was the more consequential, indeed distressing to the enemy, from her having on board, exclusive of other very valuable articles, 1200 quintals of quicksilver, intended for the use of the Spanish mines. Mr. Elliot was first promoted, immediately on his return, to be commander of the *Mortar* sloop; and according to the date given at the beginning of this account, was advanced to be captain of the very vessel he had so gallantly and industriously exerted himself in the capture of, she being found, after a survey, well calculated for a frigate in the British service, in respect to her being both a new ship and a prime sailer. Captain Elliot returned to England at the close

close of the same year, being succeeded in the command of the *Chinchin* by Mr. Graves, and in the month of September was one of the members composing the court-martial, held at Chatham, for the trial of the captains who were charged with misbehaviour in the encounter with the French and Spanish fleets off Toulon. We do not find any other particular mention made of him during the continuance of the war, except that, in 1747, he was appointed captain of the *Newark*, a new ship of eighty guns, then just launched.

After this time he appears to have retired from the line of active service, for his name does not occur as holding any command. In the year 1762 he was put on the superannuated list with the rank and half-pay of a rear-admiral, an honourable pension which he continued to enjoy many years, living principally at his seat at Copford, in Essex, where he died on the 5th of August, 1795. On this occasion the nominal office of general of the mint, in Scotland, a sinecure place, worth three hundred pounds a year, which was kept up by an express article in the treaty of Union, and which this gentleman had long enjoyed, became vacant.

GORDON, William,—like Mr. Elliot, of whom we have just given some account, was of Scottish extraction. We hear nothing particular of him till the month of May 1744; he was then commander of the *Hound* sloop of war, and is mentioned as having had the good fortune, during his passage home from Virginia at that time, to have met with and captured a very valuable French merchant-ship, homeward-bound from Martinico, called the *Happy Mary*, laden with sugar, cocoa, coffee, and other valuable commodities, bound for Bourdeaux. Soon after his arrival he was ordered, in company with the *Vulture* sloop, to convoy the outward-bound trade to Rotterdam, when on his passage he met with no inconsiderable success, which is officially related in the following terms.

“Admiralty-office, August 3, 1744.

“His majesty’s sloops the *Hound* and *Vulture*, being in sight of Goree on the 29th past, with the trade under their convoy, bound to Rotterdam, the *Hound*, captain Gordon, stood after a snow, which proved to be a French privateer

privateer of ten carriage guns and nine swivels, with eighty-one men, which had been three days out of Dunkirk. She engaged the Hound for an hour and an half and then struck, having five men killed and several mortally wounded: captain Gordon also retook a ship which the privateer had just taken."

In consequence of his very spirited behaviour on this occasion he was promoted, on the 4th of August following, the day after the account of his success was published, to be captain of the Gosport, a fifth rate. He is erroneously stated in some accounts to have been about the same time appointed to the Ludlow Castle, and not the Gosport: but this is a manifest mistake, occasioned by his being very quickly afterwards removed into the Sheerness, as successor to captain Bridges Rodney, who was himself appointed to the Ludlow Castle. No mention is made of him in the Sheerness till the year ensuing, when he was, at the end of the month of June O. S. engaged, with lord George Graham his countryman, in the very successful and spirited attack of some French privateers and their prizes off Ostend, the particulars of which we have already given*. Immediately after this enterprize he was appointed to the Loo, of forty-four guns; and was, in the course of the autumn, removed into the Chesterfield, a ship of the same force. No mention is made of him while he retained this station; and the next notice we find taken of him is, his appointment to be captain of the Assistance, a ship of fifty guns, at the latter end of the year 1747. In this ship he was equally as unfortunate as he had been in that he had quitted, not having any opportunity of adding either to his fortune or fame. On the conclusion of peace, in 1748, he quitted the Assistance, which was one of the ships consequently put out of commission, and accepted the command of a twenty-gun ship, preferring a command comparatively so trivial, to a life of absolute inactivity.

It is almost an unnecessary remark, that we cannot, during the continuance of peace, expect any material mention made of those who are fortunate enough to obtain

* See page 23.

the most distinguished commands: As to captain Gordon, his name does not again meet our observation till the conclusion of the year 1756, sometime after the actual commencement of hostilities with France: he was then appointed to the Cambridge, of eighty guns, as successor to sir Piercy Brett, removed into the Caroline yacht. In the month of April 1757, he removed into the Princess Amelia, also a three decked ship, and of the same force; as he soon afterwards did into the Devonshire*. In the month of September 1761, he was made captain of the Blenheim, a new second rate of ninety guns; and in the following spring was advanced to be commodore and commander-in-chief of the ships in the river Medway and at the Nore. This station he held during the remainder of the war; and on the 21st of October in the same year was promoted to be rear-admiral of the blue. After the ratification of the articles of peace, which quickly followed his promotion to be a flag-officer, admiral Gordon does not appear to have taken upon him any command, but to have passed the remainder of his life in retirement at Bamff, in Scotland, which we believe to have been his native place, and where he died on the 25th of April, 1768.

GRAVES, Samuel,—this gentleman, the nephew of the brave and much-injured capt. Tho. Graves, of whom some account has been already given, (see vol. iv. p. 43.) served as lieutenant of the Norfolk at the siege of Carthagena†. He continued in all probability in some other ship, on the same station, after its failure; but the first subsequent particular mention we find made of him is, that of his promotion to be captain of the Chinchin or Rippon's Prize, on the 11th of September, 1744. This frigate was at that time employed on the Jamaica station, where it appears to have continued some time, and about the end

* In 1758 he served under Mr. Boscawen on the successful and memorable expedition against Louisburg. On his return from thence, being overtaken by a violent storm, the Devonshire was with the greatest difficulty brought in, and preserved from foundering.

† It is said that, at the attack of St. Philip's and St. Jago forts, he solicited to be landed for the purpose of attacking some batteries which, being out of the reach of the cannon of the ships, impeded the progress of the troops. He consequently bore a very honourable share in the attack of a sixteen gun battery.

of the year 1745, to have captured a large French ship, bound from Cadiz to La Vera Cruz, carrying thirty guns with a crew of one hundred and sixteen men. This is the only account we have of him during the continuance of the war, nor do we know, to speak with precision, what subsequent commands he held till the year 1756, when he was appointed to the *Duke*, a second rate of ninety guns. From this ship he removed in the ensuing year into the *Princess Amelia*, and in a few weeks afterwards into the *Barfleur*. The size of all these ships prevented their being employed in any armament or expedition except those of the first magnitude; and as they were severally stationed in the home or Channel squadron, where no action or memorable occurrence took place, the dates and few particulars we have related will be a sufficient account of this gentleman's life during the period above stated.

In 1759 he returned to his former ship the *Duke*, in which he was present at the memorable defeat of the French fleet under the marquis de Conflans. Mr. Graves continued in the *Duke* till his promotion, on the 21st of October, 1762, to the rank of rear-admiral of the blue, a period of his service, unfortunately for him, equally undistinguished with that in the earlier part of the war, owing to the extreme caution of the French in keeping all their fleets in port, after the heavy discomfiture they had experienced. He neither held a command nor received any promotion * till the 18th of October, 1770, when he was appointed rear-admiral of the red, and in six days afterwards was advanced to be vice-admiral of the blue. Early in the year 1774 he was appointed admiral and commander-in-chief on the American station. Having hoisted his flag on board the *Preston*, of fifty guns, he was ordered to *Boston*, in the month of March, with the *Royal Oak* and *Egmont*, of seventy-four guns each; and the *Worcester*, of sixty-four, in consequence of the dispute then originating between Great Britain and America, relative to the duty on tea. The progressive increase of this disturbance is too recent to be forgotten. The mate-

* On the 15th of June, 1769, he married Miss Margaret Spinckes, a lady of large fortune, amounting, as it is said, to 30,000*l*. she was the daughter of Elmes Spinckes, esq. of Aldwinkle, in the county of Northampton.

rial occurrences which took place while Mr. Graves held the command, were the commencement of hostilities at Lexington, and the more serious encounter at Bunker's Hill; but these were in a line with which the admiral was totally unconcerned, and, from their very nature, he was perfectly unconnected with. He was during his absence, that is to say, on the 31st of March, 1775, advanced to be vice-admiral of the white; and on the 3d of February, 1776, being a very few days after his return to England, on board the *Preston*, farther promoted to be vice-admiral of the red.

Towards the conclusion of the year 1777, he was appointed to command at Plymouth; but this station he held only for a short time, having, as it is elsewhere remarked, nobly relinquished it, through a fixed determination, "never to hold any employment in time of war, except of the most active kind against the enemies of his country." He never accepted any appointment after this time, but on the 29th of January, 1778, was advanced to be admiral of the blue, as he was moreover, on the 8th of April, 1782, to be admiral of the white. In this station he died at his seat at Hembury Fort, in the county of Devon, on the 8th of March, 1787, after a short illness, in the 74th year of his age. His complaint was an hæmorrhage in his bladder, a disorder which he bore with the utmost fortitude. An anonymous writer, who has given us a short account relative to this gentleman, expresses himself in the following terms relative to his conduct in the American war.

"In the beginning of the late unhappy war he had the naval command at Boston; and his conduct there, as was natural, became the subject of severe animadversion amongst those who could not know the decisive spirit which he recommended in all the general councils, and the inadequate force which he had to carry on the naval operations. On his recall from that command, being solicited to publish a vindication of his own conduct from the unjustifiable aspersions which had been thrown on it, with the spirit of a true patriot he replied, that "He would not from any personal ill usage, contribute his share to injure government, already too much weakened by party animosity." He added with as much foresight, "that the failure of

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his successors would be his best vindication.* It is added, by the same hand, that "when he thought the discipline of the service was struck at, he was one of the twelve admirals who submitted their opinions to his majesty, although at that time, and to his latest hour, he had the greatest personal respect for the noble earl who presided at the head of the admiralty board. Few men excelled him in the duties of private life; he was a sincere christian, his charities were such as became the character, and his loss is universally felt by all ranks of people in the neighbourhood where he lived."

HADDOCK, Richard. — We do not know any particulars concerning this gentleman till the commencement of the year 1744, when we find him commander of the *Wolf* sloop of war, in which vessel he captured, on the 20th of May, a French privateer of fourteen guns. He was, on the 7th of November ensuing, promoted to be captain of the *Squirrel* frigate. We have no particulars relative to him while he continued in this ship, from which we find him promoted, early in the year 1746, to be captain of the *Advice*, of fifty guns. We believe to have been principally employed after this in cruising, a species of service in which captain Haddock, at least for a considerable time after his appointment, is not stated to have met with any very remarkable success. Some amends appear to have been made him, by Fortune, in the course of the months of March and April 1748, the following successes being given officially from the admiralty-office, in an account bearing date April the 27th.

"On the 10th of last month his majesty's ship the *Advice*, commanded by captain Haddock, sailed from Plymouth on a cruise; and on the 28th retook an English ship, called the *Bella*, from Philadelphia, laden with sugar and indigo, for London, which had been taken on the 19th preceding, by the *Juno* privateer, belonging to Bayonne. On the 3d instant, about 14° 39' west longitude from the Start, captain Haddock bore down towards a sail seen to the leeward, and at nine in the evening came up with her. After exchanging two or three broadsides with his upper-deck guns (it blowing so fresh that his lower ports could not be opened) as well as several volleys of small arms, the chase struck, and proved to be
the

the Neptune privateer, of Bayonne, carrying twenty guns, eight pounders, with a crew of 210 men. In the action the Advice had three men killed and five wounded.

"On the 9th instant captain Haddock took a French brigantine, laden with salt for St. Maloe's. The prizes have been carried into Kinsale."

We believe he continued in the same ship till the conclusion of the war; but have no particular account of his having met with any subsequent success. At the conclusion of the year 1749, he was one of the members of the court-martial, held on board the Charlotte yacht, at Deptford, for the trial of rear-admiral Knowles, and was also one of those intended to have composed the second court for the trial of captain Holmes; but being seized with the small pox, unhappily died of that, then fatal, disorder, at Chatham, on the 6th of January 1749-50, some days before the trial commenced.

HANWAY, Thomas, — son to the captain Jonas Hanway, of whom we have already given some account*, and brother to the well-known traveller, the philanthropic Jonas Hanway, projector and principal supporter of the marine society, as well as other charitable institutions. Of the earlier part of this gentleman's service we do not find any mention made: our information concerning him commences with his promotion to the mortar-bomb†, but at what particular time we know not. On April 5, 1744, he was made captain of the Shoreham frigate. In the following year he commanded the Milford, one of the vessels stationed off the coast of Scotland for the purpose of preventing the introduction of any supplies from France for the succour of the pretenders army in that kingdom. While thus occupied he had the good fortune to capture, off Montrose, a large French ship, having on board a quantity of stores and ammunition, with a number of experienced officers belonging to the Irish brigade, and 210 soldiers, a loss very severely felt by the insurgents. In 1746 he was one of the members composing the court-martial, held on board the Prince of Orange, at Deptford, for the trial of

* See vol. iii. p. 248.

† N. B. When captain of the Mortar bomb he captured the Aimable Nannette, bound from Martinico to Havre de Grace; captain Hanway was then on his passage from Bristol to Spithead.

the officers who were charged with misbehaviour in the encounter with the French and Spanish fleets off Toulon. In 1747 he commanded the *Windfor*, of sixty guns, one of the squadron under Mr. Anson, which defeated and captured the major part of the French armament under M. de la Jonquiere. Captain Hanway had the happiness of distinguishing himself exceedingly on that occasion, the *Windfor* being among the first ships that got up with and engaged the enemy.

His behaviour was no less gallant and conspicuous in the month of October, under rear-admiral Hawke, when the French armament, under L'Etendiere, sustained a loss and defeat no less remarkable and heavy than the preceding one had been. The *Windfor* is said, in a private account we have seen, to have engaged, in rotation, every ship of the French squadron, passing from rear to van, except the *Intrepide*, which tacked purposely to avoid getting into action. It is reported to have expended, within the space of six hours, seventy broadsides, with eight thousand musket cartridges: nevertheless the loss sustained by this ship was, comparatively speaking, trivial, amounting to no more than eight men killed and fifty-nine wounded, the greater part of them slightly. Capt. Hanway is said in some accounts, but the authority of which we dare not depend on, to have commanded the *Winchester*, of fifty guns, immediately after the conclusion of the war, otherwise no mention is made of him till the year 1755, when he was captain of the *Weymouth*, of sixty guns, one of the ships ordered to be equipped at Plymouth in consequence of the daily apprehended rupture with France. In the month of April he repaired to America with the fleet under the orders of admiral Boscawen. We need say nothing farther of that expedition, as we have already had frequent occasion to remark on the few occurrences which took place, and were remarkable enough to require particular mention.

In the month of May 1756, he was promoted to the *Chichester*, of seventy guns. He did not long continue in this ship, which, while under his command, does not appear to have engaged in any memorable or remarkable service. In 1758 he was captain of the *Duke*, of ninety guns, and was employed in the Channel fleet under lord

Anson.

Anson. He afterwards commanded, at Plymouth, with the rank of commodore. In the beginning of the year 1761 he retired from the line of active command, and was appointed commissioner of the navy resident at Chatham. This office he exchanged with Mr. Proby, in the month of October 1771, for the comptrollership of the victualling accounts. This his new station he unhappily did not long continue to fill, dying at the navy-office on the 1st of October, 1772, universally respected, revered and loved.

HARDY, John, — the younger brother of admiral sir Charles Hardy of whom we have already given some account in page 99. In 1742 he was first lieutenant of the *Superbe*, under captain Hervey; and being involved in the same charge with his commander, of cruelty exercised towards the crew, was accordingly brought to a court-martial with him, but experienced a different fate, for he was honourably acquitted. He was raised from the rank of lieutenant to be commander of the *Drake* sloop of war early in the year 1744, as successor to the lord Thomas Bertie. He very soon removed into the *Vulture*, a vessel of the same class, from which he was promoted, on the 17th of October, to be captain of the *Bridgewater*, a twenty-gun ship. He was afterwards promoted to the *Torrington*, of forty-four guns; and, in February 1745, was one of the members composing the court-martial, held on board the *Lenox* in Portsmouth harbour, for the trials of the captains Mostyn, Griffin, Brett and Fowke, which, trivial as the circumstance is, is the only mention we find made of him during his continuance in that command. In 1746 he was paid off from the *Torrington*, at Plymouth, and never had any subsequent appointment. In the month of October 1762, he retired altogether from the service, being put on the superannuated list with the rank and half-pay of a rear-admiral.

The remainder of his life he passed in retirement, and, sorry are we to add, the greater part of it in much indigence. He is the author of a *Chronological List of the Captains of his Majesty's Navy*, published in 1779, which meeting with an extensive sale, became, as we have been well informed, for some time his principal support. He died in obscurity about the month of May 1796.

HARRISON, Thomas,—was nephew to that brave and worthy veteran officer admiral Henry Harrison*. In 1739 he was lieutenant of the Greenwich†. He was advanced in the month of October 1743, from that rank to be commander of the Lightning bomb-ketch. On the 5th of June, 1744, he was promoted to be captain of the Port Mahon frigate, a vessel employed as a cruiser. In this line of service he had the good fortune to capture, when on his first cruise to the southward of Cape Clear, a valuable French ship, bound from Petit Guave to Bourdeaux, called the New Alliance. No other particulars are given us of this gentleman, except that he died in England on the 17th of August, 1752.

KEPPEL, Lord Viscount,—was the second son of William Anne, second earl of Albemarle‡, and the lady Anne Lenox, daughter of Charles Lenox, first duke of Richmond. He was born on the 2d of April, 1725; and having attached himself to the naval service was sent at a very early age to sea, under the protection and care of commodore Anson, when that gentleman was ordered to the South Seas. Of the very few hostile encounters in which this armament was concerned, the attack of Païta may be remembered as the most consequential, and Mr. Keppel is recorded as having had in the trifling defence made by the

* See p. 24.

† In the month of July, in this year, he married the daughter of Mr. Winter, of the pipe-office, with whom he had a fortune of 5000l.

‡ Of this family Collins gives us the following particulars.

"One of the most ancient and eminent families among the nobility of Guelderland is this of Keppel, whose castle (situated in a lordship of the same name, in the county of Zutphen, near the Old Yssel) is not more remarkable for its antiquity than the great privileges it enjoys, a particular account whereof may be seen in the description of Guelderland.

"Wolter van Keppel was lord of Keppel in 1179, and 1231, and founded a monastery at Bethlehem, near Dostinchem. By his wife Beatrice, he was father of Dereck, who became lord of Keppel: and Wolter, who held the lordship of Verwoelde, under his elder brother, which however continued to his posterity, for his younger son, Hendric van Keppel, was seated at Westerbolt, near Lochem; and the elder, Dereck van Keppel (who was living 1326) had, among other children, a son of his own name, who held the lordship of Verwoelde, as a fief of his cousin, Sweder van Voerst, lord of Voerst and Keppel, in the year 1362. From this noble was lineally descended, in eight generations, Arnold Joost Van Keppel, who attended king William to England, and was created earl of Albemarle, by that prince, Feb. 10, 1693-6."

enemy, a very narrow and singular escape. He accompanied Mr., afterwards sir Piercy Brett, who commanded, and one of the few random shot, fired at the boats, shaved, as is expressed in the account of commodore Anson's voyage, the peak of a jockey's cap, he then wore, close to his temple. No other mention is made of him during the course of the expedition, except that he was appointed a lieutenant after the capture of the galleon. He was in September 1744, almost immediately after his return to England, promoted to be commander of a new sloop of war, but was not permitted to continue long in that situation, being advanced, on the 11th of December in the same year, to be captain of the Sapphire frigate. This vessel was employed as a cruiser, a service in which her commander appears to have been extremely active, and very successful, he having, on the 15th of April, 1745, captured a large French ship from Martinico, bound to Rochfort, called the *Atalanta*. Her cargo was very valuable, consisting principally of sugar, with some coffee and cotton; nor was her force despicable, she having eighteen guns besides swivels mounted, and being manned with a proportionate crew.

Good fortune continuing to attend him, on the 20th of May following he fell in with, between the Old Head of Kinsale and Cape Clear, a stout Spanish privateer belonging to Bilbao, called the *Superbe*. This vessel mounted no more than sixteen guns, so that resistance would have been fruitless; but being a very fast sailer, and exerting every manœuvre to escape, was not captured till after a chase of several hours continuance. In 1746 he commanded the *Maidstone*, of fifty guns, a ship employed in the same line of service: but during this year no other mention is made of him, than as the captor of a small French privateer, called the *Ferret*, belonging to St. Maloe's, carrying four carriage and ten swivel guns, with a crew of one hundred and twenty men. A melancholy accident befel him on the 7th of July, 1747, as he was giving chase to a French privateer. Running too near the shore on the coast of France, near Nantz, the *Maidstone* was unfortunately lost; both himself and his crew were happily saved: and there is a picture of him painted by sir Joshua Reynolds, which represents him as just escaped from

shipwreck. Being quickly exchanged, and acquitted honourably of all blame attachable to the preceding misfortune, he was, at the conclusion of the year, one of the members of the court-martial assembled at Portsmouth, for the trial of captain Fox. He was at that time captain of the *Anson*, a new ship of sixty-four guns, one of the cruising fleet kept at sea in the Channel during the debilitated remainder of the war. The return of peace did not, however, cause the retirement of Mr. Keppel; in 1749, having his pendant on board the *Centurion*, he was sent commodore of the squadron employed on the Mediterranean station, where he very eminently distinguished himself, as well by his spirited activity as his agreeable and accommodating manners, at the same time displaying the greatest firmness, when * either the honour of his country or his own was at the smallest hazard.

Commo-

* The following official particulars will sufficiently explain the honourable manner in which he was received, and the great firmness he displayed on a particular and interesting occasion.—He was sent principally to demand satisfaction for the insult, as well as to procure restitution of the treasure taken out of the Prince Frederic packet-boat, in which he at first met with some obstacles; the conclusion was however fortunate, owing to Mr. Keppel's spirit and perseverance.

“ Algiers, July 14, 1750.

“ On the 24th of June commodore Keppel arrived here, from Mahon, in his majesty's ship the *Centurion*, with the *Assurance*, *Unicorn*, and *Seahorse*, and was immediately saluted from the ramparts with the usual compliment of twenty-one guns. On the 2d instant the commodore came on shore, and was again saluted with twenty-one guns. Having demanded an audience, the commodore, together with Ambrose Stanyford, esq. his Britannick majesty's consul, who is joined in commission with him, went in the afternoon, attended by a number of officers, and presented their commission, empowering them to adjust all differences between the two nations. To his highness the Dey, on the 7th, they were admitted to another audience, in which they fully explained to his highness the purport of their commission; at both which audiences they were received with great civility.”

“ Algiers, August 27, 1750.

“ On the 22d inst, a French vessel, with about seventy passengers on board, came to an anchor in the road from Tetuan; and a report being immediately spread that the plague was on board, the Dey gave orders that no person should come on shore, and agreed with the French consul that the said vessel should perform a quarantine of forty days: but

Commodore Keppel continued on the same station no inconsiderable length of time, and about the end of the following year concluded a treaty of peace with the Dey of Algiers, for the arrangement of which he sailed from Fort St. Philip's, in the island of Minorca, on the 1st of May. An act of piracy committed by one of the corsairs just before this time, rendered it necessary that some immediate explanation should be given, and that the subsisting treaty should be renewed and republished. The Dey received him in the mildest; and making proper allowances for the eccentricities of the Mahometan customs, the most submissive manner. He acknowledged to him, "That one of his officers had been guilty of a very great fault, which tended to embroil him with his chiefest and best friends; wherefore he should never more serve him by land or sea, and hoped the king his master, would look on it as the action of a fool or a madman, that he would take care nothing should happen again in the like nature, and concluded by desiring they might be better friends than ever." This declaration was transmitted to England by the commodore, and published by the admiralty on the 22d of May, 1751. In the course of the ensuing summer he arranged a similar treaty with the states of Tripoli and Tunis*. The term of three years, which is the period usually

but as Mr. Keppel, the British commodore, took it into consideration, that as those people were absolutely ignorant of the laws of quarantine, and consequently had neither regulations nor officers adapted thereto, that there would be the greatest danger of the infection being introduced by some rash attempt or other of the passengers; he therefore represented to the Dey, that the important command his Britannick majesty had intrusted him with, obliged him to remonstrate to his highness, that he could by no means think of staying one moment in the bay, unless that vessel was ordered away immediately: upon which the Dey sent that instant for the French druggoman, and gave him orders to send the vessel away directly; which was done accordingly, not only to the satisfaction of the British commodore, but to that of the whole city."

* "Gazette, No. 9125. Whitehall, Jan. 7, 1752.

"Commodore Keppel, commander of his majesty's Squadron in the Mediterranean, has transmitted hither a treaty of peace and commerce between his majesty and the kingdom of Tripoli, concluded and signed the 19th day of September last past, by him, the said com-

usually allotted to commands of this kind, expiring soon after the conclusion of the business just mentioned, the commodore returned to England, where he arrived with his whole Squadron on the 26th of August, 1753*.

In the month of September 1754, he was appointed commodore of the Squadron sent to escort the troops for Virginia, which were commanded by the unfortunate Mr. Braddock. He hoisted his broad pendant on board the *Centurion*, of sixty guns, and remained on the same station for some time after he had accomplished the first object of his mission. During his continuance there he appears to have been very actively employed in the arrangement of divers points connected with the operations intended to be carried into execution against the encroachments of the French, who were seconded by the Indian nations, whom they had spirited up for that purpose.

A private letter from Virginia, dated April the 16th, 1755, gives us the following information. "All the governors on the Continent, with general Braddock and commodore Keppel, had a meeting at Annapolis a few days before, when it is supposed a plan of operations was

comodore Keppel, and Robert White, esq. his majesty's consul general at Tripoli, with the Divan, Kiaja, Bey, and Bashaw of the state or kingdom of Tripoli.

"The said commodore Keppel has also transmitted hither a treaty of peace and commerce between his majesty and the state of Tunis, concluded and signed the 19th of October last past, by the said commodore and Charles Gordon, esq. his majesty's consul-general at Tunis, with the lord Ali Patcha, Begler Bey, and supreme commander of the said state of Tunis."

* Collins erroneously states the commodore to have reached England before the end of year 1752.

† Mr. Braddock, in a letter written by him to the secretary of state, dated Williamsburg, Virginia, March 18, 1755, pays Mr. Keppel the following compliment.

"I think myself very happy in being associated with an officer of Mr. Keppel's abilities and good dispositions, which appears by his readiness to enter into every measure that may be conducive to the success of this undertaking. As but four pieces of twelve pounds were given me with the train, and a greater number appeared necessary, I applied to him to have four more from his ships, which he granted me, and many other things I stood in need of." And again, "I have had from commodore Keppel all the assistance possible."

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concerted. They went afterwards to the camp of Alexandria, and reviewed the troops, which amounted to about six thousand men, who immediately after marched to Will's Creek, where they are to wait farther orders."

He returned to Europe * after the defeat of Mr. Braddock, a passenger on board the *Seahorse*, and the situation of affairs with respect to France becoming daily more critical, the equipment of a formidable naval force was pursued with unremitted vigour. Mr. Keppel was appointed to the *Swiftsure*, from which he quickly afterwards removed into the *Torbay*, and was ordered to the Mediterranean with a small squadron, consisting of four ships; but was obliged to return to Plymouth, his people being extremely sickly. In the ensuing month, having in the interim repaired to Spithead, he was sent out senior officer of a small squadron ordered to cruise in soundings, consisting, exclusive of his own ship, of the *Essex*, of sixty-four guns, with the *Unicorn* and *Gibraltar* frigates. He sailed from Spithead at the same time with the unfortunate Mr. Byng. No other particular mention is made of him during the remainder of the year, except his having been one of the members of Mr. Byng's court-martial, and as having applied, though ineffectually, to the house of commons, of which he was then member, to be released from his oath of secrecy taken on that occasion †. In the ensuing year he served under sir Edward Hawke on the unsuccessful expedition undertaken against Rochfort; but is not particularly noticed, otherwise than as having been one of the captains ordered to chase a French ship of the line, which was discovered standing in for the fleet when in Basque Road, but which, notwithstanding all their vigilance, contrived to get off. During the summer of the ensuing year he occasionally commanded a small flying squadron employed on short cruises in the Channel, and off the French coast, a service in which he was tolerably

* Early in 1755 he was chosen representative in parliament for the city of Chichester, as successor to his brother, who became at that time earl of Albemarle, in consequence of the death of his father. At the next general election he was returned for Windsor, which place he continued, through every succeeding parliament, to represent till the year 1780, when he was returned for the county of Surry.

† See vol. iv. p. 173. et seq.

successful, having made several valuable and consequential prizes.

At the conclusion of the year he was appointed commander-in-chief of the expedition sent against the French settlement of Goree, on the coast of Africa, and sailed on the 19th of October, having his broad pendant on board the *Torbay*, with the following force under his command, the *Nassau*, of seventy guns; the *Fougueux*, of sixty-four; the *Dunkirk*, of sixty; the *Litchfield*, of fifty; the *Prince Edward*, of forty; the *Saltsb* sloop, two bomb-ketches, one fireship (the *Roman Emperor*), and a number of transports with two regiments of troops on board. Mr. Keppel is on this occasion said to have received an extraordinary commission appointing him commander-in-chief of the troops as well as the squadron. He quitted Cork on the 11th of November, and experienced a number of delays and misfortunes while on his passage. The *Litchfield*, of fifty guns, together with the *Somerfet* transport, were wrecked, on the 29th of November, upon the coast of Barbary, about nine leagues to the northward of Saffy; and what rendered the misfortune more lamentable, all the people who lived to reach the shore were made prisoners by the Moors.

Mr. Keppel with the remainder of his force happily got to an anchor off the island of Goree, on the 24th of December*, about three o'clock in the afternoon. The

* The following modest but too concise account of this success was given by the commodore in his letter to the secretary of state.

" Sir,

" I arrived here with the squadron under my command on the 28th of December past, in the evening. The next morning, agreeable to his majesty's instructions, I attacked, with the ships, the fort and batteries on the island of Goree, which were soon reduced to desire permission to capitulate. The governor's demands were, to be allowed to march the French troops out of the garrison with the honours of war. His terms I absolutely rejected and began a fresh attack: it was, however, but of very short duration, when the forts, garrison, &c. surrendered at discretion to his majesty's squadron.

" Lieutenant-colonel Worge had his troops embarked in the flat-bottomed boats, in good order and readiness, at a proper distance, with the transports, to attempt a descent, when it should be found practicable or requisite.

" Two

The *Saltaſh* ſloop of war was ordered into a bay between point Barnabas and point Goree, to facilitate and cover the landing of the troops whenever it ſhould be deemed expedient. The arrangements for the attack were not completed till the 28th, when, at four in the morning, the flat-bottomed boats were ordered on board the tranſports to receive the troops, which were all of them ready to be put on ſhore by nine o'clock. The ſhips of war were during this time by no means idle or indifferent ſpectators, preparing themſelves to cannonade the fortrefs, which, from particular circumſtances, was enabled to make no contemptible defence. The weſt front was the ſtrongeſt; it nevertheleſs became neceſſary to make the attack on that quarter, as it was the lee ſide, and if the cables of any of the ſhips ſhould be cut by the enemy's ſhot, they could put to ſea without danger or farther accident, and return again to the attack: whereas, if the aſſault had been made on the eaſtern or weakeſt front, the ſhips might, in caſe of the miſfortune already ſuggeſted, have ran on ſhore before they could have again brought up.

The following judicious arrangement was made by Mr. Keppel for the attack. The *Firedrake* bomb was ordered to proceed, covered by the *Prince Edward* from the fire

"Two days after the ſurrender of the iſland I ordered it to be delivered up, with the cannon, artillery, ſtores, and proviſions, &c. found in it, to the officer and troops lieutenant-colonel Worge thought fit to garrifon the place with; and the colonel is taking all imaginable pains to ſettle and regulate the garrifon in the beſt manner and as faſt as circumſtances will admit of.

"The incloſed, ſir, is the ſtate of the iſland, with the artillery, ammunition, and proviſions, found in the place at the time of its ſurrender.

"French, made priſoners of war, three hundred.

"Blacks in arms, a great number; but I am not well enough informed, as yet, to ſay preciſely.

"The loſs the enemy ſuſtained, as to men, is ſo very differently ſtated to me, by thoſe that have been aſked, that I muſt defer ſaying the number till another opportunity.

"Iron ordnance, of different bores, ninety-three; one braſs twelve-pounder; iron ſwivels, mounted on carriages, eleven; braſs mortars, mounted on beds, two of thirteen inches; ditto, one of ten inches; iron, one of ten inches. In the magazine—powder, one hundred barrels; proviſions of all ſpecies, for four hundred men, for four months."

of

of the enemy, to anchor abreast of a small lunette battery en barbet, a little below the citadel to the northward. The eldest captain, Mr. Sayer, in the *Nassau*, was ordered to lead the line of battle on the right, and anchor opposite to St. Peter's battery, of five guns: the *Dunkirk* followed to bring up abreast of a battery to the northward of the former, which was not finished, nor an embrasure at that time opened: the commodore, in the *Torbay*, followed him, taking, for his part, the west point battery, of five guns, and the west corner of St. Francis's fort, mounting four smaller guns: capt. Knight, in the *Fougueux*, stationed second on the left, bringing up the rear, (having directions, at the same time, to cover the other bomb on his starboard quarter) had allotted to his share the mortar-battery, so called from two large mortars covered by that battery.

The moment the first ship had dropt her anchor from her stern, she was ordered to hoist a pendant at her mizen-peak, to acquaint the next ship that she had brought up, which signal was to be repeated by each ship as she should take her station, it being a part of the orders that not a gun should be fired till each captain had his ship abreast of his post, and moored both ahead and stern. Mr. Keppel concluded these instructions with his good wishes for their success, desiring they would get on board their respective vessels as fast as possible, and lead on.

The bomb-ketch, and the covering ship, the *Prince Edward*, proceeded for their appointed station about nine in the morning. The former commenced the assault in about ten minutes after she got under weigh by throwing a shell, which was returned by a very brisk fire from the different batteries of the fort. Their retaliation was too successful, for, as it is said, the second shot which the enemy fired, carried away the *Prince Edward's* flag-staff, and set fire to her arm-chest, which blowing up, killed a marine. This accident causing some confusion, the enemy profited by it; and finding their fire not returned, pointed their guns with so much care and caution, that several of the crew were killed and wounded, as well as considerable damage done to the ship before she was in a condition to take her revenge.

Mr.

Mr. Keppel, who anxiously watched every incident, observing that the *Firedrake* considerably overcharged her mortars, inasmuch that the shells flew over the island and fell considerably beyond it to the southward, a circumstance those on board could not perceive, in consequence of the smoke in which they were enveloped, he sent his boat on board the *Furnace* ketch, with orders, "That as they saw the error of the other in overcharging the mortars, they would avoid that extreme; and that, as the enemy seemed bent upon sinking the *Prince Edward* and *Firedrake*, he desired they would, at the distance they then were, begin their bombardment, and endeavour, as much as possible, to draw part of the enemy's attention from their suffering friends." The *Furnace*, in compliance with this order, bore up close under the *Fougueux's* stern, and coming to on her larboard quarter, began to bombard with some success. Mr. Keppel paid attention in the next instance to the *Prince Edward*, and made the signal for the *Nassau* to bear down to her assistance; but a long time elapsed before the enemy's attention could be so successfully divided as to cause any material diversion, for, owing to a dead calm, that ship was nearly thirty minutes in wearing. The commodore himself in the *Torbay*, together with the *Fougueux*, were also considerably retarded, particularly the latter, which ship was much impeded by the *Furnace* bomb-ketch, which ran athwart his lee bow.

Mr. Keppel, in the *Torbay*, brought up abreast of the capital of the west point battery, so that the enemy could not bring a single gun to bear on him from thence; they could only annoy him from two guns mounted on St. Pierre's bastion, and three in a small lunette on the hill, the attention of both which posts was very considerably attracted by the other attacking ships. The fire, indeed, from the *Torbay* was so rapid, and at the same time so steadily supported, that the best provided fortification would scarcely have been able to withstand its fury. It is elsewhere observed, "the ship was in one continued blaze of fire; and that part of the island itself opposite to which the *Torbay* brought up, was darkened in a wonderful and almost incredible degree by the impenetrable cloud of smoke." The defenders, terrified at this artificial thunder, unanimously ran from their quarters, but were ordered

ordered to return on pain of instant death. The flag, however, was struck by order of the governor, and the fire of the British Squadron ceased.

A lieutenant being ordered on shore, attended by the commodore's secretary, in order to settle and arrange the terms of capitulation, was surprized on being asked before they quitted the boat, "on what terms the surrender was expected?" The lieutenant, astonished at the question, asked "if they had not struck their flag, intimating an unconditional submission resting merely on the clemency of the victor?" He was answered "No: lowering of the flag was intended only as a signal for a parley." Being told the commodore would not listen to any other terms than a surrender at discretion, the French commandant answered, "I am still prepared to defend myself, and will continue to do it, if the French troops are not permitted to march out with the honours of war." The officer remonstrated, but in vain, on the folly of the enemy making any farther resistance, particularly as all the ships were safely and most judiciously posted in their severally allotted stations. But this representation being ineffectual he departed, after having told him, "that a gun fired over the island, by the commodore, should be the signal for the renewal of hostilities."

When Mr. Keppel was informed of the commandant's ridiculous obstinacy, he instantly ordered the signal to be given. It was immediately followed by a discharge of his own broadside, and by a similar salute from every gun in the Squadron that was ready, and bore on the works of the enemy. Before, however, the fire could be repeated, the governor finding his soldiers absolutely refused to stand any longer to their guns, ordered the regimental colours to be dropt over the walls, as a signal of surrendering at discretion. Mr. Keppel immediately sent a party of marines ashore, who taking possession of the fort, hoisted the British colours, and finished the ceremony by three loud huzzas from the battlements of the citadel and castle of St. Michael. In the preceding attack upwards of one hundred of the assailants were killed and wounded; but it is positively asserted by Campbell, "that of the French not a single man was killed;" so that the terror alone of what the British arms were able to effect accomplished this, which

which may, without much impropriety, be called a premature conquest.

The commodore having taken his prisoners on board and left a sufficient garrison to secure his conquest, repaired, on the 27th of January, to Senegal, for the purpose of making some small though necessary arrangements there, which being accomplished, he returned directly to England, where he arrived in safety on the 1st of March.

During the remainder of the year he served as a private captain in the Channel fleet, commanded by sir Edward Hawke, and bore a very conspicuous distinguished share in the defeat of the French armament under the marquis de Conflans, the *Thesee*, of seventy-four guns, having, as it is reported, been sunk by the fire of the *Torbay*. In the ensuing year he continued to be employed on the home station, principally in the occasional command of one of the small squadrons stationed to watch that remnant of the enemy's fleet which had effected its escape from the encounter just mentioned. He had in the beginning of this year removed into the *Valiant*, a new ship of seventy-four guns, in which he served during the summer, under sir Edward Hawke, in Quiberon Bay. Towards its conclusion he was chosen to command-in-chief a squadron of ten ships of the line*, besides frigates and smaller vessels, which were to cover an expedition concerted by the British ministry against the coast of France; some, who pretend to be much in the secret, say the island of Martinico. Matters were in so forward a state of preparation, that his late majesty, two days only before his death, saw a battalion of the foot guards, part of the army destined for this service, pass in review before him at Kensington-palace. The death of the king put, however, a temporary stop to the expedition. It was resumed in the ensuing spring, and sent against the island of Belleisle. It failed from Spithead on the 29th of March, 1761; and the first part of the undertaking bore rather an inauspicious aspect. An attempt was made to land the troops at Lomaria Bay on the 8th of April; but, owing to the natural strength of the part attacked, and the very superior force of the enemy

* In the month of February 1760, he was appointed colonel of the Plymouth division of marines.

to that of the assailants who were able to effect their landing, the latter were obliged to desist with some loss. The commodore himself almost despaired of success, as will appear by the following extract from his official letter.

"While the repair and adjustment of these defects * is in hand, I hope some spot may be agreed upon, where we may be more successful in the attempt than we were on the 8th; but if not so, I hope his majesty will believe I have nothing more at heart than the exertion of the force entrusted to me, in a manner most conducive to the honour of his arms."

These gloomy appearances were, however, quickly dissipated by the arrival of a second letter, dated on the 23d of April, which we shall here insert.

"Sir,

"I had the honour to write you a letter by the *Acteon* frigate, in which I gave but little hopes: since which time the general and myself having considered, that by attempting a place where mounting the rocks was just possible, and where, from the impracticable appearance it had to them, the enemy were no otherways prepared, than by a corps of troops posted to annoy the boats in the attempt, it carried some degree of hope with it, that by making a disposition for the attack of their intrenched bays, and at Sauzon at the same time, which the arrival of the transports with the light horse enabled me to do, we might possibly gain a footing. I have now the greatest pleasure in acquainting you, that his majesty's troops have made good a landing on the rocks near Point Lomaria, and cannot sufficiently commend the spirit and good behaviour of the troops in the attempt, and the judgment with which sir Thomas Stanhope, and the rest of the captains of the king's ships directed the fire upon the hills.

"Captain Barrington having been employed in many of the operations on this service, I have sent him home with this letter, and beg, sir, to refer you to him for the particulars.

"I have the honour to be, &c.

"A. KEPPEL."

* The damage sustained by the transports and flat boats in the attack and a gale of wind which succeeded it.

This gleam of success was the forerunner of conquest, the citadel of Palais having capitulated on the 7th of June. The commodore remained afterwards on the station, as well for the protection of the new acquisition from any desultory attempt that might be made against it by the remains of the French navy which lay ready for sea in Brest harbour, as for the purpose of blocking up that squadron, consisting of eight ships of the line with four frigates, and consequently preventing their doing mischief in any vulnerable quarter. A violent storm, which happened on January 12, drove the squadron off the station, and compelled it to return to England for refitment. The *Valiant*, Mr. Keppel's own ship, had five feet water in her hold when she got into Plymouth, accompanied by four ships only out of the whole armament, the remainder being totally dispersed. He does not appear to have again returned to his station, nor indeed was it possible, for he was, immediately after his arrival, ordered to put himself under the command of sir George Pocock, being chosen to command a division or squadron in the fleet destined for the expedition against the Havannah.

He sailed from Spithead, with the commander-in-chief, on the 5th of March; and nothing material appears to have occurred to him during the passage. When the fleet arrived off the Havannah on the 6th of June, the commodore was appointed to cover the landing of the army, having a detachment of six ships of the line and a proportionate number of frigates, put under his orders for that purpose. The service intrusted to him he executed with great care, attention and success, as Mr. Pocock, in his dispatches, makes the following honourable mention of him:

"I am glad on this occasion to do justice to the distinguished merit of commodore Keppel, who executed the service under his direction, on the coxemar side, with the greatest spirit, activity and diligence."

On the 21st of October, 1762, he was advanced to be rear-admiral of the blue, the promotion of flag-officers being in some degree extended beyond its customary limits purposely to include him, he being the junior on the list.

He continued at the Havannah * some time after its surrender, and was remarkably successful, having taken several valuable prizes as well from the French as the Spaniards. The conclusion of the peace consequently put a temporary period to the services of Mr. Keppel; nevertheless, he did not in civil life remain inactive, for on the 31st of July, 1765, he was appointed one of the commissioners for executing the office of lord high admiral, a station he continued to hold no longer than the 11th of December, 1766. In the interim, however, that is to say, in the month of September, he took command of the yachts and vessels which convoyed and attended the queen of Denmark to Holland. On the 18th of October, 1770, he was advanced to be rear-admiral of the red; as he was, on the 24th of the same month, to be vice-admiral of the blue: being at the same time intended as commander of the squadron expeditiously fitted for sea, in consequence of an apprehended rupture with Spain, relative to the Falkland islands. The matter was, however, compromised early enough to prevent him from even hoisting his flag.

On the 31st of March, 1775, he was moreover promoted to be vice-admiral of the white; as he was of the red on the 3d of February, 1776. On January 29, 1778, Mr. Keppel was farther advanced to be admiral of the blue, and it being foreseen that a rupture with France was become inevitable, the greatest expedition was used in equipping a formidable fleet, the command of which was given to him. He hoisted his flag at Spithead, in the month of March, on board the Prince George, of ninety guns. When the Victory was equipped and came round from Chatham, he removed his flag on

* "In September a fleet of twenty-five sail of French merchant-ships, richly laden with sugar, coffee and indigo, took their departure from Cape Francois for Europe under cover of four frigates. Five of these vessels were surprised and taken in the night by some privateers of New York and Jamaica. Next day it was their misfortune to fall in with commodore Keppel, who made prize of their whole fleet and convoy, which were carried into the harbour of Port Royal, in Jamaica."—Campbell.

† In 1768 he was appointed one of the grooms of the bed-chamber to his majesty, an appointment he held only till 1766.

board that ship, and on the 8th of June sailed from St. Helen's with the following fleet: the *Victory*, of one hundred guns; the *Queen*, of ninety guns, vice-admiral Harland; the *Ocean*, of ninety guns, vice-admiral Palliser; the *Sandwich*, of ninety guns; the *Prince George* of ninety; the *Foudroyant*, of eighty; the *Shrewsbury*, *Egmont*, *Valiant*, *Courageux*, *Ramilles*, *Hector*, *Monarque*, *Elizabeth*, *Berwick*, *Robust*, and *Cumberland*, of seventy-four guns each; the *America*, *Exeter*, *Sirling Castle*, and *Bienfaisant*, of sixty-four guns each; *Arethusa* frigate, of thirty guns; *Fox* and *Proserpine*, of twenty-eight; the *Alert* and *Meredith* armed cutters; and the *Vulcan* fire-ship; in the whole twenty-seven sail.

On the 17th of the same month*, the *Lizard* being not more than twenty-five miles distant, two French frigates were discovered, attended by two tenders, apparently reconnoitering the fleet. Ships were ordered by Mr. Keppel to chase and bring the vessels down to him. The *Milford* frigate coming up with one of them, civilly requested her commander to follow him down to the *Victory*, which he peremptorily refused, till a shot being fired at him induced him to compliance. The other French ship was closely pursued by the *Arethusa* and *Alert*, followed, but at a considerable distance astern, by the *Valiant* and *Monarch*, of seventy-four guns each. Mr. Keppel ordered the French frigate, which proved to be the *Licorne*, of thirty-two guns, to be closely guarded during the night, but to be at the same time treated with every possible civility and attention. On the morrow one of the ships stationed to attend her fired a shot athwart her, in consequence of her putting improperly on the contrary tack. This the *Licorne* returned by firing a whole

* It was known as early as the month of May, that the French had ready for sea, in the road of Brest, twenty-two ships of the line and fourteen frigates, commanded by the count D'Orvilliers; and, as the author of the *Continuation of Campbell* justly observes, the situation of the admiral must have been peculiarly embarrassing. By commencing hostilities without orders the whole blame of the war, should it take place, might have been laid upon him: but considering, nevertheless, that it was indispensibly necessary to stop these frigates, as well to procure information as to prevent its being communicated, he did not hesitate in taking decisive measures.

broadside into the *America*, though lord Longford, who commanded that ship, was talking to the French captain in the civilest strain at the very time. This circumstance, together with that of the other French frigate which was pursued by the *Arethusa*, having resisted and killed several men on board the latter ship, caused Mr. Keppel to detain the *Licorne*, as he did a second frigate of the same force, called the *Pallas*, which he met with two days afterwards.

The intelligence he acquired of the superior force of the French fleet*, by papers found on board these ships, induced him in prudence to return into port for a reinforcement. He arrived on the 28th of June, and being joined by such ships as were ready, again sailed on the 10th of July. He soon got sight of the French fleet; and after some days† spent in manœuvring, brought them to action‡ on the 27th of the same month.

The

* Which he now found to consist of between thirty and forty sail of the line, and a dozen frigates.

† "At first the French admiral, from his movements, appeared desirous to bring on an engagement, probably supposing the British fleet to be of the same force it was in the preceding month; but on coming nearer he discovered his mistake, and from that moment evidently determined to avoid an action. This plan he adhered to for the three following days, notwithstanding every effort used by the British admiral to bring him to one. All the advantage he could gain in four days was to separate two of the enemy's line of battle ships, which returned to Brest and could not afterwards rejoin their fleet."—Campbell.

‡ The following account is that which was officially transmitted to the admiralty board, containing a plain state of the principal leading facts.

"Victory, at sea, July 30, 1778.

"Sir,

"My letters of the 23d and 24th instant, by the *Peggy* and *Union* cutters, acquainted you, for their lordships' information, that I was in pursuit, with the king's fleet under my command, of a numerous fleet of French ships of war.

"From that time, to the 27th, the winds constantly in the N. W. and S. W. quarters, sometimes blowing strong, and the French fleet, always to windward, going off, I made use of every method to close in with them that was possible, keeping the king's ships at the same time collected, as much as the nature of a pursuit would admit of, and which became necessary from the cautious manner the French proceeded in, and the disinclination that appeared in them to allow of my bringing the king's ships close up to a regular engagement. This left but little

other

The political contest, the diversity of opinions, the private as well as public animosities which this remarkable

other chance of getting up with them, than by seizing the opportunity that offered, on the morning of the 27th, by the wind's admitting of the van of the king's fleet under my command leading up with, and closing with their center and rear.

"The French began firing upon the headmost of vice-admiral Sir Robert Harland's division, and the ships with him, as they led up, they cannonaded the leading ships; and the vice-admiral soon returned the fire, as did every ship as they could close up. The chase had occasioned their being extended, nevertheless they were all soon in battle.

"The fleets, being upon different tacks, passed each other very close. The object of the French seemed to be the disabling of the king's ships in their masts and sails, in which they so far succeeded as to prevent many of the ships of my fleet being able to follow me, when I wore to stand after the French fleet. This obliged me to wear again, to join those ships, and thereby allow the French to form their fleet again, and range it in a line to leeward of the king's fleet, towards the close of the day, which I did not discourage, but allowed of their doing it without firing upon them, thinking they meant handsomely to try their force with us the next morning; but they had been so beaten in the day, that they took the advantage of the night to go off.

"The wind and weather being such that they could reach their own shores before there was any chance of the king's fleet getting up with them, the state the ships were in, in their masts, yards, and sails, left me no choice of what was proper and advisable to do.

"The spirited conduct of vice-admiral Sir Robert Harland, vice-admiral Sir Hugh Palliser, and the captains of the fleet, supported by their officers and men, deserves much commendation.

"A. KEPPEL."

List of the killed and wounded.

Ships.		Killed. Wound.		Ships.		Killed. Wound.	
Monarch	-	2	9	Prince George	-	5	25
Exeter	-	4	6	Vengeance	-	4	18
Queen	-	1	2	Worcester	-	3	5
Shrewsbury	-	3	6	Elizabeth	-	0	7
Berwick	-	10	11	Defiance	-	8	17
Stirling Castle	-	2	11	Robust	-	6	17
Courageux	-	6	13	Formidable	-	16	49
Thunderer	-	2	5	Ocean	-	2	18
Vigilant	-	2	3	America	-	1	17
Sandwich	-	2	20	Terrible	-	9	24
Valiant	-	6	26	Egmont	-	12	19
Victory	-	11	24	Ramillies	-	12	16
Foudroyant	-	5	18				

event gave birth to, are still too recent in the minds of all to make it proper or decent for us to enter into any animadversion or remark on the subject, we shall therefore confine ourselves strictly to the relation of mere facts; for when men present at the encounter, and of the highest reputation in the service, have entertained and publicly declared sentiments * the most opposite from each other, we cannot presume to enter either into exculpation or censure. We cannot, however, refrain from inserting a declaration, as made by the count D'Orvilliers himself, given us by a friend, who soon after the action was a prisoner in Brest. The cool dispassionate opinion of an honourable enemy is, perhaps, among the best evidence that can ever be adduced on any occasion whatever. The count said, "that during the action itself the English had, as he conceived, the advantage; but that, after the firing ceased, he had *out manœuvred* Mr. Keppel." On canvassing his declaration rather closer, it appeared the count imagined he had completely misled and deceived the British admiral, by impressing on him an idea, that he, the count, intended to renew the action on the morrow. This Mr. Keppel himself, in great measure, admits to be true, when he says, in his dispatches, "I allowed their doing it, (forming their line without molestation) thinking they meant handsomely to try their force with us next day."

Mr. Keppel returned into port, and having refitted the ships of his division, sailed from Plymouth on the 23d of August to join sir Robert Harland and sir Hugh Palliser, who went out the day before. Nothing material, however, enough to merit notice, took place during the remainder of this naval campaign†: a variety of anonymous paragraphs were published soon after this time, some of

* "Soon after the action (says Dr. Berkenhout, who betrays evident marks of partiality in his *Continuation of Campbell*) the periodical publications were filled with encomiums or satires on the admiral, according to the various opinions, inclinations, or humours of the different writers, who chose to celebrate or arraign his character, and conduct. Those who approved all the measures of administration were the loudest in condemning his behaviour; while the anti-ministerial party not only justified his proceedings, but held him forth as an object deserving the warmest gratitude and applause of his fellow-citizens."

† Mr. Keppel finally returned from his cruise on the 28th of October.

which were answered by his friends. These invectives and recriminations, as it is elsewhere remarked, might have passed on both sides, as it is thought, without any material consequence, and the case of the two contending parties would have been left to the impartiality of the future historian, had not certain remarks, published in some of the newspapers, in the month of December, called up Mr. Keppel in his place, as a member of the house of commons, to vindicate, as he said, his own character. On this occasion he declared, "If he was to go over the business of the 27th of July again, he would conduct himself in the same manner; every thing that could be done had been done, and, he was happy to say, the British flag had not been tarnished in his hands: he felt himself perfectly easy on that head, and should never be ashamed of his conduct on the day alluded to. The oldest and most experienced officers in his majesty's navy, in every engagement, saw something which they were before unacquainted with, and that day also presented what was new. He impeached no man of neglect of duty, because he was satisfied that the officer alluded to had manifested no want of courage, the quality most essential in a British seaman. He said he was much surprised, when an officer under his command had made an appeal to the public in a common newspaper, signed with his name, before any accusation had been made against him, and which tended to render him (Mr. Keppel) odious and despicable in the eyes of his countrymen."

Sir Hugh Palliser in exculpation of himself, protested "He was so conscious of not having been any hindrance to a renewal of the action with the Brest fleet, on the 27th of July, that he was equally indifferent with the honourable admiral how soon an enquiry were set on foot. He had discovered from what the admiral had just said, that the principal matter weighed against him in the admiral's mind was, the publication in the newspapers, which he had signed with his name, and by which he would abide; if it was imprudent, if it was wrong, the consequence was to himself. To say any thing against a friend was, to a man of sensibility, the most disagreeable thing in nature; but where an officer's reputation was at stake, the removing an unjust stigma was certainly the first object. If there was any reason of accusation, why not make it

openly and fairly? If not, Why insinuate that he had been wanting in point of conduct, though a testimony was given in favour of his courage? This, he said, was a language extremely different from that of the admiral's dispatch, containing an account of the action, in which he informed the admiralty board of the spirited and gallant conduct of all the officers under his command."

Mr. Keppel on his part admitted, "he had given that approbation, and was ready to repeat it, and point the testimony particularly as well as generally. The vice-admiral had alluded to signals, and said it was no fault of his, that the fleet of France was not re-attacked. As to that, he could say, that he presumed every inferior officer was to obey the signals of his commander: and now, when called upon to speak out, he would inform the house, and the public, that the signal for coming into the *Victory's* wake was flying from three o'clock in the afternoon till eight in the evening unobeyed; at the same time he did not charge the vice-admiral with actual disobedience; he doubted not but, if an enquiry should be thought necessary, that he would be able to justify himself, because he was fully persuaded of his personal bravery."

This long and disagreeable altercation was productive of a charge, exhibited by Sir Hugh, against the admiral, which was delivered in to the board on the 9th of December, being to the following purport.

1. That, on the morning of the 27th of July, 1778, having a fleet of thirty ships of the line under his command, and being then in the presence of a French fleet of the like number of ships of the line, the said admiral did not make the necessary preparations for fight; did not put his fleet into a line of battle, or into any order proper either for receiving or attacking an enemy of such force; but, on the contrary, although his fleet was already dispersed and in disorder, he, by making the signal for several ships of the vice-admiral of the blue's division to chase to windward, increased the disorder of that part of his fleet, and the ships were, in consequence, more scattered than they had been before, and whilst in this disorder he advanced to the enemy, and made the signal for battle; that the above conduct was the more unaccountable, as the enemy's fleet was not then in disorder, nor beaten, nor flying,

lying, but formed in a regular line of battle on that tack which approached the British fleet, all their motions plainly indicating a design to give battle, and they edged down and attacked it whilst in disorder. By this unofficer-like conduct a general engagement was not brought on, but the other flag officers and captains were left to engage without order or regularity, upon which, great confusion ensued, some of his ships were prevented from getting into action at all, others were not near enough to the enemy, and some, from the confusion, fired into others of the king's ships and did them considerable damage, and the vice-admiral of the blue was left alone to engage single and unsupported: in these instances the said admiral Keppel negligently performed the duty imposed on him.

“ 2dly. That after the van and centre divisions of the British fleet passed the rear of the enemy, the admiral did not immediately tack and double upon the enemy with these two divisions and continue the battle, nor did he collect them together at that time, and keep so near the enemy as to renew the battle as soon as it might be proper; on the contrary, he stood away beyond the enemy to a great distance before he wore to stand towards them again, leaving the vice-admiral of the blue engaged with the enemy and exposed to be cut off.

“ 3. That after the vice-admiral of the blue had passed the last of the enemy's ships, and immediately wore, and laid his own ship's head towards the enemy again, being then in their wake and at a little distance only, and expecting the admiral to advance with all the ships to renew the fight, the admiral did not advance for that purpose, but shortened sail, hawled down the signal for battle; nor did he at that time, nor at any other time whilst standing towards the enemy, call the ships together in order to renew the attack, as he might have done, particularly the vice-admiral of the red and his division, which had received the least damage, had been the longest out of action, were ready and fit to renew it, were then to windward and could have bore down and fetched any part of the French fleet, if the signal for battle had not been hawled down, or if the said admiral Keppel had availed himself of the signal appointed, by the 31st article of the fighting instructions, by which he might have ordered those

those to lead, who are to lead with the starboard tack on board, by a wind, which signal was applicable to the occasion for renewing the engagement with advantage, after the French fleet had been beaten, their line broken, and in disorder; in these instances he did not do the utmost in his power to take, sink, burn, or destroy the French fleet that had attacked the British fleet.

" 4th. That instead of advancing to renew the engagement, as in the preceding articles is alledged, and as he might and ought to have done, the admiral wore and made sail directly from the enemy, and thus he led the whole British fleet away from them, which gave them an opportunity to rally unmolested, and to form again into a line of battle and to stand after the British fleet. This was disgraceful to the British flag, for it had the appearance of a flight, and gave the French admiral a pretence to claim the victory, and to publish to the world that the British fleet ran away, and that he pursued it with the fleet of France, and offered it battle.

" 5th. That on the morning of the 28th of July, 1778, when it was perceived that only three of the French fleet remained near the British in the situation the whole had been in the night before, and that the rest were to leeward at a greater distance, not in a line of battle but in a heap, the admiral did not cause the fleet to pursue the flying enemy, not even to chace the three ships that fled after the rest, but, on the contrary, he led the British fleet another way, directly from the enemy: by these instances of misconduct and neglect, a glorious opportunity was lost of doing a most essential service to the state, and the honour of the British navy was tarnished.

" H. PALLISER."

The official communication of the foregoing charge was made to the admiral the same evening, and the necessary measures were taken to bring the matter to a solemn investigation. A variety of reasons contributed to render it extremely unpopular. Mr. Keppel had by his supposed free condescending manners, rendered himself almost the idol of the service, and considerably ingratiated himself with the whole mass of his countrymen, even those who knew him at a distance, and by character only. His antago-

antagonist, on the other hand, was neither so well and generally known, nor, from his more reserved carriage, so much beloved. He was very industriously represented as the tool of administration; the whole of his conduct was interpreted as tending to a wish of sacrificing his commander-in-chief, and the charge violently imputed to malicious rancour. Moderate men at the same time conceived an impropriety in prosecuting a charge after so long an interval; so that a memorial*, signed by several of those who

* "To the KING.

"We, the subscribing admirals of your majesty's royal navy, having hitherto on all occasions served your majesty with zeal and fidelity, and being desirous of devoting every action of our lives, and our lives themselves to your majesty's service, and the defence of our country, think ourselves indispensibly bound, by our duty to that service and that country, with all possible humility, to represent to your wisdom and justice,

"That sir Hugh Palliser, vice-admiral of the blue, lately serving under the command of the honourable Augustus Keppel, did prefer certain articles of accusation, containing several matters of heinous offence against his said commander-in-chief, to the lords commissioners for executing the office of lord high admiral of Great Britain, he, the said sir Hugh Palliser, being himself a commissioner in the said commission; this accusation he, the said sir Hugh Palliser, withheld from the 27th day of July last, the time of the supposed offences committed, until the 9th day of this present December, and then brought forward for the purpose of recrimination against charges conjectured by him, the said sir Hugh Palliser, but which in fact were never made.

"That the commissioners of the admiralty, near five months after the pretended offences aforesaid, did receive from their said colleague in office, the charge made by him against his said commander; and without taking into consideration the relative situation of the accuser, and the party accused, or attending to the avowed motives of the accusation, or the length of time of withholding, or the occasion of making the same, and without any other deliberation whatever, did, on the very same day on which the charge was preferred, and without previous notice to the party accused of an intention of making a charge against him, give notice of their intending that a court-martial should be held on the said admiral Keppel, after forty years of meritorious service, and a variety of actions in which he had exerted eminent courage and conduct, by which the honour and power of this nation, and the glory of the British flag, had been maintained and increased in various parts of the world.

"We beg leave to express to your majesty our concern at this proceeding, and to represent our apprehensions of the difficulties and discouragements which will inevitably arise to your service therefrom,
and

had been, and were among the leading and most distinguished characters in the British navy, was presented to his majesty, beseeching him to stop all farther proceedings, as they conceived the prosecution of the charge would be totally subversive of the rules and discipline of the navy.

This

and that it will not be easy for men, attentive to their honour, to serve your majesty, particularly in situations of principal command, if the practice now slated to your majesty be countenanced, or the principles upon which the same has been supported shall prevail with any lord high admiral, or with any commissioner for executing that office.

"We are humbly of opinion, that a criminal charge against an officer (rising in importance according to the rank and command of that officer) which suspends his service to your majesty, perhaps in the most critical exigencies of the public affairs, which calls his reputation into doubt and discussion, which puts him on trial for his life, profession and reputation, and which, in its consequences, may cause a fatal cessation in the naval exertions of the kingdom, to be a matter of the most serious nature, and never to be made by authority but on solid ground, and on mature deliberation. The honour of an officer is his most precious possession and best qualification; the public have an interest in it; and whilst those under whom we serve countenance accusation, it is often impossible perfectly to restore military fame by the mere acquittal of a court-martial. Imputations made by high authority remain long and affect deeply. The sphere of action of commanders-in-chief is large, their business intricate, and subject to great variety of opinion; before they are to be put on the judgment of others for acts done upon their discretion, the greatest discretion ought to be employed.

"Whether the board of admiralty hath by law any such discretion, we, who are not of the profession of the law, cannot positively assert; but if we had conceived that this board had no legal use of their reason in a point of such delicacy and importance, we should have known on what terms we served; but we never did imagine it possible that we were to receive orders from, and be accountable to those who, by law, were reduced to become passive instruments to the possible malice, ignorance, or treason of any individual who might think fit to disarm his majesty's navy of its best and highest officers. We conceive it disrespectful to the laws of our country, to suppose them capable of such manifest injustice and absurdity.

"We therefore humbly represent, in behalf of public order, as well as of the discipline of the navy, to your majesty, the dangers of long concealed and afterwards precipitately adopted charges, and of all re-criminatory accusations of subordinate officers against their commanders-in-chief, and particularly the mischief and scandal of permitting men, who are at once in high civil office and in subordinate military command, previous to their making such accusations, to attempt to corrupt the public judgment, by the publication of libels on their

This application produced no effect, an order having been issued to sir Thomas Pye, admiral of the white, to hold a court-martial, for the trial of Mr. Keppel, on the 7th of January, it accordingly met on that day on board the *Britannia*. After going through the usual and necessary forms of swearing in the members, &c. it adjourned to the governor's house, a particular act of parliament having, for the accommodation of Mr. Keppel, who was extremely indisposed, been passed for the purpose of authorising a measure, till then unprecedented. It is not within our limits to give even an abridged detail of the trial, which continued, with several short intervening adjournments, till the 11th of February. Suffice it that we briefly state Mr. Keppel was acquitted. Were we even competent to so arduous an undertaking, delicacy to both persons forbids our making the smallest comment on an event so recent. The dæmon of party appears in many instances, on both sides of the question, to have taken full possession of many, who, both as officers and men, stood very deservedly in the highest rank of public opinion. Mr. Keppel having, through reasons already given, possessed considerably the greatest share of what is called popularity, was congratulated on his acquittal by his private friends and his public partizans, with a warmth certainly never yet exceeded, and we believe scarcely equalled.

Though, for the reasons just given, we forbear entering into any account of the trial itself, yet that we may act, as we profess, with the utmost impartiality, we shall subjoin the leading points insisted on by Mr. Keppel in his defence, which will certainly afford no inconsiderable

their officers in a common newspaper, thereby exciting mutiny in your majesty's navy, as well as prejudicing the minds of those who are to try the merits of the accusation against the said superior officer.

" Hawke,
John Moore,
Bolton,
Samuel Graves,
Hugh Pigot,
Robert Harland,

Brissot,
James Young,
Matthew Barton,
Francis Geary,
Shuldharn,
Clark Gayton."

account of the nature of evidence adduced in support of the different charges exhibited against him*.

His

* To the first charge he answered,

"I have never understood preparations for fight to have any other meaning, in the language and understanding of seamen, than that each particular ship under the direction and discipline of her own officers, when in pursuit of an enemy, be in every respect cleared and in readiness for action; the contrary of which, no admiral of a fleet without reasonable cause will presume: and as from the morning of the 24th, when the French fleet had got to windward, to the time of the action, the British fleet was in unremitting pursuit of them, it is still more difficult to conceive that any thing more is meant by this charge, than what is immediately after conveyed by the charge that follows it, namely,

"That on the same morning of the 27th, I did not put my fleet into a line of battle, or into any order, proper either for receiving or attacking an enemy of such force.

"By this second part of the charge, I feel myself attacked in the exercise of that great and broad line of discretion, which every officer commanding either fleets or armies is often obliged, both in duty and conscience, to exercise to the best of his judgement, and which depending on circumstances and situations infinitely various, cannot be reduced to any positive rule of discipline or practice; a discretion which I will submit to the court, I was peculiarly called upon by the strongest and best motives to exercise, and which in my public letter to the board of admiralty I openly avowed to have exercised. I admit that on the morning of the 27th of July I did not put my fleet into a line of battle, because I had it not in my choice to do so, consistent with the certainty, or even the probability of either giving or being given battle; and because, if I had scrupulously adhered to that order, in which, if the election had been mine, I should have chosen to have received or attacked a willing enemy, I should have had no enemy either to receive or attack.

"I shall therefore, in answer to this charge, submit to the court my reasons for determining to bring the French fleet to battle at all events; and shall shew that any other order than that in which my fleet was conducted, from my first seeing them to the moment of the action, was incompatible with such determination.

"In order to this, I must call the attention of the court, to a retrospective view of the motions of the two fleets, from their first coming in sight of each other.

"On my first discovering the French fleet at one o'clock in the afternoon of the 23d of July, I made the necessary signals for forming my fleet in the order of battle, which I effected towards the evening, when I brought to, by signal, and lay till the morning, when perceiving that the French fleet had gained the wind during the night, and earned a pressed sail to preserve it, I discontinued the signal for the line,

His acquittal, and the almost frantic joy which convulsed his friends and the populace on that occasion, are also too recent

fine, and made the general signal to chase to windward, in hopes that they would join battle with me, rather than suffer two of their capital ships to be entirely separated from them, and give me a chance of cutting off a third, which had carried away a top-mast in the night, and which, but for a shift of wind, I must have taken: in this, however, I was disappointed, for they suffered two of them to go off altogether, and continued to make every use of the advantage of the wind.

" This assiduous endeavour of the French admiral to avoid coming to action, which from his thus having the wind was always in his option, led me to believe he expected a reinforcement, a reflection which would alone have been a sufficient reason to determine me to urge my pursuit in as collected a body as the nature of such a pursuit would admit of, without the delay of the line, and to seize the first opportunity of bringing on an engagement.

" But I had other reasons no less urgent.

" If by obstinately adhering to the line of battle, I had suffered, as I inevitably must, the French fleet to have separated from me; and if by such separation the English convoys from the East and West Indies, which I have already stated in the introduction to my defence to have been then expected home, had been cut off, or the coast of England had been insulted, what would have been my situation? Sheltered under the forms of discipline, I, perhaps, might have escaped punishment, but I could not have escaped censure. I should neither have escaped the contempt of my fellow-citizens, nor the reproaches of my own conscience.

" Moved by these important considerations, supported by the examples of admiral Russel, and other great naval commanders, who, in similar situation, had ever made strict order give way to reasonable enterprise, and particularly encouraged by the remembrance of having myself served under that truly great officer lord Hawke, when rejecting all rules and forms, he grasped at victory by an irregular attack, I determined not to lose sight of the French fleet by being out-manoeuvred, from preserving the line of battle: but to keep my fleet as well collected as I could, and near enough to assist and act with each other, in case a change of wind, or other favourable circumstances, should enable me to force the enemy to action.

" Such were my feelings and resolutions when the day broke on the morning of the 27th of July, at which time the fleet under my command was in the following position:—Vice-admiral sir Robert Harland was about four miles distant on the Victory's weather quarter, with most of the ships of his own division and some of those belonging to the center—and vice-admiral sir Hugh Palliser at about three miles distance, a point before the lee-beam of the Victory, with his main-sail up, which obliged the ships of his division to continue under an easy sail.

" The

recent to render a minute detail necessary. The admiral nevertheless ceased to be employed, a circumstance to be expected,

"The French fleet was as much to windward, and at as great a distance as it had been the preceding morning, standing with a fresh wind close hauled on the larboard tack, to all appearance avoiding me with the same industry as ever.

"At this time, therefore, I had no greater inducement to form the line than I had on the morning of the former day, and I could not have formed it without greatly increasing my distance from the French fleet, contrary to that plan of operation which I have already submitted to the judgement of the court.

"The vice-admiral of the blue next charges,

"That although my fleet was already dispersed, and in disorder, I, by making the signal for several ships of his division to chase to windward, increased the disorder of that part of my fleet, and that the ships were in consequence more scattered than they had been before, and that whilst in this disorder I advanced to the enemy, and made the signal for battle.

"In this part of the charge there is a studious design to mislead the understanding, and by leaving out times, and intermediate events, to make the transactions of half a day appear but as one moment.

"It is indeed impossible to read it without being possessed with the idea, that at half past five in the morning, when I made the signal for six of the ships of the vice-admiral of the blue's division to chase to windward, I was in the immediate prospect of closing with an enemy approaching me in a regular line, and all their motions plainly indicating a design to give battle; instead of which both the fleets were then on the larboard tack, the enemy's fleet near three leagues to windward, going off close by the wind with a pressed sail. My reason, therefore, for making that signal at half past five, was to collect as many of the ships to windward as I could in order to strengthen the main body of the fleet, in case I should be able to get to action; and to fill up the interval between the Victory and the vice-admiral, which was occasioned by his being far to leeward; and it is plain that the vice-admiral must have himself understood the object of the signal, since it has appeared in the course of the evidence, that on its being made, the Formidable set her main-sail and let the reefs out of her top-sails; and indeed the only reason why it was not originally made for the whole division was, that they must have then chased as a division, which would have retarded the best going ships, by an attendance on the vice-admiral.

"Things were in this situation, when about nine o'clock the French fleet wore and stood to the southward on the starboard tack; but the wind immediately after they were about, coming more southerly, I continued to stand on till a quarter past ten, at which time I tacked the British fleet together by signal, and soon after we were about, the wind came some points in our favour to the westward, which enabled us to lye up for a part of them; but in a dark squall that almost

expected, not wondered at, considering the extraordinary schism which his case and conduct had created, added to the

almost immediately came on, I lost sight of them for above half an hour. When it cleared away at eleven o'clock, I discovered that the French fleet had changed their position, and were endeavouring to form the line on the larboard tack; but finding they could not effect it without coming within gun-shot of the van of the British fleet, they edged down and fired on my headmost ships as they approached them on the contrary tack, at a quarter after eleven, which was instantly returned; then, and not till then, I made the signal for battle. All this happened in about half an hour, and must have been owing to the enemy's falling to leeward in performing their evolutions during the squall; these we could not see, and it produced this sudden and unexpected opportunity of engaging them, as the enemy were near three leagues ahead of me when the squall came on.

"If, therefore, by making the signal for the line of battle when the van of my fleet was thus suddenly getting within reach of the enemy, and well connected with the center, as my accuser himself has admitted, I had called back the vice-admiral of the red, the French fleet might either have formed their line compleat, and have come down upon my fleet while in the confusion of getting into order of battle, or (what I had still greater reason to apprehend) might have gone off to windward out of my reach altogether; for even as it was, the enemy's van, instead of coming close to action, kept their wind, and passed hardly within random shot.

"My accuser next asserts, as an aggravation of his former charge,

"That the French fleet was in a regular line on the tack which approached the British fleet, all their motions plainly indicating a design to give battle.

"Both which facts have already been contradicted by the testimony of even his own witnesses. That the enemy's fleet was not in a regular line of battle, appeared by the French admiral being out of his station far from the centre of his line, and next, or very near to a ship carrying a vice-admiral's flag; some of their ships were abreast of each other, and in one, as they passed the English fleet together with other apparent marks of irregularity. Indeed, every motion of the French fleet, from about nine, when it went on the larboard tack, till the moment of the action, and even during the action itself, I apprehend to be decisive against the alledged indication of designing battle; for, if the French admiral had really intended to come to action, I apprehend he never would have put his fleet on the contrary tack to that on which the British fleet was coming up to him, but would have shortened sail and waited for it, formed in the line on the same tack; and even when he did tack towards the British fleet the alledged indication is again directly refuted, by the van of the French fleet hauling their wind again instead of bearing down into action, and by their hoisting up colours when they began to engage.

the very severe animadversions made by his friends on the behaviour of ministers towards him. He continued, however,

"Notwithstanding these incontrovertible truths, my accuser imputes it to me that a general engagement was not brought on; but it is evident, from the testimony of every witness he has called, that a general action was never in my choice; and that so far from its being prevented by my not having formed the line of battle, no engagement, either general or partial, could have been brought on if I had formed it: indeed, it is a contradiction in terms, to speak of a general engagement, where the fleet that has the wind tacks to pass the fleet to leeward on the contrary tack.

"Such was the manner in which, after four days pursuit, I was at last enabled, by a favourable shift of wind, to close with the fleet of France.

"If I am justifiable on principle in the exercise of that discretion, which I have been submitting to your judgment, of bringing at all events an unwilling enemy to battle, I am certainly not called upon to descend to all the minutiae of consequences resulting from such enterprize, even if such had ensued as my accuser has asserted, but which his own witnesses have not only failed to establish, but absolutely refused. It would be an insult on the understanding of the court, were I to offer any arguments to shew, that ships which engage without a line of battle, cannot so closely, uniformly, and mutually support each other, as when circumstances admit of a line being formed, because it is self-evident, and is the basis of all the discipline and practice of lines of battle. In the present case, notwithstanding I had no choice in making any disposition for an attack, nor any possibility of getting to battle otherwise than I did, which would be alone sufficient to repel any charge of consequent irregularity or even confusion; yet it is not necessary for me to claim the protection of the circumstances under which I acted, because no irregularity or confusion either existed or has been proved, all the chasing ships, and the whole fleet, except a ship or two, got into battle, and into as close battle as the French fleet, which had the option by being to windward, chose to give them.

"The vice-admiral of the blue himself, though in the rear, was out of action in a short time after the Victory; and so far from being left to engage singly, and unsupported, was passed during the action, by three ships of his own division, and was obliged to back his mizen top-sail to keep out of the fire of one of the largest ships in the fleet, which must have continued near him all the rest of the time he was passing the French line, as I shall prove she was within three cables length of the Formidable when the firing ceased."

Answer to the second article.

"The moment the Victory had passed the enemy's rear, my first object was to look round the position of the fleet, which the smoke
had

however, constantly to attend in parliament, where his mere presence on some occasions, and particular remarks which

had till then obscured from observation, in order to determine how a general engagement might best be brought on after the fleets should have passed each other.

"I found that the vice-admiral of the red, with part of his division, had tacked, and was standing towards the enemy with top-gallant sails set, the very thing I am charged with not having directed him to do; but all the rest of the ships that had got out of action were still on the starboard tack, some of them dropping to leeward, and seemingly employed in repairing their damages: the Victory herself was in no condition to tack; and I could not immediately wear and stand back on the ships coming up astern of me out of the action (had it been otherwise expedient) without throwing them into the utmost confusion. Sir John Ross, who very gallantly tried the experiment, having informed the court of the momentary necessity he was under of wearing back again to prevent the consequences I have mentioned, makes it unnecessary to enlarge on the probable effect of such a general manœuvre with all the ships ahead. Indeed, I only remark it as a strong relative circumstance appearing by the evidence of a very able and experienced officer, and by no means as a justification for having stood away beyond the enemy to a great distance before I wore, because the charge itself is grossly false in fact.

"The Victory had very little way while her head was to the southward, and although her damages were considerable, was the first ship of the center division that got round towards the enemy again, and sometime before the rest were able to follow her. Even as it was, not above three or four were able to close up with her on the starboard tack, so that had it even been practicable to have veered sooner than I did, no good purpose could have been answered by it, as I must only have wore the sooner back again, to have collected the disabled ships, which would have been thereby left still farther astern.

"The Formidable was no otherwise left engaged with the enemy during this short interval than as being in the rear, a circumstance which must always necessarily happen to ships in that situation, when fleets engage each other on contrary tacks, and no one witness has attempted to speak to the danger my accuser complains of, except his own captain, who, on being called upon to fix the time when such danger was apprehended; stated it to be the time the Formidable opened her fire. This renders this application of it as a consequence of the second charge, too absurd to demand a refutation."

Answer to the third article.

"As soon as I had wore to stand towards the enemy, I hauled down the signal for battle, which I judged improper to be kept abroad till the ships could recover their stations, or at least get near enough to support each other in action; and in order to call them together

which on others fell from him in debate, served to fan the smothering embers of dissention and rancour, till at length
time

for that purpose, I immediately made the signal to form the line of battle ahead of all the center and red division. I embraced that opportunity of unbending her main-top sail, which was totally unserviceable, and in doing which the utmost expedition was used, the ships altern of me exerting themselves far as they could in the mean time to get into their stations, so that no time was lost by this necessary operation.

"The Formidable was ahead of the Victory during this period. It was her station in the line on that tack; yet at the very moment my accuser dares to charge me with not calling the ships together to renew the attack, he himself, though his ship was in a manageable condition, as has appeared by the evidence of his own captain; and though he had wore, expecting, as he says, the battle to be renewed, quitted his station in the front of the line of battle, the signal for which was flying, passed to leeward of me on the starboard tack while I was advancing to the enemy, and never came into the line during the rest of the day.

"In this situation I judged it necessary, that the vice-admiral of the red, who was to windward, and pushed forward on my weather bow with six or seven ships of his division, should lead on the larboard tack, in order to give time to the ships which had come last out of action to repair their damages and get collected together. The signal appointed by the thirty-first article of the fighting instructions not being applicable, as the French fleet was so nearly ahead of us, that only by keeping close to the wind we could have fetched them, I made the Proserpine's signal, in order to have dispatched captain Sutton with a message to vice-admiral sir Robert Harland to lead the fleet on the larboard tack, but before he had left the Victory with the orders he had received, the French fleet wore and stood to the southward forming their line on the starboard tack. Their ships advanced regularly out of a collected body, which they had got into from the operation of wearing, and not from any disorder or confusion, though, had such disorder or confusion really existed, I could have derived no immediate advantage from it, not having a sufficient force collected to prevent their forming by an attempt to renew the attack. The Victory was at this time the nearest ship to the enemy, with no more than three or four of the centre division in any situation to have supported her, or each other in action: the vice-admiral of the blue was on the starboard tack, standing away from his station totally regardless of the signal that was flying to form the line; and most of the other ships, except the red division, whose position I have already stated, were far astern, and five disabled ships at a great distance on the lee quarter.

"Most of these facts are already established by my accuser's own evidence, and I shall prove and confirm them all, by the testimony of that part of the fleet whose situations will enable them to speak to them with certainty.

"I trust