

time extinguished their existence. The complete overthrow of the then ministry, in the month of March, 1782,

"I trust they will convince the court that I had it not in my power to collect the fleet together to renew the fight at that time, and that from their not being able to follow me, I consequently could not advance with them; that I did not shorten sail, but only shifted an unserviceable one, when I was far ahead and the ships unable to follow; that I did not haul down the signal for battle till it ceased to be capable of producing any good effect; that during the whole time I stood towards the enemy I endeavoured, by the most forcible of all signals, the signal for the line of battle, to call the ships together in order to renew the attack; that I did avail myself of the ships that were with the vice-admiral of the red, as far as circumstances admitted; and that I therefore did do the utmost in my power to take, sink, burn, or destroy the French fleet, which had attacked the British fleet."

Answer to the fourth article.

"The French fleet having wore and began to form their line on the starboard tack by the wind, which if they had kept would have brought them close up with the center division, soon afterwards edged away, pointing towards four or five of the disabled ships which were at a distance to leeward, and with evident intention to have separated them from the rest of the fleet. To prevent this I made the signal to wear, and stood athwart their van in a diagonal course to give protection to these crippled ships, keeping the signal for the line flying to form and collect the fleet on the starboard tack. As I had thus been obliged to alter my disposition before captain Sutton left the *Victory* with my former message, I dispatched him with orders to the vice-admiral of the red, to form with his division at a distance astern of the *Victory*, to cover the rear and to keep the enemy in check till the vice-admiral of the blue should come into his station with his division, in obedience to the signal. These orders the vice-admiral of the red instantly obeyed, and was formed in my wake before four o'clock. Finding then that while, by the course I steered to protect the crippled ships, I was nearing the enemy, and that the vice-admiral of the blue still continued to lie to windward, by which he kept his division from joining me, I made the signal for ships to windward to bear down into my wake, and that it might be the better distinguished (both being signals at the mizen peak) I hauled down the signal for the line for about ten minutes and then hoisted it again. This signal for ships to windward to bear down he repeated, though he had not repeated that for the line of battle; but by not bearing down himself, he led the ships of his division to interpret his repeating it as requiring them to come into his wake instead of mine.

"Having now accomplished the protection of the disabled ships, and the French fleet continuing to form their line ranging up to lee-

1782, served to introduce Mr. Keppel again to the country as a public character. On the 30th of March, as one of the

ward parallel to the center division, my only object was to form mine in order to bear down upon them to renew the battle. Therefore at a quarter before five, after having repeated the signal for ships to windward to bear down into my wake, with no better effect than before, I sent the Milford with orders to the vice-admiral of the red, to stretch ahead and take his station in the line, which he instantly obeyed; and the vice-admiral of the blue being still to windward with his fore-top-sail unbent, making no visible effort to obey the signal which had been flying the whole afternoon, I sent the Fox at five o'clock with orders to him to bear down into my wake, and to tell him I only waited for him and his division to renew the battle. While I was dispatching these frigates, having before hawled down the signal to come into my wake, I put abroad the signal for all ships to come into their stations, always keeping the signal for the line flying. All this produced no effect on the vice-admiral of the blue; and, wearied out with fruitless expectation, at seven o'clock I made the signal for each particular ship of the vice-admiral of the blue's division to come into her station, but before they had accomplished, it might put an end to all further operations.

"It may be observed, that amongst these signals I did not make the Formidable's. If the vice admiral chuses to consider this as a culpable neglect, I can only say that it occurred to me, to treat him with a delicacy due to his rank. This had some time before induced me to send him the message by captain Windsor, the particulars of which he has already faithfully related to the court.

"I trust I have little reason to apprehend that you will be inclined to consider my conduct, as I stated it in answer to this fourth article of the charge, as disgraceful to the British flag. After I had worn upon the same tack with the enemy, to protect the disabled part of my fleet and collect the rest together, there would have been little to do to renew the battle, but bearing right down upon the enemy, if my accuser had led down his division in obedience to the repeated signals and orders which I have stated. The Victory never went more than two knots, was under her double reefed top-sails and fore-sails, much shattered, which kept the ships that were near her under their top-sails, and suffered the French fleet, which might always have brought me to action if they had inclined to do it, to range up parallel with the center under very little sail. It was to protect the five disabled ships above-mentioned, and to give the rest time to form into some order, that I judged it more expedient to stand as I did, under that easy sail, than to bring to with my head to the southward. The court will judge whether it was possible for any officer in the service really to believe that these operations could give the appearance of a flight, or furnish a rational pretence to the French admiral to claim the victory, or publish to the world that the British fleet had run away."

Answer

the most powerful of the leading party, he was constituted first commissioner of the admiralty, and sworn in
one

Answer to the fifth article.

" On the morning of the 28th of July the French fleet (except three sail which were seen on the lee quarter) was only visible from the mast heads of some of the ships of the British fleet, at a great distance from me. This afforded me not the smallest prospect of coming up with them, more especially as their ships, though certainly much damaged in their hulls, had not apparently suffered much in their masts and sails; whereas the fleet under my command was generally and greatly shattered in their masts, yards and rigging, and many of them unable to carry sail. As to the three French ships, I made the signal at five o'clock in the morning for the Duke, Bienfaitant, Prince George, and Elizabeth, to give them chase, judging them to be the properest ships for that purpose; but the two last were not able to carry sufficient sail to give countenance to the pursuit: and looking round to the general condition of my fleet, I saw it was in vain to attempt either a general or a partial chase. Indeed, my accuser does not venture to alledge, that there was any probability, or even possibility of doing it with effect, which destroys the whole imputation of his charge.

" Under these circumstances I trust I could not mistake my duty; and I was resolved, as I have already before observed in the introduction to my defence, not to sacrifice it to an empty show and appearance, which is beneath the dignity of an officer, unconscious of any failure or neglect. To have urged a fruitless pursuit, with a fleet so greatly crippled in its masts and sails, after a distant and flying enemy within reach of their own ports, and with a fresh wind blowing fair for their port, with a large swell, would have been only wantonly exposing the British fleet under my command without end or object. 'T would have been misleading and defeating its operations, by delaying the refitment necessary for carrying on the future service with vigour and effect.

" My accuser asserts, by a general conclusion to the five articles exhibited against me, that from what he states as instances of misconduct and neglect in me, a glorious opportunity was lost of doing a most essential service to the state, and that the honour of the British navy was tarnished.

" The truth of the assertion, that an opportunity was lost, I am not called upon either to combat or deny; it is sufficient for me if I shall be successful in proving, that that opportunity was seized by me, and followed up to the full extent of my power; if the court shall be of that opinion, I am satisfied, and it will then rest with the vice-admiral of the blue to explain to what cause it is to be referred, that the glorious opportunity he speaks of was lost, and to whom it is to be imputed (if the fact be true) that the honour of the British navy has been tarnished."

one of the members of the privy council, an advancement attended immediately afterwards by professional promotion.

Mr. Keppel then proceeded to the examinations of the witnesses in support of his case; and the court martial, which continued to sit till the 11th of February, came on that day to the following resolution,

"That it is their opinion the charge against admiral Keppel is malicious and ill founded, it having appeared that the said admiral, so far from having, by misconduct and neglect of duty, on the days therein alluded to, lost an opportunity of rendering essential service to the state, and thereby tarnished the honour of the British navy, behaved as became a judicious, brave, and experienced officer."

The president then delivered him his sword, and in a short speech congratulated him on its being restored with so much honour, and hoping ere long he would be called forth, by his sovereign, to draw it again in the service of his country.

A few days after his acquittal both houses of parliament agreed unanimously in a vote of thanks for his gallant behaviour on the 27th of July: that of the lords was sent by the lord chancellor; and that of the commons delivered to the admiral, in his place, by the speaker. The city of London, and West India merchants followed this example.

The author of the *Continuation of Campbell*, who appears rather more active as a partizan of Mr. Keppel than is consistent with the strictness of an impartial historian, concludes his account of this remarkable event in the following terms:—

"Thus ended this celebrated trial, from which the public were led to form a very different opinion of the action, of the 27th of July, from that which naturally presented itself on reading the admiral's public letter to the commissioners of the marine department. This letter, though it contained nothing directly in opposition to truth, (unless the general panegyric bestowed on the spirited conduct of sir Robert Harland, sir Hugh Palliser, and the captains of the fleet, be supposed to imply an acquittal of every individual from the crime of disobedience) yet by concealing part of the truth, tended to mislead the judgment of the public, and to give them both an inadequate and erroneous idea of the action. It seemed from the letter that the admiral could have attacked the French fleet a second time that afternoon while they were forming the line of battle; but it appeared from the evidence that this could not have been done, nor the engagement renewed at any time that day, without giving an evident advantage to the enemy, as sir Hugh Palliser's not coming into the admiral's wake, agreeable to the signal, left the British fleet, throughout the whole afternoon, greatly inferior to that of France. To this he is as it were compelled to add,

"When the voice of party spirit shall be heard no more, the impartial voice of history will ask admiral Keppel, Why he did not make the particular signal for each ship in the blue division separately to come into his wake, when he saw sir Hugh Palliser refusing to obey his signal? By this means the engagement might have been renewed,

though

promotion, and his exaltation to the rank of viscount. On the 8th of April he was made admiral of the white, and on the 29th of the same month was created viscount Keppel, of Elvedon, in the county of Suffolk.

His station of first commissioner of the admiralty he quitted for a few weeks, on the 28th of January, 1783, but resumed it again on the 8th of April ensuing, the celebrated coalition then taking place between a select number of his lordship's party and several of the leading persons of the former ex-ministry, who had, in the preceding year, been ranked among the most violent of his enemies. He retained his high station only till the 30th of December following, when a political convulsion, equal in extent to that which first introduced him to it, caused him finally to quit this public character of first minister of marine. He survived but a very few years, dying on the 2d of October, 1786, having been long afflicted with the gout, and other grievous bodily infirmities, in the sixty-third year of his age.

It will be almost impossible to attempt any delineation of his lordship's character without incurring censure, either from his admirers, or those of a different description. This will ever be the case with a man who, by unfortunately having merits and qualities attributed to him superior to those he really possessed, has induced a denial from his opponents of such virtues as they would without opposition have unanimously allowed him the possession of, had not his friends, by their imprudent attempt to raise him into something more than an hero, caused the former to counterbalance extravagant panegyric by ill-founded censure. Prior to that ill-fated event, which all men must admit was injurious to the country, the service, and his own fame, he was the idol of all parties and ranks, whether in or out of service: his bravery, his prudence, his activity, his diligence, he

though the Formidable had continued in disobedience. However delicate a point it might be to criminate an officer who had behaved bravely, yet it will be allowed that every degree of delicacy ought to have given place to the duty Mr. Keppel owed his country. The letter written after the action, inserted in the London Gazette, will be a sufficient warning to future commanders not to bestow praise if they think censure is due."

had

had happily afforded reiterated proofs of: a frankness of disposition, an affability, that trait of character usually distinguished by the appellation of good humour, had acquired him, among the seamen, a degree of love bordering almost on adoration. To a character anonymously given of him at the time of his decease it is subjoined, "That on every occasion he proved himself the friend of the meritorious, and the seaman's protector; and that no officer in the service possessed the love of the navy equal to himself."

There was, however, a manifest alteration, both in his disposition and carriage, after his accession to the high rank he held in the ministry, an alteration painfully observed by his warmest admirers; his former apparent openness and freedom of behaviour became, probably through necessity, converted into reserve; and his good nature sunk into an habit of promising those things which neither his power allowed, and, perhaps, on many occasions his inclination did not induce him to fulfil. This change caused him, by insensible degrees, to lose much of that popularity he had before acquired; and it is by no means certain, if chance, or the political current of affairs had permitted him to continue much longer moving in the public sphere, he would have experienced the same mortifying reverse which has, ever since the existence of governments, occasionally attended the brightest meteors of popularity. As it was, he lived not to acquire the dignity of being publicly hated, but passed through the latter end of life unmolested, unsatyrised, and nearly unnoticed.

With many excellent qualities possessed by this gentleman were certainly mingled some failings, a consequence naturally attendant on the imperfection of human nature; and those who wish to impress on posterity consummate perfection of character, are certainly guilty of premeditated flattery and falsehood.

LESLIE, Lachlin,—was a gentleman of very honourable Scottish extraction. The first notice we find taken of him, as a naval officer, is in the year 1739, when he was appointed commander of the *Hawke* sloop of war. He served after the commencement of the war in the same station, till he was, on the 8th of September, 1744, promoted to be captain of the *Sandwich*, a second rate, at that time the flag ship of Mr. Medley, but in which he remained a few days only. We have no information of any

any subsequent command held by this gentleman, or, indeed, after its conclusion, till the year 1758, when he commanded the *Bristol*, of fifty guns, one of the ships on the West India station under commodore Moore. He rendered himself remarkable by his very spirited conduct, on the 17th of January, in the attack of Fort Negro on the island of Martinico. When the guns of the enemy were silenced by the *Bristol*, supported by the *Rippon*, which had anchored astern, the marines of both ships were landed and took possession of the fortrefs, which they found entirely abandoned. Captain Leslie being informed the fort was tenable against any attempt that might be made by the enemy, consequently gave orders that it should be defended to the last extremity; but when all farther attempts against the island were given up, the powder and guns were destroyed or rendered unserviceable by the detachment. He had it in his power to return the support and succour rendered him on this occasion by captain Jekyl*, at the attack of Guadaloupe on the 23d of January, 1759, having disengaged the *Rippon*, which lay in a distressed situation exposed to the fire of a formidable battery belonging to the enemy, from which danger she was not extricated but with considerable loss. Captain Leslie was immediately afterwards promoted to the *Buckingham*, but did not long continue in that situation, being sent home, in the month of May, with intelligence of the surrender of the island just mentioned.

On his arrival in England he was appointed to the *Monarch*, of seventy-four guns; in this ship he was not equally successful, finding no particular opportunity of distinguishing himself. In 1761 he was appointed commodore commander-in-chief at the Nore; he accordingly hoisted his broad pendant on board the *Princess Royal*, of eighty guns; but had not long the happiness of retaining so honourable a post, dying on the 31st of March, 1762.

LOFTING, Samuel.—We find this gentleman, in 1742, commander of the *Wolf* sloop of war, and employed as a cruiser, a service in which he had considerable success, having, about Christmas, captured a stout privateer, and re-possest himself of two prizes taken by the

* Of the *Rippon*.

the same manner during the whole of the ensuing year, and in the month of December distinguished himself extremely on the following occasion. He was cruising off Oporto, when he received information that a stout privateer, together with two prizes captured by her were lying within the river, and that the fort which defended the entrance had only a few guns mounted; he proceeded thither, and on the 16th cannonaded the fortress, which, in the official account, is called a castle, from half past eight o'clock in the morning till eleven. During this time he dispatched his boats manned and armed into the river, with orders to cut out whatever ship they found there; they were accordingly successful enough to bring off the two prizes, but could not meet with the privateer, which had ran farther up out of their reach.

His gallantry on this occasion was rewarded by promotion, on the 22d of June, 1744, to be captain of the *Wager*, of twenty-four guns, in which he was employed in conveying the trade to *Hamburgh*. From this vessel he was, in the beginning of the year ensuing, promoted to the *Kinsale*, of forty guns, and sent to *Holland*, with some other vessels, for the purpose of convoying thither the yacht, having on board the duke of *Cumberland*, who was at that time commander-in-chief of the British army in *Germany*. He was immediately afterwards ordered to the *West Indies*, where, behaving improperly, though in what immediate or particular instance we do not know, he was, on the 16th of July, 1745, sentenced to be dismissed the service. This is the last occasion on which we find any mention made of him.

MOGG, Thomas.—This gentleman was promoted, in 1741, from the rank of lieutenant to be commander of the *Spence* sloop of war, a vessel employed at that time on the *Mediterranean* station. He continued there till his advancement, in the year 1744, to be captain of the *Rochester*; but is not otherwise mentioned than as having been the person who conveyed to *Nice* the intelligence of the encounter between admiral *Mathews* and the united fleets of *France* and *Spain*. He was not present at the action, but procured his information from two or three vessels he enemy a short time before. He continued occupied in
casually

casually met with at sea. We do not find any mention * made of him in the service after his appointment to the *Rocheſter*, and believe him not to have held any command for ſome years previous to his deceaſe. In the latter part of his life he was much diſtinguiſhed as a very active and upright magiſtrate, he having, moſt probably on his retirement from the navy, been put into the commiſſion of the peace, not merely, we believe, as is the common compliment paid to private gentlemen of fortune, but from an high opinion of the ſervice he was capable of rendering the community in a civic department. He died on the 22d of October, 1756.

NORBURY, Conningſby, — nephew to captain Con. Norbury, whom we have already noticed, vol. iv. p. 12. He was appointed captain of the *Gibraltar* frigate on the 17th of November, 1744. In 1748 he was captain of the *Loo*, a fifth rate of forty-four guns, on the *Virginia* ſtation, which, we are ſorry to ſay, is all the information we have been able to collect concerning him, till, in 1757, when we find him commander of the *Hampſhire*, of fifty guns. He retained this command ſome years, and in 1760 was on the *Jamaica* ſtation, under the orders of rear-admiral Holmes. He diſtinguiſhed himſelf very much in the month of October, in the attack of the French frigates off Cape François, two of them, the *Prince Edward* and the *Fleur-de-lys*, of thirty-two guns each, being deſtroyed by captain Norbury. This gentleman appears to have cloſed his naval career with this action, not being mentioned as holding any command after his return to England before the cloſe of the laſt-mentioned year.

He retired about the year 1763 totally from the ſervice, and was conſequently not even put on the ſuperannuated liſt as a rear-admiral, having declined making any application for that purpoſe. We believe him to have died in the year 1786.

O'HARA, Patrick. — We are almoſt in the ſame predicament with regard to this gentleman as we were reſpecting the former. He was promoted on the 16th of November, 1744, from the rank of lieutenant to be cap-

* In the courſe of the month he is particularly mentioned as having captured eighteen ſmall veſſels, laden with provisions and other neceſſaries for the uſe of the enemy's Italian army.

† See page 202.

tain of the Gosport. This, notwithstanding the entertainment not the smallest doubt of his having held many intervening commands*, is the only information we have been able to collect concerning him, till the month of October 1759, when he was made captain of the *Loo*, a forty-gun ship. At the latter end of the year 1762 he was put on the superannuated list with the rank and half-pay of a rear-admiral. He died at his house in Pall-mall, on September 18, 1774, having been many years extremely infirm.

OSBORNE, James,—was, in the very beginning of the year 1744, promoted from the rank of lieutenant to be commander of the *Merlin* sloop. On the 28th of September following he was advanced to be captain of the *Shoreham* frigate. He continued a long time in this vessel, which was principally, if not wholly employed during that period as a cruiser, a service in which he met with no inconsiderable success, having captured several small privateers belonging to the enemy, which, though of inconsiderable force, were nevertheless capable of effecting great mischief against the British commerce. He is not again mentioned till the year 1749, when he was captain of the *Bristol*, and one of the members of the court-martial which was held on board the *Invincible*, for the trial of lieutenant Couchman and others, the mutineers on board the *Chesterfield*. Captain Osborne quitted the *Bristol* at the end of the year 1751, and was appointed not long afterwards, as it is said, † to a guardship, a second rate. He died, not improbably in this very command, on the 14th of December, 1754.

PARRY, William,—was the descendant of a very ancient and noble Welch family. In 1732 and the following year he served as midshipman on board the *Torrington*, a fifth rate, on the Mediterranean station. We find him to have been, in 1739, second lieutenant of the *Ruby*, a 50-gun ship, then commanded by the unhappy capt. Goodere. The unfortunate conduct of his commander, contrasted, as we have already shewn in our account of him, with those good qualities, and, indeed, virtues, which, till his last

* Particularly one in the Mediterranean, but we do not know the ship's name.

† Some accounts say the *Duke*, but these are erroneous, there being no ship of that name then in commission.

melancholy and wicked act, had uniformly marked his behaviour and manners on all occasions, raised in Mr. Parry so poignant a grief at his fate, that he could not, even many years afterwards, bear the recollection of the tragic story without the greatest agitation, and shedding tears. It must, indeed, be particularly distressing to him, to have the disagreeable task of seizing a man, as a felon and murderer, whom he had on every former occasion perfect reason to respect, to love, and to revere. Of his intermediate appointments we are ignorant, otherwise than that we find him to have been commander of a bomb-ketch, and on the 2d of October, 1744, to have been appointed captain of the *Sandwich*, a second rate. In the month of June 1745, he was removed into the *Prince George*, a ship of the same force and rate. In 1747 he was captain of the *Intrepid*, one of the home squadron, but not among the ships engaged in the defeat of *Jonquiere* under lord Anson, or *L'Etendiere* under sir Edward Hawke. We find no other particulars of his service during the continuance of the war, for the next mention that occurs concerning him is, that in the month of December 1749, he was one of the members of the court-martial held at Deptford, for the trial of rear-admiral Knowles.

How long he continued in command after this time we know not, nor what commissions, if any, which he afterwards held, till early in the year 1755, when he was appointed to the *Kingston*, of sixty guns, one of the ships ordered to be equipped at Chatham in consequence of an apprehended rupture with France. In the ensuing year the *Kingston* was one of the fleet ordered to the Mediterranean under the unfortunate Mr. Byng. He continued in the same ship, with some short intervals, several years; and, in 1757, was employed on the unsuccessful expedition undertaken against *Louisburg*, under the command of Mr. Holburne; as he again was, in 1758, in that more fortunate one conducted by Mr. Boscawen. During a part of the year 1759 he did not command the *Kingston*, most probably on account of some temporary illness; and that ship being then employed in the Channel under sir Edward Hawke, he was not present at the defeat of the *marquis de Conflans's* armament. He resumed his command early in 1760, and was ordered to *Quebec*, from whence he returned in the month of November,

having on board a number of French prisoners captured at the relief of that fortress. Soon after his return to England he quitted the Kingston, and continued for some time unemployed. Before the conclusion of the war he was appointed, although a very old captain, to go out a passenger to the Montague, a fourth rate of sixty guns, then in the Mediterranean. The commander-in-chief there thinking it improper that the oldest captain of that squadron should serve in a sixty-gun ship, moved captain Edward Hughes from the Somerset, a third rate of sixty-four guns, into the Blenheim, the flag ship, a second rate of ninety guns, and appointed captain Parry to the Somerset, with orders to hoist a broad pendant and command a division. Notwithstanding this, when a promotion of flag-officers was made, captain Parry, though at that time in actual service, was left out. This was said to be done in consequence of a list left by lord Anson of the promotion he intended, had he lived. As captain Parry could then no longer serve, his juniors being promoted, he returned to England, and with some difficulty obtained his rank*.

On the 21st of October, 1762, he was advanced to be rear-admiral of the blue. In 1766, having hoisted his flag on board the Preston, of fifty guns, he was sent out commander-in-chief on the Jamaica and Windward Island station, where he remained three years, the time usually allotted for the duration of such appointments in time of peace, and, as might naturally be expected, without meeting with any occurrence interesting enough to demand our particular notice. He was, while absent, advanced, on the 18th of October, to be rear-admiral of the red, and in six days afterwards, to be vice-admiral of the blue. Not long after his return he was sent out in the same capacity to the Leeward Islands, where nothing remarkable happened, except a trivial dispute with the governor of Porto Rico relative to a claim made by the English on Crabb Island, which was amicably and honourably adjusted. On the 31st of March, 1775, he was advanced to be vice-admiral of the white; as he was, on the 3d of February, 1776, to be vice-admiral of the red; and, lastly, on the 29th of January, 1778, to be admiral of the

* We mention this circumstance as a proof of that injurious partiality so frequently displayed by his lordship, but which was never more strongly manifested than in the case of captain Parry.

blue. He never held any command after his second return from the West Indies, passing the remainder of his life in honourable and happy retirement, having very justly acquired the universal reputation of a good commander, as well as a truly honourable and worthy man. He died at his house at Addington-brook, in the county of Kent, on the 20th day of April, 1779.

PHILLIPSON, John, — was a young gentleman on the quarter-deck of the *Torrington*, a fifth rate of forty guns, so early as the years 1735 and 1736; he was one of the lieutenants of the *Namur* under admiral Mathews in 1743, and by that gentleman appointed to the command of the *Salamander* bomb-ketch, in which vessel he returned to England. On the 17th of February, 1744, he was promoted to be captain of the *Dolphin*, as successor to Mr. Geary. He was in a very short time afterwards advanced to the *Deptford*, of sixty guns, as captain to Mr. Barnet, who was appointed commodore and commander-in-chief on the East India station. He died there on the 30th of March, 1745.

ROBINSON, Robert, — was, in the year 1743, lieutenant of the *Namur*, at that time the flag-ship of admiral Mathews, and was, after the encounter with the French and Spanish fleets off Toulon, promoted, on the 22d of February, 1744, to be captain of the *Marlborough*, as successor to captain Cornwall, who was unhappily slain in the preceding engagement. He very soon removed into the *Diamond* frigate on the same station; but no other mention whatever, far as we have been able to discover, is made of him, either during the continuance of the war, the ensuing peace, or the succeeding period of hostilities; so that on whatever services he might be employed on, they must, unhappily for him, have been extremely un consequential. At the end of the year 1762, he was put on the superannuated list with the rank and half-pay of a rear-admiral. He lived ever afterwards in retirement at Eltham, in the county of Kent; where his son was, on the 4th of June, 1766, married to Miss Kerby of that place. The admiral died at Eltham on the 10th of September, 1785.

SOMERS, Thomas, — was, on the 4th of September, 1744, appointed captain of the *Superbe*. He was not long afterwards removed into the *Deal Castle*; and from thence, in the month of June 1747, appointed to the

Expedition. Having been guilty of some misconduct, and particularly in ill-treating divers of the officers under his command, he was brought to a court-martial, and sentenced to be dismissed the service some time in the year 1748. The time of his death is unknown to us.

SPRAGGE, Edward,—a descendant of the brave and gallant sir Edward Spragge, who served as an admiral and lost his life in the third Dutch war, temp. Car. II, was promoted, from the rank of lieutenant, to be commander of the *Saltash* sloop; and being advanced to the rank of captain, was appointed to the *Princess Amelia* on the 11th of June, 1744. He did not long retain that command; but though he was immediately commissioned to some other on quitting the first ship he was appointed to, we have not been able to investigate its name, or the service in which it was employed, farther than that we know it to have been one of those on the home or Channel station, as we find him, in the month of January 1745, one of the members of the court-martial, held at Portsmouth, for the trial of captains Griffin, Mostyn, and others; and, in the month of September, engaged in the same disagreeable duty at Chatham, on the charge preferred against captains Burrish, and others, for misbehaviour in the action off Toulon.

He continued to be one of the members of the same court, in the month of May 1746, when it was removed to Deptford for the trials of the admirals Mathews and Lestock. No other mention is made of him far as we have been able to discover, except that he died on the 24th of January, 1757.

SWANTON, Robert.—The first information we have of this gentleman is, that in the month of January 1743-4, he commanded the *Astrea*, an armed ship in the service of government, and employed on the American station. This vessel was, at the time above stated, burnt at Piscataway, of which melancholy accident captain Swanton gave the following account.

“On Tuesday the 17th instant, about two in the morning, a fire broke out in the fore hold, and instantly the beams under the fore-castle were in a blaze. We laboured hard, and once thought we had got the better of it; but the water alongside was no sooner in the buckets but it became ice, so that they scarce delivered a quart.” By these

means the fire broke out again with great violence, and rendered all our endeavours to extinguish it vain, for in a few hours she was burnt down to the water edge. Most of the officers stores were ashore, the powder in the public magazines; and as all the guns fell into the wreck I shall have no difficulty in recovering them."

On the 27th of August following he was promoted to be captain of the *Mary Galley*, but in what manner employed we know not. In the month of September 1745, he was one of the members of the court-martial, held at Chatham, for the trials of captain Burriſh, and others, which is the only material mention we find made of him during the continuance of the war, or the peace which succeeded it. At the latter end of the year 1756, not long after the renewal of hostilities with France, he was appointed to the *Prince*, of ninety guns, and without doubt held many intermediate commands, of which we are unfortunately uninformed. He not long afterwards removed into the *Vanguard*, of sixty-eight guns, a ship employed on the home or Channel station*, till the year 1758,

* The following letter is said to have been written by a person on board at the time of the transaction alluded to took place. We have been the more induced to insert it, because historians, and even the gazettes have been silent on a business which certainly reflects too much honour on captain Swanton to be forgotten.

"This acquaints you that we sailed from Plymouth on the 7th of November to join sir Edward Hawke's squadron, but could not meet with it. Hard gales of wind with squalls from the westward were our constant companions for the first month. On the 17th, at night, we lost our main-top-mast and half the main-top. *Next morning the remaining part of the top was brought down to be repaired, and by the 19th, in the evening, we had it over the mast-head again. Sunday the 20th, in the morning, we saw several ships steering E.S.E. at eight we wore and bore down to them. As it was squally and hazy, we ran very near before we could discover who they were; but as the weather cleared up found it was the French fleet, consisting of seventeen ships of war, returning from North America, commanded by a vice and rear admiral, with a commodore. This was in the latitude of Brest, 67 leagues from the Lizard. It being too great a force for us, we hoisted a French jack and hauled close upon the wind. The French are certainly the most polite people to strangers (at first sight) I have met with, for we were obliged to pass by the rear of their fleet within musket-shot, and not one of them offered to fire, though it was in their power to sink us. At nine their admiral made the signal for a general

1758, when he was ordered to *Louisburg* with Mr. Boscawen. He continued in the *Vanguard* during the whole of the war; but no farther mention is made of the manner or service in which he was occupied till the beginning of the year 1760, when he was ordered to *Quebec* with a small force, of which he was senior or commanding officer.

chace, five of them soon got into our wake, and putting about, in less than an hour their whole fleet was in full cry after us. The loss of our main-top-mast (three days before) deprived us of several sails which would have been of great service at this juncture; and it blew so hard in squalls, that the cross-jack-yard broke, the mizen-top sail split, and we were in danger of losing our fore-top-mast. Their rear-admiral with his division led large to intercept us if we had bore away; and the commodore kept to windward in order to weather us. A quarter before one in the afternoon their headmost ship came up with us, ran under our lee quarter, and gave us a broadside. Captain Swanton, our commander, whose behaviour (during the chace and in the engagement) was one continued scene of prudence and true courage, would not permit us to return the compliment till monsieur was within musket-shot, when all the guns we could run out were brought to bear upon him. He discharged three broadsides at us before we began to fire: the captain then ordered our colours to be hoisted; the officers and crew (who were all determined to defend the ship to the last extremity) gave three cheers, and poured a broadside into the centre of the French ship. Our people behaved extremely well, took good aim, and fought for more than two hours.

"Our antagonist, after having dropped astern several times, and in vain endeavoured to rake us fore and aft, at last bore away and fired several guns as signals of distress. She mounted seventy-four guns; and being to leeward of us ran them all out, while we could open no more than two of our lower deck ports, for it blew hard, and we were obliged to engage under all the sails we could set; consequently our adversary had the advantage of firing thirty-seven guns to our twenty-three. As most of our guns were directed to her hull, she must have received great damage between wind and water.

"We had several men wounded, and one killed by a grape shot, which came through one of the lower deck ports. The enemy tried to dismast us, and elevated his guns so high that many of the shot went over us. Our sails and rigging were cut to pieces.

"When the French admiral saw our adversary had been so roughly treated he made the signal to leave off chace. By this time the commodore, in a ship of eighty-four guns, was on our weather quarter, and in less than an hour would have been alongside of us: on seeing the signal he gave us two broadsides, but none of his shot reached us.

"They all bore away for *Brest*, and night coming on we lost sight of them."

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He arrived on the 11th of May off the isle of Bec, in the river St. Lawrence, with his own ship and the *Diana* frigate only. He intended to have waited there for the rest of the Squadron which had separated from him in the passage from England; but having, on the 14th, received advice from brigadier-general Murray, that Quebec was besieged and much pressed, he got under sail with all possible dispatch, and anchored above Point Levi on the 15th, in the evening. He there found the *Lowestoffe* frigate, one of his Squadron, which had arrived a few days before him. Captain Deane, who commanded that ship, immediately came off with a message from general Murray, who earnestly recommended the attack of the French naval force, which then lay above the town, and consisted of two frigates, as many armed ships, together with several vessels of inferior consequence. The commodore in consequence, ordered captain Deane, together with captain Schomberg in the *Diana*, who was there also, to slip their cables early the next morning and attack the enemy. No sooner did they perceive the British ships approaching than they made off in the greatest confusion. One of them, called the *Pomona*, was driven on shore above Cape Diamond; the *Atalante*, which was the name of the other, ran ashore and was burnt at Point-au-Tremble, about ten leagues above the town; the greater part of the smaller vessels were either driven on shore, or otherwise effectually destroyed. The consequence produced by this success was of the most happy kind; the enemy, struck as it were by a thunderbolt, on viewing the demolition of their naval force, went off the same evening, and abandoned the siege with so much precipitation as to leave behind them their whole battering train, amounting to thirty-four pieces of heavy cannon, together with six mortars, all their camp equipage, provisions, and stores, collected with labour almost incredible, at an immense expence, as a last effort for the recovery of their conquered capital.

The commodore sailed from Quebec in the *Vanguard*, on his return to England, towards the end of October, and arrived at Spithead, with the *Trident*, after a very prosperous passage, on the 22d of November. In 1761 we find no other material mention made of the services on which he was employed, than his having been sent, to-

wards the latter end of March, in conjunction with captain Rowley, of the *Superbe*, to convoy to a certain latitude the outward-bound East India ships. In 1762 he was employed in the West Indies under sir Geo. Rodney, and was ordered, with a small land force, against the Grenades, which, together with all their dependencies, surrendered to him on the 5th of March. This success having finally completed the capture of all the French possessions in that part of the world, we do not find any mention made of any farther enterprize in which he was concerned during the war. On the 21st of October, 1762, he was promoted to be rear-admiral of the blue, but never held any command as a flag officer. He died at Bright-helmstone on the 1st of August, 1765.

TOLL, Edmund,—in the early part of the year 1744, commanded the *Grampus* sloop. He is mentioned as having been in company with Mr. Boscawen, the captain of the *Dreadnought*, at the time he captured the *Medea* frigate. He was, on the 14th of June in the same year, promoted to be captain of the *Phoenix*; but we have not been able to collect any other particulars of his subsequent commands, or information in any degree relative to him, except that, in 1762, he was put on the superannuated list, with the rank and half-pay of a rear-admiral. He died on the 1st of August, 1767.

THOMSON, Ormond,—commanded a sloop of war, on the Jamaica station, in 1741, and had the good fortune in that year to capture two valuable Spanish merchant-ships. He returned to England in the month of July 1742, being then commander of the *Vesuvius* fireship, from which he removed, towards the close of the year, into the *Peregrine* sloop. In 1744 he commanded the *Fly* sloop; and on the 29th of January, being then on a cruise at the entrance of the Channel, about forty leagues from the Lizard, he fell in with a Spanish privateer, having an equal number of guns, but greatly superior in men*. Captain Thomson began to engage her about eight o'clock in the morning, and, after a very close and spirited encounter of two hours continuance, compelled her to surrender. The prize, which was carried into Plymouth, was called the *Nostra*

* Twelve guns, one hundred and thirty-three men.

Senora del Rosario, new from the stocks, and only four days out of Bilboa. On the 26th of July ensuing he was promoted to be captain of the *Rye*, a twenty-gun ship. This vessel was unhappily lost at the latter end of November in the same year; the circumstances attending which misfortune were rather singular. Captain Thomson was chased by a large English ship under French colours; in endeavouring to escape from which he ran ashore. This affair was afterwards investigated by a court-martial, and the captain was very fairly acquitted. We have no account however of his holding any subsequent command. He died in England on the 17th of November, 1753.

VANBURGH, Giles Richard.—This gentleman was, in 1743, lieutenant of one of the ships on the Mediterranean station, and was there promoted, on the 13th of January, 1744, to be captain of the *Feverham*, of forty guns, an appointment given him merely to establish his rank as a post captain. He was appointed to some other ship, we believe the *Dursley Galley*, a few days afterwards. We have no farther account we can implicitly rely on concerning him, till the beginning of the year 1746, when he was captain of the *Antelope*, of fifty guns, on the same station. He was left by commodore George Townshend, who was driven off the coast of Corsica in a violent gale of wind, and compelled to bear away for Mahon in order to repair the damages sustained by the ships of his squadron, to watch that coast during his absence; but the same kind of accident befalling captain Vanburgh himself, he was compelled to put into Leghorn with the rest of the ships under his orders, and the Genoese found means, during his absence, to dispatch three large barks to Bastia, from whence they brought off all the principal leaders of the discontent inhabitants, the prevention of which was the principal object of the British force stationed. Captain Vanburgh did not long survive this misfortune, having accidentally lost his life in the following manner. He had visited on board some other ship of the squadron when at sea; he continued on board until it was dark, and put off in his boat from that ship, to go to the *Antelope*; but, unfortunately, neither himself, boat's crew, or boat, were ever heard of. This unhappy

accident happened in the course of the year 1746, but the particular month is not specified.

WILLIAMS, Thomas.—In 1740 he was promoted from the rank of lieutenant to be commander of the *Charlotte*, one of the small yachts then employed on services not consequential enough to require, as a captain, an officer of higher rank. On the 23d of April, 1744, he was promoted to be captain of the *Deal Castle*; and afterwards, in the month of June 1745, advanced to the command of the *Royal Sovereign*, then lying at the Nore as a guardship, as captain to commodore Tho. Smith. No other particulars have come to our knowledge relative to this gentleman, except that he died in England on the 11th of May, 1754.

WILSON, John,—was, on the 13th of August, 1744, promoted, from the *Firedrake* bomb-ketch, to be captain of the *Seaford*; and in the month of March 1746, was removed into a ship of twenty guns, called the *Hare*. He died in England on the 3d of September, 1749, but we have not been able to collect any other information concerning him.

1745.

ADAMS, Roger,—was appointed captain of the *Port Mahon* frigate on the 12th of July, 1745; but no other mention is made of him in the service. He died on the 17th of October, 1749.

ANDREWS, Thomas,—was, on the 15th of July, 1745, promoted to be captain of the *Worcester*; but is not otherwise noticed during the continuance of the war. In January 1753, he was appointed captain of the *Cumberland*, which was commissioned as one of the guardships at Chatham. In 1755 he removed into the *Defiance*, a fourth rate of sixty guns, ordered to be equipped at Plymouth, in consequence of an apprehended rupture with France. In this ship he was ordered to the Mediterranean, in the ensuing year, with Mr. Byng. On the morning of the well-known encounter off *Mahon* with the French Squadron, under Gallifoniere, captain Andrews being

being detached in chace, captured a French tartan, having on board four officers together with one hundred and two privates, part of a reinforcement of six hundred sent, as musketry-men, from the army under the duc de Richlieu, to the fleet. In the encounter which presently followed, captain Andrews, while living, behaved with the greatest gallantry; nor was the ship conducted with less spirit after he fell. Exposed to the enemy's hottest fire the *Defiance* bore the brunt of the action, having had no less than fifty-nine men killed and wounded, amounting to nearly one-third of the whole loss sustained by the fleet on that occasion. As we already said, captain Andrews himself fell in the action, universally beloved, honoured and lamented. He was killed on the 20th of May, 1756.

BARKER, John,—was lieutenant of the *Solebay* fire-ship in the years 1737 and 1738; as he afterwards was of the *Lancaster*, a third rate of eighty guns. He was, on September 19, 1745, appointed captain of the *Gibraltar*, and employed very early in the ensuing spring to convoy, to Scotland, the Hessian troops ordered thither in consequence of the rebellion which had broken out in that kingdom. He executed this service with the greatest attention and dispatch, the latter becoming doubly necessary in consequence of a vehement frost which set in at that time, and threatened to retard the whole embarkation. The subsequent commands he obtained, and services on which he was employed, were so little consequential, that the only farther account given of him during the continuance of the war is, that in the month of June 1747, he was appointed captain of the *Thetis*, of forty guns. We are unacquainted as to the time when, and in what manner he was again employed during a long interval; the next mention we again find made of him being in the year 1759, when he commanded the *Jersey*, of sixty guns, one of the fleet under Mr. Boscawen on the Mediterranean station. His gallantry and good conduct were much noticed in the attack made, though unsuccessfully, by the captains Smith, Callis, Harland, and himself, on the batteries at the mouth of Toulon harbour, and the attempt on two vessels which lay under their protection*.

* See vol. iv. p. 333. and vol. v. p. 138.

Captain Barker was almost immediately after, on the promotion of captain Smith Callis to be a flag-officer, appointed to succeed him in the Culloden. He sailed in this ship, for Guadaloupe, on the 7th of September, 1760, and continued in that quarter we believe during the whole remainder of the war, or nearly so, during which period no farther mention, far as we have been able to discover, is made of him. On the 18th of October, 1770, he was advanced to be rear-admiral of the white; and again, on the 30th of March, 1775, to be rear of the red. His last promotion he did not long survive, dying on the 26th of January, 1776.

BATEMAN, The Honourable William, — was the second son of William, first lord viscount Bateman, and the lady Ann Spencer, only daughter of Charles, earl of Sunderland, by his second wife the lady Ann Churchill, second daughter and coheir to John, duke of Marlborough. This gentleman was, on the 27th of December, 1745, appointed captain of the Lys. He was captain of the Romney, a fifth rate of forty guns, a vessel reduced, in the year 1746, from a fourth rate of fifty guns; and he afterwards succeeded captain Thomas Hanway in the Windsor, a fourth rate of sixty guns. On the conclusion of the war, in 1748, he resigned his rank as captain in the navy. He was chosen representative in parliament for the borough of Gatton, in Surry, on the 10th of April, 1752; but, we believe, sat only during that session. On the 17th of April, 1755, he married Miss Hedges, of Finchley in Middlesex, and in the ensuing year was appointed extra-commissioner of the navy. This post he held till 1761, when he was advanced to be comptroller of the store-keeper's accounts, an office he continued to retain till the time of his death, which happened on the 19th of June, 1783.

BERMINGHAM, Honourable John, — was the second son of Francis, lord of Athunry, in the kingdom of Ireland, being the twenty-first who held the rank of baron, in descent from Pierce de Bermingham, summoned to parliament, by the title already stated, in the reign of Henry the Second. His mother was the lady Mary Nugent, eldest daughter to Thomas, earl of Westmeath. Being bred to the sea-service, he was appointed lieutenant of the Romney; from which he was afterwards removed to the

the same station on board the *Phoenix*. In the beginning of the year 1745 he commanded the *Falcon* sloop of war, in which he captured, in the month of February, close in with Dunkirk, a French privateer, of eight guns, called the *Union*; as he did a second, of the same force, in the month of March. On the 14th of May following he was promoted to be captain of the *Glasgow* frigate. He died, according to Mr. Hardy's account, on the 8th of May, 1746; but, in Archdale's Irish Peerage, he is said to have been killed somewhat earlier, in an engagement with a French privateer. This assertion is in some degree explained by the following extract of a letter from Newcastle, dated May the 18th, 1745.

"His majesty's ship the *Faulcon*, the Honourable John Bermingham commander, of fourteen six-pounders, and about seventy men, fell in last Tuesday, off Flamborough Head, with a French privateer of eighteen nine-pounders, six six-pounders, and about two hundred men. The *Faulcon* fought her several glasses, but night coming on they both lay to, and in the morning renewed the engagement; when the privateer, having lost a great many men, thought proper to sheer off. The *Fox* man of war, of twenty guns, soon after falling in with the *Faulcon*, immediately gave chase to the privateer, who had not got out of sight, so that we expect shortly to have a good account of her. The captain of the *Faulcon* had his leg shot off above the knee in the engagement; but none of the crew were killed, and only two hurt."

The fact probably is, that he was promoted to the *Glasgow* immediately on his arrival in port, as a reward for his gallantry on the preceding occasion; but did not long survive the wounds he sustained on the event which caused his well-deserved advancement.

BLADWELL, William,—was, in 1743, commander of the *Swift* sloop of war; but no farther mention is made of him till his promotion, on the 17th of September, 1745, to be captain of the *Mercury* frigate. He continued in the same ship during the following year, and was employed in the autumn to convoy the outward-bound Hamburg trade, which is the only account on which we find any notice taken of him during the war. Immediately after its conclusion he was appointed cap-

captain of the *Rose*, a twenty-gun ship, one of the small squadron ordered to the West Indies, under commodore Holburne, for the purpose of conveying thither, and causing to be carried into execution the orders of the king of France, for the evacuation of the islands of St. Lucia, Dominica, St. Vincent, and Tobago. The leading events of this expedition having been already given * we need only to refer the reader back, for the only mention we find made of captain Bladwell while occupied in that line of service. We find no mention made of his having held any naval command after his return, so that if any, they must, unfortunately for him, have been of an un-consequential nature. In 1770 he retired on the rank and half-pay of a rear-admiral, being put on the superannuated list. This honourable proof of the estimation in which the earlier part of his services had been held, he continued to enjoy till his death, which happened about the year 1789.

BONFOY, Hugh,—was a midshipman on board the *Somerfet* in 1739, and made a lieutenant by Mr. Haddock. He was afterwards promoted in England to the command of the *Ferret* sloop, previous to his being, on April 12, 1745, appointed captain of the *Greyhound* frigate. The next subsequent account we have of him is, that in the very beginning of the year 1748, he commanded the *Augusta*, of sixty guns, one of the fleet ordered out on a cruise under rear-admiral sir Edward Hawke. In the month of July 1749, he was captain of the *Berwick*, a guardship of sixty-four guns, one of those put into commission immediately after the peace in 1748; and was one of the members composing the court-martial held, on board the *Invincible*, for the trial of the piratical mutineers who had attempted to carry off the *Chelsterfield*, of forty guns, from the coast of Guinea. After his quitting this ship he went a voyage to Newfoundland captain of the *Pensance*, a fifth rate of forty-four guns, and on his return was appointed to be captain of the *Dorset*, the yacht stationed to attend on the lord lieutenant of Ireland. He died in Ireland, holding this commission, on the 12th of March, 1762†.

* See vol. v. p. 35.

† He left a daughter, who married on the 14th of September, 1775, the earl of Ely, of the kingdom of Ireland.

BUCKLE, Matthew, — was, in the month of March 1744, first lieutenant of the *Namur*, under admiral Mathews, then commander-in-chief on the Mediterranean station. By him he was, not long afterwards, advanced to the command of the *Spence* sloop of war: he was from thence promoted, on the 29th of May, 1745, to be captain of the *Russel*, of eighty guns, one of the fleet employed in the same quarter. He continued in this ship a considerable length of time; and in the month of September, 1747, rendered himself remarkable by the capture of the *Glorioso*, a Spanish ship of war, carrying seventy-four guns and upwards of seven hundred men, which had been unsuccessfully engaged, at different preceding periods, by the captains Callis, Crookshanks, Erskine*, and, last, by captain Hamilton, who perished in the short encounter, as will be seen hereafter. The dispute lasted a considerable time, the Spaniard not having surrendered till after a contest of nearly six hours, in which he had twenty-five men killed, and a much greater number wounded, an obstinacy of resistance which tends much to lighten any supposed neglect or impropriety of behaviour in those gentlemen, who had with less success previously encountered so formidable an opponent. The number of the Spaniards still surviving after their surrender was so great, that captain Buckle was obliged to put a considerable part of the prisoners on board the *King George*, and *Prince Frederic*, two stout privateers which were in sight during the action, and had themselves just before engaged the *Glorioso* for a short time: even this assistance was not sufficient, for he was compelled, so inferior were the numbers of his own crew, to take sixty men from each of those vessels to assist in guarding the remainder of the prisoners, and in navigating his own ship together with the prize to Lisbon, where he arrived in safety with her, though much shattered.

We have no other intelligence relative to this gentleman during the continuance of the war. In the month of December 1749, we find him to have been in commission, though we are unacquainted with the name of the ship he commanded. He was at the time just men-

* See pages 138, 150. and 170.

tioned, one of the members composing the court-martial held, on board the Charlotte yacht, at Deptford, for the trial of rear-admiral Knowles. In 1751 he was appointed commodore of a small squadron ordered out to the coast of Africa: it consisted of no more than the Assistance, his own ship; the St. Albans, captain Byron; and Sphynx frigate, captain Wheeler. He found at Anamaboe three French ships of war, carrying from twenty-four to sixty-four guns, tampering with the natives, by presents and large promises, for leave to erect a fort there, in defiance of the treaty of peace concluded a short time before. Mr. Buckle remonstrated very warmly against the impropriety of their proceedings, informing them, that if they continued to persevere he should consider it a breach, and repel them by force. The French, intimidated at a conduct so firm, and at the same time so spirited, thought proper to withdraw, not, however, as some historians assert, till they had promised the natives to revisit them at a subsequent period in greater force.

In the month of April 1755, we find captain Buckle on the Mediterranean station, as captain of the Unicorn, he having at that time transmitted to the admiralty-board, an account of some preparations for war making by the French at Toulon, who were then actually occupied in equipping their ships in that harbour; and had, by beat of drum, published an order at Genoa, as well as other neighbouring neutral ports, for all their sailors to repair thither under the usual penalties. We have no farther particular intelligence concerning him till the year 1757, when he commanded the Royal George, of one hundred guns, one of the ships employed on the unsuccessful expedition against Rochfort. He was one of the captains ordered, under admiral Broderick, to reconnoitre and make the necessary soundings along the coast, which is the only notice taken of him on this occasion. Soon after his return, he removed into the Namur, of ninety guns, and served on board that ship, in 1758, as captain to Mr. Boscawen, at the siege of Louisburg. He continued in the Namur till after the death of Mr. Boscawen in 1761, serving under him, as his captain, during such periods as his flag was flying on board that ship. In 1759 he was present, under sir Edward Hawke, at the memorable defeat of the marquis de Conflans. Ex-
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cept on such occasions which do not frequently occur, he could not, holding such, though at the same time so high and honourable a command, expect any opportunity of distinguishing himself. During a considerable part of the ensuing peace he does not appear to have had any connexion with the public service; but a rupture with Spain appearing towards the end of the year 1770 more than probable, and a consequent promotion of flag-officers becoming necessary, he was, on the 18th of October, promoted to be rear-admiral of the white, as also, on the 24th of the same month, to the same rank in the red squadron.

He immediately afterwards hoisted his flag at Portsmouth, being stationed to command there under admiral Geary, whom he accordingly assisted in superintending the armament which was then equipping for sea with the utmost expedition. The prospect of hostilities fading soon afterwards, Mr. Buckle again returned to his former quietude of private life. The next particular mention we find made of this gentleman is his promotion, on the 31st of March, 1775, to be vice-admiral of the blue. On the 3d of February, 1776, he was moreover advanced to be vice-admiral of the white. On the 29th of January, 1780, he was made vice-admiral of the red; and, on the 19th of March, 1779, admiral of the blue, which was the highest rank he ever lived to attain to. Highly respected and revered, whether considered as a naval commander or a private gentleman, he died on the 9th day of July, 1784, at his seat at Banstead, in Surry.

BULLY, William,—was, in the month of November 1744, appointed commander of the Vulture sloop of war, and, in the month of May following, was reduced to the very disagreeable necessity of bringing captain Green, of the Lizard, who was then under his orders, to a court-martial for disobedience, in not properly engaging a French privateer they fell in with. The charge was fully proved: captain Green was sentenced to be dismissed the service, and imprisoned one year in the Marshalsea; and Mr. Bully was, on account of the great propriety of his own conduct, promoted, on the 12th of July ensuing, to be captain of the Sheerness*. He was employed during

* Some accounts say he was first appointed to the Bridgewater, in which ship, however, he continued only a few days.

the remainder of the year as a cruiser off Dunkirk, and that contiguous part of the coast of France, for the purpose of preventing the passage of any supplies, or reinforcements from thence, for the pretender's party in Scotland. He was extremely active in this service, and effected no inconsiderable blow to the rebel cause by the capture of the *Soleil*, a large French private ship of war, on the 22d of November. This vessel had sailed from Dunkirk on the preceding day, bound for Montrose, having on board the titular earl of Derwentwater, with twenty chosen officers and about sixty private men. Immediately after his return into port he was promoted to the Ludlow Castle, of forty-four guns, and ordered for the coast of Africa, where he died on the 7th of October, 1746.

COSBY, Henry.—This gentleman was, in the month of March, sixth lieutenant of the *Namur*, at that time the flag ship of admiral Mathews. After this time we have no account of him till his promotion, on the 26th of August, 1745, to be captain of the *Shoreham* frigate. He quickly afterwards removed into the *Amazon*; and during the time he held that command, was unhappy enough, if the term be on such an occasion allowable, to incur the censure of a captain Webb, then under his command. He preferred a charge against him; in consequence of which he was brought to a court-martial, the result of which, as well as the nature of the charge so inconsistently made, will be well explained by the following extract of a letter from Gosport, dated April the 2d, 1746.

“ This day ended, at Gosport, the court-martial, held on board his majesty's ship the *St. George*, commodore Griffin president, for the trial of captain Cosby, commander of his majesty's ship *Amazon*, on a charge exhibited against him by captain Webb, commander of his majesty's sloop *Jamaica*, for losing two opportunities of looking into Brest harbour, and for cowardice in not endeavouring to take the *South-Sea* man, lately put into Brest. The trial lasted two days, when not the least part of the charge being proved, captain Webb received a severe reprimand and was mulcted four months pay.”

No other material mention is made of this gentleman during the continuance of the war. The only occasion

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on which his name occurs is, that in 1747 he was captain of the *Diamond* frigate. Early in the year 1751 he was appointed to the *Centaur*, of twenty guns; in which ship, being not long afterwards ordered to New York, he died there on the 16th of October, 1753.

DANIEL, Lionel,—was, on the 28th of May, 1744, appointed captain of the *Hampshire*; but is not again noticed till the year 1749, when he was commissioned to the *Assurance*. He was soon afterwards ordered to *Jamaica* in that ship, and died there in the same command on the 13th of November, 1752.

DENIS, Sir Peter,—was a gentleman of French extraction, being the son of the Rev. Mr. Jacob Denis, a Lutheran minister, born at Rochefoucault in France, from which kingdom he was compelled to fly on account of the general and grievous persecution exercised against all persons of his persuasion. The maiden name of sir Peter's mother was Martha Leach; and he was the youngest, one excepted, of twelve children, the issue of the marriage above alluded to. Having betaken himself at a very early age to a naval life, we find him, in the year 1739, on board the *Centurion*, under Mr. afterwards lord Anson, who promoted him to be the third lieutenant of that ship in the month of November 1740, on the advancement of lieutenant Cheap to be commander of the *Trial* sloop. His lordship, who, during the many perilous adventures and difficulties which occurred on his long arduous undertaking and expedition, must have had the fullest opportunity of observing the conduct of Mr. Denis on almost every possible occasion which could occur, as well in relation to public service as life and manners of a private gentleman, conceived for him the highest affection and esteem; an impression, which the subsequent conduct and spirited generous demeanour of his pupil never caused in the smallest degree to diminish.

Mr. Denis, being only third lieutenant of the *Centurion*, held a station too subordinate to enable him to distinguish himself so publicly, as to be very particularly noticed in a relation of the general events which took place during that period. The only occasion on which his name appears is, as having been, on November 5, 1741, dispatched, by the commodore, as commander of one of the cutters, with

sixteen men well armed, in pursuit of a Spanish vessel, which a calm would otherwise have preserved from capture. This trivial event took place off the high land of Baranca, in the South Seas. After a very short pursuit Mr. Denis boarded and carried his prize without resistance, which proved to be a vessel bound from Guiaquil to Callao, with a cargo of considerable value in that country, though of little importance to the captors. The intelligence, however, derived from the foregoing success caused the attack of the town of Paita in a few days afterwards, the most consequential hostile event which happened during the voyage, the capture of the Manilla galleon excepted.

On February 9, 1745, which was not long after the return of the *Centurion* to England, Mr. Denis was promoted to the rank of post captain, and appointed to the *Greyhound* frigate. He very soon afterwards, for a short time, commanded the *Windsor*, of sixty guns, by order. In this ship we find him employed, towards the end of the year 1746, as a cruiser, an occupation in which he was by no means unsuccessful. On Oct. 26, he recaptured, after a chase of some hours continuance, an English merchant-ship, called the *Frere*, laden with sugar from Barbadoes, which had been taken by a French privateer, of eighteen guns and two hundred men, called the *Basques*, belonging to Bayonne.

The very next day, at nine o'clock A. M. he saw two sail to the northward, to which he immediately gave chase; and in the ensuing morning fell in with the *Leopard* privateer, of twenty-two guns (nine-pounders) and twenty-four swivels, fitted out first with three hundred and sixty-seven men, belonging to Bayonne. The enemy had an English merchant-ship, her prize, in company. He soon came up with the merchant ship, which he found to be the *Chester*, from St. Kitts, and took possession of her: he then chased the *Leopard*, which he captured about four o'clock in the afternoon, and carried with him into Kinsale. Early in 1747 he commanded the *Kinsale*; but not long after this removed into his old ship the *Centurion*, which had undergone a sufficient repair, but was reduced down to a fifty-gun ship. In this command he served under admiral Anson at the

memorable defeat of the French squadron under De la Jonquiere.

He distinguished himself exceedingly on this occasion, and contributed in a very eminent degree to the success which crowned the encounter, having been the first who got up with the enemy's rear and brought their sternmost ship to action, though two of the most formidable of her companions bore down to her support, and the *Centurion* was for some little time obliged to maintain, singly, this unequal encounter till the arrival of the *Namur*, *Defiance*, and *Windfor*, to her succour, brought on a general action. Captain Denis was chosen by the admiral to be the bearer of his dispatches, a compliment we cannot think undeserved, though contrary to what was then the usual custom of the service.

At the conclusion of the year he joined the squadron under rear-admiral Hawke, but not till after the defeat of *L'Etendiere*. In the month of December, he was one of the members of the court-martial, held at Portsmouth for the trial of captain Fox, of the *Kent*. Captain Denis sailed from Plymouth, with sir Edward Hawke and his squadron, on the 16th of January ensuing, but met with no farther particular opportunity of distinguishing himself during the short remainder of the then existing war.

Not long after the settlement of the peace, that is to say, on the 2d of September, 1750, he married Miss Pappet, of St. James's, a lady nearly related to the very celebrated Swiss Heidigger, who assumed to himself the title of *surintendant de plaisir d'Angleterre*. He acquired by this marriage, in part of the lady's fortune, an house at the north-west corner of Queen's-square, leading into Ormand-street, which he afterwards sold to the late Dr. Campbell, and purchased, in 1753, of William Turner, esq. a seat in Kent, called Valence, pleasantly situated near Westerham. In 1766 he disposed of that to William Gwinn, esq. who again sold it to the earl of Hillsborough, from whom also it has since been alienated by sale.

In the parliament which met at Westminster for the dispatch of business, on the 31st of May, 1754, captain Denis was, through the interest of his firm patron and friend, lord Anson, chosen one of the representatives for

the borough of Heydon, in Yorkshire. In the month of March, 1755, great preparations being then making for a rupture almost daily apprehended with France, he was appointed to the *Medway*, of sixty guns; but does not appear during the remainder of the year to have been engaged in any very memorable service. He retained the same command during the ensuing year, but was not otherwise employed than in occasional cruises. In the months of December and January succeeding, he was one of the members of the court-martial, held at Portsmouth for the trial of the unfortunate Mr. Byng. He was not long afterwards promoted to the *Namur*, of ninety guns, one of the fleet employed in the month of September, under sir Edward Hawke, on the unsuccessful expedition against Rochfort; and was one of the officers mentioned as ordered under Mr. Broderick, to reconnoitre and sound the adjacent coast.

Early in 1758 he was appointed to the *Dorsetshire*, a new ship of seventy guns, and was ordered out on a cruise as one of a small squadron put under the orders of captain Pratten. On April 29, he gained to himself the greatest honour in the attack and capture of the *Raisonable*, a French ship of sixty-four guns; the particulars of which very spirited encounter are inserted beneath*. During the year 1759, still retaining the same command, he served under sir Edward Hawke in the Channel fleet, and was

* About three o'clock in the afternoon, captain Pratten seeing a sail to the S. W. made a signal for the *Dorsetshire*, of seventy guns, and five hundred and twenty men, commanded by captain Denis, to give chase; but soon after, observing the chase to be a large one, he also dispatched the *Achilles*, of sixty guns, commanded by the Hon. captain Barrington, after her; and then followed them with the rest of the squadron. About seven o'clock the *Dorsetshire* came up with the chase, which proved to be the *Raisonable*, a French ship of war, of sixty-four guns and six hundred and thirty men. Captain Denis began to engage her very closely; the action continued till about nine o'clock, when the enemy's ship, commanded by the prince de Mombazon, chevalier de Rohan, struck, having suffered greatly in her hull; sixty-one men were killed, and one hundred wounded. She was going from L'Orient to Brest, a new ship not above four or five months off the stocks. The *Dorsetshire's* masts, yard, and sails were greatly shattered: she had fifteen men killed and twenty-one wounded in the action.

one of those captains who particularly distinguished themselves in the memorable discomfiture of the *marquis de Conflans*. He is stated in a private account, given by a person of intelligence and veracity then on board one of the ships, to have had the highest encomiums bestowed on him personally by the commander-in-chief, who, in the warmth of his gratitude, is said to have told him, in conjunction with captain Speke of the *Resolution*, that they had behaved like angels.

The storm which immediately succeeded the encounter was so violent as to compel the *Dorsetshire*, and some other ships, to put to sea: they were, however, fortunate enough to effect their return on the ensuing day without having received any damage. In the month of March 1760, he removed into the *Thunderer*; but having quitted that ship in the ensuing year, had no farther opportunity of particularly distinguishing himself during the remainder of the war. In the new parliament which met on the 3d of November, 1761, he was, under the same interest as on the preceding occasion, re-elected representative for Heydon. In the month of August he was appointed to the *Charlotte* yacht, then new named, on board which vessel his friend, lord Anson, hoisted his flag, for the purpose of conveying to England her highness, the princess Charlotte of Mecklenburg, now queen of Great Britain. He received her majesty at Stade on the 28th of August, and landed her at Harwich, after a very tempestuous and disagreeable passage, on the 7th of September.

At the end of the year 1763 he was again sent to Germany in the *Charlotte* yacht, on an errand almost similar, that of bringing to England the prince of Brunswick, betrothed to her highness the princess Augusta. On the 29th of December, 1765, he had the misfortune to lose his lady; and the next particular mention we find made of him is, his advancement to the rank of baronet on the 19th of September, 1767. On the 3d of November following he bore the train of the duke of Grafton, his grace then walking as chief mourner at the funeral of his royal highness the duke of York. Sir Peter continued to retain the command of the *Charlotte* yacht till the 18th of October, 1770, when, on a promotion of flag-officers, he was advanced to be rear-admiral of the blue; as he

moreover was, on the 24th of the same month, to be rear-admiral of the white. Not long afterwards he was farther advanced to be rear-admiral of the red; and, for a short time, at the commencement of the year 1771, held the command in the *Medway*.

In the month of June he was appointed commander-in-chief in the Mediterranean as successor to commodore Proby, who was made comptroller of the navy victualling accounts: and about the middle of August, being then at Portsmouth, received the duke of Gloucester, on board the *Venus*, his royal highness being then about to proceed to Lisbon and the Mediterranean for the recovery of his health.

During the time Sir Peter held the Mediterranean command he had his flag on board the *Trident*: but his life during this period being totally undiversified by any event out of the common routine of a peaceable command, we have not any thing farther to add. After his return to England he never re-hoisted his flag, so that we have no particulars concerning him worth communicating, except that, on 31st of March, 1775, he was advanced to be vice-admiral of the blue; on the 3d of February, 1776, to be vice of the white; and, on the 28th of April, 1777, to be vice-admiral of the red. Sir Peter died on the 12th of June, 1778, not having lived to attain any superior rank or command*. Leaving no children, his title became extinct.

As a private gentleman he was possessed of the truest benevolence, having been ever ready to assist the distressed during his life. At his decease he bequeathed the sum of 23,000*l.* after the death of his sister, to the corporation of the Sons of the Clergy, and for the relief of the necessitous orphans and widows dependant on that charitable institution. Considered merely as a naval commander, few have acquired greater honour, and, allowing for the opportunities he met with, none. Thus entitled to our praise, our love, and our veneration, we can only lament that Providence was not more munificent in affording

* Mr. Charles Denis, author of some ingenious poetical Fables, was his brother. The arms of the family are, Argent, a Chevron engrailed, between three Fleurs-de-lis Gules."—

him more frequent occasions of displaying those qualities which have so justly excited them.

DURELL, George,—was advanced, by admiral Matthews, from the rank of lieutenant, in which station he had remained two years, to be commander of the *Dragon's Prize* z. beck: he moreover was, on the 3d of February, 1745, promoted to be captain of the *Liverpool* frigate, which is the next occasion on which his name occurs. We have some reason to believe he afterwards commanded the *Eltham*; but this is a point, though in itself extremely trivial, concerning which we have not been able to arrive at any degree of certainty, owing to the circumstance we have already had occasion to observe on, that there were at this time three gentlemen holding the same rank in the navy, and of the same name*. No other information concerning him has come to our knowledge, except that he died in England on the 15th of May, 1754, not at that time, as we imagine, holding any command.

DYVE, Henry,—was, on the 2d of September, 1745, appointed captain of the *Winchelsea* frigate. Few men have passed through the service less noticed, a circumstance imputable, in many instances as well as the present, to misfortune, and not the want of personal merit. No subsequent account relative to this gentleman has come to our knowledge till towards the latter end of the war which commenced in 1756, he was then employed as a regulating captain on the impress service. In 1771 he was put on the superannuated list with the rank and half-pay of a rear-admiral, and died about the year 1779.

FAWLER, John,—early in the year 1745 commanded the *Deptford* storeship; from which he was, on December 2d, promoted to be captain of the *Sterling Castle*, and is in the same unnoticed predicament with the gentleman last-mentioned. We do not find any positive information of having held any subsequent command; during a considerable part of the time, indeed, we know him to have lived in retirement with respect to the service. He died at Maidstone, in Kent, on the 17th of August, 1766.

FERMOR, The Honourable William,—was the second son of Thomas, first earl of Pomfret, and Henri-

* Captains John, Philip, and the officer of whom we now speak.

etta Louisa, daughter and sole heir to John lord Jeffreys, baron of Wern, by lady Charlotte Herbert, daughter and heir of Philip, earl of Pembroke and Montgomery. Having passed progressively through the different inferior ranks of midshipman, lieutenant, and commander, he was, on the 12th of January, 1745, promoted to be captain of the Nightingale frigate: at the latter end of the year 1746 he was appointed to the Experiment, a vessel of the same description, stationed as a cruiser off the coast of Scotland. He afterwards returned to the Nightingale, and was ordered to the Mediterranean. He died, according to Collins, in the year 1749, but, by Mr. Hardy's account, not till 1758; and, to use the precise words of the latter, "at sea, coming from Lisbon, in a merchant-ship."

FINCHER, Thomas,—was, on the 6th of December, 1745, promoted from the rank of commander to be captain of the Pembroke, a sixty-gun ship. He continued to serve in the same station during the too short remainder of his life, a life which, as will be presently seen, ended tragically to himself and a considerable number of the unhappy persons under his command. The first particular notice we find taken of him is in the month of May 1747, the Pembroke being at that time one of the fleet under the orders of vice-admiral Anson which totally defeated and captured the French Squadron under M. de la Jonquiere. In the month of November following he was ordered for the East Indies as one of the squadron sent thither under the orders of rear-admiral Boscawen. He appears to have been very actively employed in the different unsuccessful attacks on the island of Mauritius and the town of Pondicherry. The latter failure he did not long survive: the circumstances* productive of his melancholy end are officially related in the following concise manner.

"His Majesty's ship Pembroke, of sixty guns, struck on Colderoon point and overfet. Having parted her cable the 13th April, 1749, at six P. M. she made sail out of fort St. David road, but could not clear the point. Twelve men only were saved: captain Fincher and about three hundred and thirty men were drowned, and all the officers, except a captain of marines*."

FORBES,

* The following very particular account of this disaster, as related by Mr. Cambridge, the master, who was one of the fortunate survivors;

FORBES, Hugh,—is to be mentioned only as having been, on the 5th of July, 1745, appointed captain of the Phoenix

vors, will certainly be deemed not uninteresting, at least by all naval people.

"About ten o'clock in the morning it blew fresh, the wind at N. E. by E. and a great sea began to come in: we then having a cable out, the captain ordered half a cable more to be veered away. At one in the afternoon it blew very hard, the wind at N. E. His majesty's ship *Namur* lying about a cable's length within us, and abaft our beam, I went to the captain, as did likewise the lieutenants, and desired him to go to sea. He replied, "He could not answer to go to sea, unless the *Namur* did" (on board which rear-admiral Boscawen's flag was flying) but ordered all our ports to be barred in and well secured.

"At three o'clock I went to the captain, who was sick and in his cabin, and again desired him to go to sea. He seemed angry, and said "He could not, giving the same reason as above;" nor would he suffer any more cable to be veered away, at the same time the ship rode hard, strained much, and made water.

"At five, the sea increasing, our cable parted, and we cast our head off to the sea, otherwise we should have fallen on board the *Namur*. We immediately set the fore-sail and mizen, got on board the main rack, and set our main-sail, fore and mizen stay-sails; at the same time some of our people were employed in heaving in the cable, for the captain would not have it cut. This took up some time: it blew so very hard that the ship would not bear any more sail.

"At six, there being a great head sea, we made very little way, and were obliged to set both pumps to work. At half past six our main-sail split in pieces: we got down the yard in order to bend a new sail; but it blowing hard, the ship laid down so much we could not get the sail to the yard. At eight the carpenter sent word to the captain, that the ship gained upon them much; four feet water being in her hold. At half past eight our tiller broke short off at the rudder head; and we likewise found one of the rudder chains broke; the sails we had now set were our fore sail, mizen and fore stay-sails. The sea made a free passage over us; and the ship being waterlogged we hauled up our fore-sail to ease her, but expected to go down every minute. In hauling down our fore stay-sail it split; and as I looked aft from the fore-castle I saw the main and mizen-masts gone, but never heard them go. By this time the ship righted much, and in about seven minutes the fore-mast went by the board, but the bowsprit held fast; our pumps continually working. The third lieutenant, being on the quarter deck, sent forward to me to clear and let go the small bower anchor, which was immediately done. We found the ship drive to shore very fast. At half past ten we had eight feet water in the ships hold; and kept all the pumps working. About eleven o'clock we found the ship settle, the depth of water twelve or fourteen fathoms;

Phoenix frigate, and as having, on the 18th of August, 1750, died at Mahon commander, on that station, of some

fathoms. The anchor then brought the ship up, but the cable parted in a few minutes; then we let the sheet anchor go, which was all we had. The sea now making a free passage over us again, broke and tore away our boats and booms. The sheet cable tore out with such violence that no man could venture near it, till the clench brought up the ship: but the sea came with such force, and so very high, that in the hollow of the sea the ship struck, and the cable immediately parted. It was now near twelve o'clock; the ship struck fore and aft, but abaft very hard. The third lieutenant was near me when the ship first struck, but I saw no more of him afterwards. I kept the forecable, accompanied by the boatwain, cook, and about eight men more. I got myself lashed to the bitts before the ship took heel, but shifted myself over to windward when she began to heel, and lashed myself as before, the sea continually beating over us. About two I saw the captain's cabin washed away, and the ship almost on her broadside. When day-light came we were sixteen men on the forecable, and four hanging abaft to the timber heads; but three of the last got on a piece of the wreck which was loose, and drove away; the other was drowned: all this time the sea came over us in a dreadful manner, so that we could scarce take breath. About eight o'clock nine men were washed off the forecable. We could now see the trees ashore between the seas. About nine o'clock the boatwain and cook were washed away from each side of me; then I removed to the cat-head, as did another man also. About ten o'clock all our men were washed away, except those who were lashed to the cat-head. We judged we were near two miles off the shore: we continued there all the day, the sea beating over us continually, so that we had little time to fetch breath, or speak to one another. At noon we found the sea to come every way upon us, and could perceive the wind was shifted, which was the cause thereof. This part of the wreck kept fast, but night coming on we had a dismal prospect before us, having no hopes of relief. About midnight the sea abated, so that we could speak to one another for the space of two or three minutes together; but I found myself so weak, having been sick ever since we arrived in the country, that when the sea washed me on one side in my lashing, I was not able to help myself up, but was obliged to get my companion to assist me. At day-light I found myself much weaker and very thirsty. The sea at this time came over us once in a quarter of an hour. We found the wreck much nearer the shore than yesterday. About noon we found the sea much abated, so that it seldom came over us, and the weather began to be fine; but I found myself very faint. About two or three o'clock we saw two paddy-boats coming along shore about a mile without us; we spread abroad a handkerchief, which I had about my neck, that the boats might see us. One of them seemed to edge towards us for some minutes, but hawled off again: we then saw several catamarans near the shore, which we judged

some ship, the name of which is not mentioned. A fall from his horse is given as the immediate cause of his decease.

FORREST,

judged to be fishing. We spread abroad the handkerchief again, but none of them approached us. Soon after, we saw several people gather together ashore: the sun began to grow low, so that we judged it to be about five o'clock. At last we saw two of the catamarans above-mentioned coming towards us, with three black men on each. They took us off the wreck and carried us on shore. As soon as we were landed we found ourselves surrounded by about three hundred armed men. My companion told me we were fallen into the hands of the Mahrattas, who were at this time in arms against the English. They ordered us to come off the catamarans. I strove to rise, but found myself so weak, and my legs so terribly bruised, that I could not get up; upon which some of them came and lifted me off, and laid me upon the sand, for I could not stand. I made a signal to them that I wanted some water to drink; but they gave me none, and only laughed at our condition. Their commander ordered some of them to strip us, which they did quite naked. As I was not able to walk they led us part of the way to Davecotta (a fort belonging to them) and there put us into a canoe, and carried us up a river to the fort walls. About ten this night they put us within the walls and laid us on the ground, where we had nothing to cover us but the heavens: and about eleven brought us a little rice with some water. Great numbers of people gathered round us, laughing at us, and expressing great contempt and derision.

"The country people flocked daily to the fort to see us, but none of them shewed us the least pity; but, on the contrary, laughed at and threatened us with death. Our lodging place was between the gate-ways, and when we had been there fourteen or fifteen days they carried us into the country. Though my legs were much better, yet still I could not walk; and my companion was extremely weak, which I believe was owing to our want of more victuals: so they put us into dooleys, or cradles, fastened together with ropes, which they got from the wreck. About four o'clock, on the 15th day, they carried us about twelve miles to their king, who was encamped against our company's troops. The king was desirous we should enter into their service, but we told him (by the interpreters, who were three Dutchmen) that we could not consent to it: with that they travelled us till we came to a fort, and were immediately put into a dungeon. There were two more prisoners, one of them our ship-mate, the other a deserter from the India company's troops.

"In about three week's time my legs were almost well, so that I was able to walk. We now began to entertain some hopes of making our escape, and taking an opportunity, I with some difficulty got high enough upon the wall to look over it, and found it was very high surrounded with a wide mote, or ditch; but there was a path between the wall and the ditch, so that we might choose our place to swim over,

FORREST, Arthur.—This gentleman was, in the year 1741, lieutenant of one of the ships composing the armament, under Mr. Vernon, sent on the unsuccessful expedition against Carthagea. He very eminently distinguished himself under the captains Boscawen, Watfon, and Cotes, at the attack of the Barradera battery, having been among the foremost who entered the enemy's work at the head of a party of seamen. He does not, however, appear to have received that reward his intrepidity may seem to have justly merited, for he was not promoted to the rank of post-captain till the 9th of March, 1745, at which time he was appointed to the *Wager*. In 1746 he was employed in this ship on the Jamaica station, where he had the good fortune to capture a very large Spanish privateer, carrying thirty-six guns and upwards of two hundred men, which had done considerable mischief,

over, if it proved deep. We got, at several times, some strands of rope off the dooleys which they had carried us in, as they happened to be left within the bounds of our liberty: and in a few days got so many pieces, as, when knotted together, made seven fathom and an half. After some consultation we resolved to undermine the foundation of the dungeon, at the farthest part from the guards, and on the 27th of May began to work. On the 1st of June we came to the foundation, being six feet deep, and the wall thirty inches through. In two days time we had worked upwards, on the other side, so far, that the light began to appear through the surface, so that we let every thing remain till night. At seven, it beginning to grow dark, they put us into the dungeon as usual, and soon after we worked ourselves quite out. Without being discovered we got over the wall by the help of our rope, and in less than half an hour had crossed the moat, though very deep and wide. We travelled all night, we judged about sixteen miles, and in the day time hid ourselves among the bushes. The second night we travelled, as before, to the S. E. and day coming on we concealed ourselves among some rushes. About three in the afternoon we were discovered, which obliged us to go on, but we were not molested. We proceeded till about midnight; and next day, about ten o'clock met a cooley, who told us he would shew us to Carakal. About noon we arrived there, and were received with great humanity; but my fever was not at all abated. The next morning the governor sent to Mr. Boscawen to let him know we were there; and, by the return of the messenger, the admiral desired we might be furnished with what money we wanted. In twelve days we found ourselves well recovered, and went to Trincabar, a place belonging to the Danes, where we stayed three days, and then got a passage to Fort St. David's."

in the Windward Passage, to the British commerce, and had also a very short time before captured the *Blast* bomb-ketch. We find no mention made of him after this time till the beginning of the year 1755, when he was appointed to the *Rye*. He was, in a short time, promoted to the *Augusta* and ordered to the West Indies, where, in the month of October, 1757, he had a very memorable opportunity of distinguishing himself. This he very laudably seized, and, by exertions hardly to be exceeded, acquired, in conjunction with the captains who served under him, the highest renown. The particulars of this encounter are thus officially related by rear-admiral Cotes, in his public letter, written in Port Royal harbour on the 9th of November following, and which is nearly an exact copy of captain Forrest's own report to Mr. Cotes.

“ On the 25th of last month captain Forrest, in the *Augusta*, with the *Dreadnought* and *Edinburgh* under his command, returned from the cruize off Cape François; on the 21st, they fell in with seven French ships of war. At seven in the morning the *Dreadnought* made the signal for seeing the enemy's fleet coming out of Cape François, and at noon discovered with certainty they were four ships of the line and three large frigates. Captain Forrest then made the signal for the captains, Suckling and Langdon, who agreed with him to engage them; accordingly they all bore down; and about twenty minutes after three the action began with great briskness on both sides. It continued for two hours and an half, when the French commodore making a signal, one of the frigates immediately came to tow him out of the line, and the rest of the French ships followed him. Our ships had suffered so much in their masts, sails and rigging, that they were in no condition to pursue them. Both officers and seamen behaved with the greatest resolution the whole time of the action, and were unhappy at the conclusion of it, that the ships were not in a condition to follow the French, who had frigates to tow them off. The French on this occasion had put on board the *Sceptre* her full complement of guns, either from the shore or out of the *India-ship*, and had also mounted the *Outarde* storeship with her full proportion of guns, and had taken not only the men out of the merchant-ships but soldiers from the garrison,

in hopes their appearance would frighten our small Squadron, and oblige them to leave the coast clear for them to carry out their large convoy of merchant-ships: but our captains were too gallant to be terrified at their formidable appearance. So far from avoiding them, they bore down and engaged them with the greatest resolution and good conduct; and I have the pleasure to acquaint their lordships, that the captains, officers, seamen and marines, have done their duty on this occasion much to their honour. I hope their good behaviour will be approved by their lordships*."

It is added, though not officially, "that captain Forrest perceiving the shattered condition of all his ships (the masts, sails, boats and rigging, being mostly useless) thought proper to withdraw, lest the loss of a lower mast should leave any of them at the mercy of the frigates. Never was a battle more furious than the beginning; in two minutes there was not a rope or sail whole in either ship. The French use a shot which the English neglect, called Langridge, which is very destructive in cutting the rigging. The *Augusta* had nine men killed and thirty wounded."

A private letter from Jamaica takes notice, "that when a council of war was held, the question was not, What superior force the enemy had; or how unequal the combat? The commanding officer saying to the other two, "Gentlemen, you see the force of the enemy, Is it your resolution to fight them, or not? upon which they both resolutely answered, "It is." Here the council of war ended, having lasted about half a minute."

This highly distinguishable display of gallantry and intrepidity was quickly afterwards † followed by a success no less brilliant and remarkable, equally honourable to the service and his country, but happily much more advantageous to himself:—this was the capture of the *Mars*, a French frigate of thirty-two guns, twelve, nine, and six-pounders, with her whole convoy; *Le Theodore*, of

* The enemy's ships were, the *Intrepide* and *Sceptre*, of seventy-four guns each; *Opineatre*, of sixty-four; *L'Outarde*, of forty-four; the *Greenwich*, of fifty; and the *Savage* and *Unicorn*, of thirty-guns each. To increase the disparity, the *Edinburgh* and the *Augusta* were both extremely foul at the time of the engagement.

† On the 24th of December, 1759.

twenty-two guns; *La Margareta*, of sixteen guns; *Le St. Pierre*, of sixteen guns; *Le Solide*, of fourteen guns; *Le Flore*, of fourteen guns; *Le Morrice le Grand*, of eighteen guns; *Le Brilliant*, of fourteen guns; and *Le Monette*, a brigantine of ten guns, bound from Port Prince to Old France, laden with sugar, indigo, coffee, cotton, &c. which cost 170,000*l*. The *Mars* struck upon receiving the first broadside, and all the rest followed her example. He returned to England not long afterwards; and, in 1760, being appointed to the *Centaur*, was sent out to Jamaica commodore and temporary commander-in-chief on that station. He sailed from England, with a convoy of thirty-four ships, on the 16th of January, and arrived at Port Royal on the 6th of March. He continued on the same station during the remainder of the war, but without meeting with any occurrence worthy particular notice. In 1769 he was re-appointed to the same command with the established rank of commodore; but he did not long survive his arrival there, dying on the 26th of May, 1770.

GARDINER, Arthur,—was, on the 27th of May, 1745, promoted to the *Neptune*, as captain to vice-admiral Rowley, who had his flag on board that ship. This circumstance of his appointment excepted, we find no mention whatever made of him during the continuance of the war. In 1752 he was appointed to the *Amazon* frigate, a vessel employed, as is not uncouthomary even in time of peace, on the Irish station. The next situation in which we find him is, that of captain of the *Colchester*, of fifty guns; from which ship he removed, at the express request of the unfortunate admiral Byng, into the *Ramillies*. The ill success which attended the rencounter with *Gallifoniere*, is said to have lain so heavy on his mind, as to induce a species of melancholy which never was effaced during his life. He was undoubtedly a man formed with very nice feelings, and could not readily dispossess himself of an idea extremely ill-founded, that he, being so closely and materially connected in service with his unhappy commander-in-chief, must, in some degree, participate in that censure and clamour which was so loudly, industriously, and generally raised.

From the minutes of the court-martial, it appears that captain Gardiner, who was, as may be naturally supposed, ordered

ordered home to England as an evidence, deposed, that the sails were not all set, nor did he know any impediment why the rear should not have got into as close action as the van. He added, that he advised the admiral to bear down, but that he objected thereto, *fearing an inconvenience similar to that experienced some time before by Mr. Mathews in the same seas.* He concluded his day's examination by declaring, that he discovered nothing in the smallest degree improper in the admiral's personal behaviour. On his second day's examination he made it appear, that the admiral took upon himself the entire command of the ship, and that nothing was done that day except by his particular orders.

This circumstance certainly was one of those which bore hardest upon the admiral; and the subsequent grief felt by the captain might, in all probability, be as much increased by his being obliged, in honour, as well as in justice to himself and his country, to bear any pointed testimony * against a man, with whom he had lived in habits

* In justice, however, to Mr. Byng, be it remembered, that captain Gardiner also declared in the course of his examination, which lasted nearly two days, to the following effect:

"That the Trident, being abaft the larboard beam of the Ramillies, did so impede the Ramillies in going down to the enemy, that the admiral must have gone down without his force, which was not his intention: that the signal was out for the line of battle ahead at that time, and the rear division went down very regular after the Trident and Princess Louisa got into their stations. Being asked, Whether it had not been a more speedy and regular method to close with the enemy, to have made the signal for the line abreast? The captain said "No, because it would be improper for ships to go down in a line abreast, to attack ships that are laying in a line ahead, when they can go down with their bows to them; i. e. a flanking course to them; and therefore he was of opinion, that the rear did take the proper method to close with the enemy." Being further interrogated, Whether he meant as to the course steered on the enemy, or the sail carried? He answered, "Both: but this (said he) is matter of opinion, which I shall hereafter avoid entering into, as there are many superior judges here to me."

"He was also of opinion, that the rear would have engaged as near the enemy as the van did, had the French staid: that it was admiral Byng's intention to engage the chief escadre, the third ship from the enemy's rear, and not to throw away his shot, as the enemy did, till he came near the enemy: that the admiral stood on till it was imagined, on board the Ramillies, that every ship, if she had gone properly

habits of intimacy and friendship, as we have already suggested him to have done. Not long after the conclusion of the trial Mr. Gardiner was appointed to the *Monmouth*, of sixty-four guns, and ordered to the Mediterranean, where, on the last day of February, 1758, the British Squadron, then under the command of Mr. Osborne, fell in with a small French armament, under the *marquis du Quesne*, bound from Toulon to Carthage, for the purpose of reinforcing the French *chef d'escadre de la Clue*. The *marquis* himself was in the *Foudroyant*, the identical ship on board which *Gallisoniere* hoisted his flag at the time of his encounter with Mr. Byng. It was somewhat singular, though particularly grateful to captain Gardiner, that he was among those ordered to pursue the French *commodore*. It is related of him, whether correctly or no we cannot pretend to say, that, previous to this time, but after he was appointed to the *Monmouth*, he had been heard to declare, that if ever he was fortunate enough to fall in with the *Foudroyant*, he was determined to attack her though he should perish in the attempt. The *Swiftsure*, of seventy guns; the *Hampton Court* and *Monmouth*, of sixty four guns each, were dispatched after the *Foudroyant*, and other ships at the same time after the remainder of the Squadron. Captain Gardiner far out-stripped his companions and brought the enemy warily to action, the other ships being nearly out of sight at the time. Captain Gardiner was unhappily shot through the arm with a musket ball at the very commencement of the action; but this disaster was not sufficient to prevent him from continuing his exertions. The rigging of the *Foudroyant* being fortunately much disabled in a short time, captain Gardiner seizing the opportunity given him by

properly steered a flanking course, could have gone down to the ship of the enemy, she should have engaged, with her broadside to her: that he recollected particularly to have heard the admiral say, when the *Ramillies* was abreast of the French, that such was his intention: that the admiral ordered the guns to be shotted with round and grape shot, two shot in the guns below, and proposed to set top-gallant sails on seeing the french going away; that he heard him express, at that time, his unhappiness at not having a sufficient force to make a general chase, as he thought he could materially have distressed the enemy in the situation they then were in, "if (said he) I had two or three ships more!"

that advantage, placed himself on his antagonist's quarter and maintained a very close action for upwards of two hours; when, about nine o'clock, while in the act of encouraging his people and enquiring what injury had been sustained between decks, he received a second wound, by a musket ball, in the forehead. He lived, indeed, till the next day, but the greater part of the time was totally insensible.

The action was continued with the greatest spirit by Mr. Carket, the first lieutenant, who succeeded to the command. The *Foudroyant*, having lost her main and mizen-masts*, being completely disabled, and the *Swiftsure* also getting up, the marquis, who, to do him justice, made a good defence, surrendered about one o'clock in the morning. The *Foudroyant* mounted eighty guns, and had on board, at the commencement of the action, a chosen crew of nine hundred and eleven men: her lower battery consisted of thirty French forty-two pounders; on her upper deck she carried thirty-two twenty-four pounders; and on her quarter deck and fore-castle eighteen twelve pounders†. It was esteemed the finest ship at that time in the whole French navy: and the captain of a French privateer, taken a short time before by the *Monmouth*, is said to have boasted, that she was a ship capable of resisting any force by which she should be attacked. She would fight, he said, to-day, to-morrow, and the next day, but never could be taken‡. Upon the whole, this

* Soon afterwards the captain fell. He is said, immediately on receiving his second wound, to have sent for the lieutenant, and made it his last request, that he would not give up the ship or quit the enemy. The *Monmouth's* mizen-mast soon after came by the board, on which the enemy gave three cheers. The crew of the *Monmouth* returned the compliment in a few minutes, on the mizen-mast of the *Foudroyant* being also shot away. This disaster was soon followed by the fall of her main-mast; which giving fresh spirits to the English, their fire became so incessant and intolerable, that the French sailors could no longer be kept to their guns.

† The *Monmouth* on the other hand carried only twelve and twenty-four pounders, with a complement of four hundred and seventy men; and there was as much difference in size and appearance as between a frigate and a ship of the line.

‡ The French prisoners then in England, asserted in the last war the same thing of the *Ville de Paris*.

certainly was, as is remarked by many historians, as gallant an action as ever was performed by a single ship, but the death of Gardiner clouded the victory, and made both the conquerors and the whole nation almost forget the joy they would otherwise have felt at so glorious an event. Campbell adds to his account of this engagement the following remark. "This action, which is one of the most glorious in the naval history of Britain, must ever remain an incontestible proof of our naval superiority*." We have only to add, that some subsequent events seem strongly to corroborate this assertion.

GAYTON, Clark,—was, in the month of April 1744, promoted from the rank of lieutenant to command *pro tempore*, or, according to the term used in the service, by order, the Ludlow Castle, of forty guns; but no other mention is made of him while retaining that station. He was not actually promoted to the rank of post captain till the 6th of July, 1745, on which day his commission bore date for the Mermaid frigate. No other notice is taken of him during the continuance of the war, nor indeed after its conclusion, till the year 1755, when he was, about the month of April, appointed captain of the Antelope. He quitted that ship in the following year, and was promoted to the Royal Anne, a first rate; but we do not find any particular account given of him till the year 1758, when he commanded the St. George, a second rate of ninety guns, one of the squadron ordered

* It is confidently given as an anecdote of captain Gardiner, that while in chase, directing his discourse to a land-officer who was on board, he said, "Whatever becomes of you and me, this ship must go into Gibraltar." Harranguing his people just before the commencement of the action, he said, "This ship *must* be taken; she appears above our match, but Englishmen are not to mind that, nor will I quit her while this ship can swim, or I have a soul left alive."

A private letter from Gibraltar gives us the following additional particulars relative to captain Gardiner and his private conduct.

"Two days before he left this port, being in company with lord Rob. Bertie and other persons, he with great anguish of soul told them, that my lord Anson had reflected on him, and said that he was one of the men who had brought disgrace upon the nation; that it touched him excessively; but it ran strongly in his mind, that he should have an opportunity shortly to convince his lordship, how much he had the honour of the nation at heart, and that he was not culpable."

to the West Indies, under commodore Robert Hughes, for the purpose of reinforcing Mr. Moore and enabling him to attack the French settlements in that quarter. The attack on the island of Martinico failed, as is well known: but the subsequent one against Guadaloupe was, as it may be equally well remembered, more successful. Conquest, however was not obtained without considerable and indeed formidable resistance.

The attack was, as it is said, productive of an anecdote too characteristic of this gentleman to be forgotten, or omitted. The citadel of Guadaloupe was a fortress of the first consequence, possessing great natural advantages of situation, improved and strengthened by the skill of the ablest engineers in the French service. So formidable did it appear to the British officers in that particular branch, that they were unanimous in declaring it impregnable to any attack by sea, unsupported by some collateral aid. The commodore thought otherwise; and, notwithstanding every remonstrance to the contrary, resolved on the assault; the event, indeed, justified his determination: but, nevertheless, it proved sufficiently arduous to exempt those, who were of a contrary opinion, from any imputation of coldness, or want of enterprize. Among those who thought so, and represented the service as difficult and dangerous, was Mr. Gayton, a man, whom certainly no one could with decency charge either with tameness of spirit, or deficiency in judgment, founded on experience. His difference of opinion is said to have excited some slight sensation of disgust and disapprobation in the commodore, so that when the latter had formed his disposition of attack, by which the citadel was allotted to the *St. George*, with two other ships, he thought proper to send a written order to Mr. Gayton, commanding him to proceed on that service. *

This procedure was deemed by him a species of affront which, though improper to openly resent, he could bear strongly in his mind. Knowing his own attention to the rules and discipline of the service, his promptitude to obey the commands of his superior, even though they should be deemed by him bordering on impropriety, he considered the formality of a written order as an insult, he being perfectly disposed,

in every respect, to have obeyed a mere signal indicative of the commodore's intention. After a cannonade of some hours continuance, the prospect of success appeared, even to Mr. Moore himself, doubtful: the resistance of the enemy, and the injury sustained by the assailants, appeared to justify the general opinion given in council, and evince that it was not the result of timidity but prudence. The commodore wavered, and notwithstanding the fire of the assailants was violent and unremitted, he was, as has been reported to us, induced, after the attack had continued some hours, to make a signal for the *St. George* in particular, to desist and hawl off. Captain Gayton took no notice; a boat was sent to him with a verbal order from the commodore to the same effect, but the captain, instead of obeying, returned for answer, that as it had been thought necessary to use the formality of a written order previous to the assault, so should he on his part think it equally so to insist on the same punctilio authorising him to desist. In the interim the ascendancy of the British fire became apparent, and the cessation of that from the citadel * with all its dependencies closed the dispute.

The *St. George* was in the preceding attack very considerably damaged, and the † captain himself slightly wounded. The object of the armament, of which the *St. George* formed a part, being thus concluded, captain Gayton, with such others his companions as it was deemed unnecessary to retain on that station, returned to England in the course of the year. He remained in the *St. George* during the continuance of the war, employed in the Channel, under the admirals Hawke, Boscawen, and others, but no possibility of acquiring either fame or fortune presented itself to the captain of any ship of that class during that period.

* Which was taken possession of the ensuing day.

† We must not omit the following remarkable occurrence. A forty-two pound shot from the citadel struck the centre of an iron hoop surrounding the main-mast, elongated, if the term be allowed, the hammered, which consequently is the most elastic state of the metal, and forming it into a case or socket, had penetrated into the centre of the mast. The quantity of powder expended by the *St. George* on the foregoing occasion, far exceeded that of any former ship on any service whatever.

We do not believe captain Gayton to have held any subsequent commission after the peace, till the year 1769, when he was appointed to the *St. Antonio*, of sixty guns, a guardship at Portsmouth. This command he did not retain so long as is customary, being promoted, on the 18th of October, 1770, to be rear-admiral of the white. On the 31st of March, 1775, he was advanced to be rear-admiral of the red: on the 3d of February, 1776, to be vice-admiral of the white; and immediately afterwards was appointed commander-in-chief on the Jamaica station. The dispute with America becoming daily more serious, a reinforcement of several ships of war was ordered out to join him early in the summer*. By a judicious disposition of his cruisers, aided by the activity of their respective captains, two hundred and thirty five American vessels were captured by the ships on the Jamaica station during the time Mr. Gayton held that command.

We must not omit two anecdotes relative to this gentleman, strongly marked by that rough pleasantry natural to him, and of that high spirit, with respect to the service, which all persons must admit him to have possessed. The different sums allotted to him as commander-in-chief, resulting from the sale of the different American prizes,

* In consequence of an untrue assertion made in a pamphlet, written by T. Paine, Mr. Gayton published the following declaration in the *Jamaica Gazette*, which we have been the rather induced to insert, as it contains some particulars of his early life, which must undoubtedly be genuine.

"I have seen a pamphlet, published in Philadelphia, under the title of *Common Sense*, wherein the author says, that, forty years ago, there were seventy and eighty-gun ships built in New England. In answer to which I do declare, that at that very time I was in New England a midshipman, aboard his majesty's ship *Squirrel*, with the late sir Peter Warren, and then there never had been a man of war built of any kind. In 1747, after the reduction of *Louisbourg*, there was a ship of forty-four guns ordered to be built at *Piscataqua* by one Mr. Messervy: she was called the *America*, and sailed for England the following year. When she came home she was found so bad that she never was commissioned again. There was afterwards another ship of twenty guns, built at *Boston* by Mr. Benjamin Hollwell, which was called the *Boston*. She run but a short time before she was condemned; and those were the only two ships of war ever built in America: therefore I thought it my duty to publish this, to undeceive the public in general, to shew that what the author has set forth is an absolute falsity.

were regularly invested in dollars, by the admiral, and packed in proper chests for the purpose of being conveyed to England. Some of his friends wishing to point out to him the trouble and inconvenience of transporting specie, recommended to him rather to remit his property to Europe in bills. The admiral, with an affected peevishness declared, he knew nothing so valuable as money itself, and that for his part he should not be fool enough to accept paper in exchange, when the latter might not be worth a farthing. His intimates having the safety of his and his descendant's property at heart, recommended to him to send his wealth to England in a frigate, for the *Antelope*, his flag ship, was so extremely old and crazy, that no inconsiderable fears were entertained she would founder on her passage. The admiral with much vivacity replied, "No, my money and myself will take our passage in the same bottom, and if we are lost there will be an end of two bad things at once."

The second is, that while on his passage home he fell in with a large ship, which, on its near approach, proved to be an English man of war. Every possible preparation was, however, prudentially made to receive the stranger as an enemy, though of force and magnitude infinitely superior, even supposing the *Antelope* in proper fighting condition, a circumstance by no means the case, she having had a considerable number of her lower-deck guns taken out for the purpose of easing her on her passage. The admiral himself, extremely infirm and almost unable to stand, came upon the quarter-deck, and after exhorting his people in few words to behave themselves like Englishmen, he told them for his part, "~~He~~ could not stand by them, but he would sit and see them fight as long as they pleased."

Mr. Gayton never accepted any command after his return to England, where he arrived in safety on the 21st of April, and, that success might accompany him to the last, with a small American prize he captured on his passage. A short time previous to his arrival, that is to say, on the 29th of January, 1778, he was advanced to be vice-admiral of the red; as he was to be admiral of the blue on the 8th of April, 1782. His infirm state of health and advanced age, compelled him to live almost totally in retirement, a state rendered as comfortable as

bodily pains would permit it to be, by an handsome fortune, which he had acquired in service, as honourably as unremitted attention to his duty when employed, and the most signal display of personal gallantry and spirit on all possible opportunities could render it. He died at Fareham, where, when in England, he had for many years resided, about the year 1787.

GRIFFIN, Thomas,—can scarcely be said to be entitled to a place here, on account of his rank, though highly in respect to character, whether considered as an officer or a gentleman.—In 1736, he was a petty officer on board the Oxford, a ship of 50 guns, at that time commanded by captain Swale; and on the death of that gentleman, his successor promoted Mr. Griffin to be third lieutenant of that ship. He continued in the same vessel till the year 1741, by which time he was advanced to be first lieutenant, and was soon afterwards removed into the Marlborough of 90 guns, at that time the flag ship of rear-admiral Haddock, the commander in chief on the Mediterranean station. He was appointed, in the East Indies, captain of the Medway Prize on the 25th of February, 1745; and afterwards was promoted, by Mr. Griffin, the commander-in-chief on that station; but who notwithstanding the similitude of names was in no degree related to him, to the Princess Mary, in which ship he died on the 17th of December, 1748. He is, however, said never to have had his commission, as post captain, in either instance confirmed by the admiralty board.

HILL, John,—was, on the 26th of August, 1745, promoted to be captain of the Triton frigate; from thence he is said to have been promoted, in 1747, to the Gloire, of forty-four guns, a prize taken from the French a short time before, by the Squadron under vice-admiral Anson. He was re-appointed to the same ship in 1751, and is said, in some accounts which we dare not implicitly rely on, to have afterwards commanded a ship, of twenty guns. No other particulars relative to this gentleman have come to our knowledge, except that he was, in 1770, put on the superannuated list, with the rank and half-pay of a rear-admiral, and died on the 8th of March, 1773.

HORNE, Edmund,—is known to us only as having been, on the 22d of February, 1745, promoted to be cap-

tain

tain of the *Hector*, a forty-gun ship, and as having died in England without having, to our knowledge, held any subsequent command*, on the 23d of May, 1764.

HUGHES, Robert, — was commander of the *Shark* sloop in 1744, and, on the 2d of April, 1745, was promoted to the command of the *Kingston*, a fifty-gun ship, to which he was re-commissioned two years afterwards. In 1748 he was appointed to the *Tilbury*, and we believe, in 1751, to the *Deptford*, of sixty guns. The next subsequent information we have concerning him is, that immediately previous the commencement of the war in 1756, he commanded the *Port Mahon* frigate; from whence he was, in the month of April, promoted to the *Augusta*; from this ship he removed, about the month of June following, into the *Berwick*, of seventy guns. He continued in that ship till the year 1758, at the beginning of which he was employed on the Mediterranean station under the command of admiral Osborne. On the last day of February he had the good fortune to assist in the defeat and capture of the small French squadron under the marquis de Quesne. Returning to England towards the conclusion of the year, he was appointed commodore of a squadron, consisting of eight ships of the line, ordered to the West Indies for the purpose of reinforcing commodore Moore, and enabling him to attack the different French islands and colonies in that quarter. Having hoisted his broad pendant on board the *Norfolk*, of seventy-four guns, he sailed from Spithead on the 10th of November, having under his convoy a fleet of store-ships and transports, on board which were embarked six regiments of infantry. He arrived at Barbadoes, without having been unfortunate enough to encounter any sinister accident, on the 3d of January.

The leading particulars of this expedition have been already given in the life of sir John Moore†, and to those it is not necessary to add any thing on the present occasion. Soon after his return to England, whither he was order-

* Except that of the *Rupert*, a fourth rate of 60 guns, to which he was appointed by the Admiralty, and ordered out to the Mediterranean for the purpose of superseding captain Ambrose, who was ordered home for trial, on account of his conduct in the encounter off Toulon.

† See p. 251.

ed back in the month of June to convoy the troops, which the object of the expedition being completed, it became unnecessary to keep any longer in the West Indies, he was appointed to the *Kingston*, in which ship he continued but a very short time, during a part of the absence of captain Parry. We believe him to have held no command after this during the war. At the latter end of the year 1763, he was appointed to the *Dorsetshire*, of seventy guns, one of the guardships stationed at Portsmouth, and on board which vice-admiral Holburne afterwards hoisted his flag. He quitted this command after having retained it three years, the term customarily allotted to it, and is not known to have ever received a subsequent commission. On the 18th of October, 1770, he was advanced to the rank of rear-admiral of the red, and died at Bath, ere he experienced any farther promotion, on the 19th of January, 1774.

HUME, John.—This gentleman we believe to have been appointed, early in 1742, commander of the *Serpent* bomb: he afterwards removed into the *Mortar*, a vessel of the same description: but nothing farther is known of him till his promotion, on the 20th of July, 1745, to be captain of the *Sandwich*. No farther account has been collected concerning him, except that he died in England on the 16th of November, 1759.

JASPER, Richard.—This gentleman was second lieutenant of the *Namur*, under Mr. Mathews, at the time of the indecisive engagement with the French and Spanish fleets off Toulon; and was the person sent, by the commander-in-chief, to Mr. Lestock, with a message, intimating that he would lay to till the vice-admiral could get up with his division to close the line of battle. He was appointed captain of the *Phoenix* frigate on the 13th of February, 1745, and ordered not long afterwards to the Mediterranean, from whence after some continuance he returned to England in the *Berwick*.

The next account we have of him is, that in the year 1747 he was made captain of the *Prince Henry*, and was re-appointed to the same ship in the month of July in the year ensuing. He retained this command many years, but is not again particularly noticed till 1751, when he served on the coast of Africa, as appears from the following minute, dated July the 31st.

This

" This day was read before the board of admiralty, a letter sent by captain Jasper, from the prince of Annamaboe, in which he expresses his gratitude for the civilities shewn his son while he was at our court, and offers the assistance of 20,000 men to build a fort on the coast of Africa in case of obstructions from the French. At the same time was read a long letter from captain Jasper, giving a very accurate account of the state of affairs on that coast, at which their lordships expressed great satisfaction."

He afterwards repaired to Jamaica, and from thence to England, where he arrived in the month of August 1752, having on board a considerable quantity of specie. He almost immediately returned back to the West India station; but on account of some misbehaviour at the Havannah*, was brought to a court-martial in the following year, and sentenced to be dismissed the service. He appears to have been a man possessing a very irritable irascible temper. This, unfortunately for him, caused his untimely death, he being killed in a duel, † by Mr. Brice, at the Cardigan-head tavern, on the 11th of May, 1761. The survivor was afterwards tried and honourably

* The following official mention is made of captain Jasper; and the misbehaviour alluded to, took place at the same time.

" Gazette, No. 9135. Havannah, Nov. 2, 1752.

" The 17th of October an English man of war, called the Prince Henry, Captain Richard Jasper, came to an anchor in this harbour, having lost all her masts, and suffered other considerable damages from the hurricanes which we have had in these seas during the month of September. She was received here with that humanity which is requisite upon such an occasion; and all possible assistance will be given her till she can be put in a condition to pursue her voyage. This ship, which was bound for London, sailed from Jamaica on the 2d of September: on the 4th the first hurricane happened, which would not suffer her to put in between Cayques and Mariguana. On the 23d she met with the second, off Cape St. Antonio, which carried away all her masts. Several Englishmen belonging to three merchant's ships, that have been wrecked, are likewise arrived in this port: they have all been collected together, and are incorporated amongst the crews of his majesty's ships. The captain of the Prince Henry has since demanded these men, and they will be delivered to him upon his paying the money that they have cost during their stay here; but this point is not as yet settled."

† The rencontre took place on the 10th: captain Jasper died on the following day,

acquitted

acquitted of the murder, it being very clearly and satisfactorily proved, that the deceased was entirely the aggressor.

JRFFREYS, Robert.—We have been able to collect very few particulars relative to this gentleman: he was, on May 1, 1745, appointed captain of the Scarborough* ; and we have no doubt but that he held some subsequent commands; these, however, we are sorry to say, are unknown to us. During a considerable part of the war, which commenced in 1756, we find him to have been unemployed, not improbably through the whole of it. We may, however, fairly presume he was, notwithstanding this, a man much respected and esteemed; for though fortune appears to have denied him any opportunity of handing his name down to posterity with that celebrity which is the reward of gallantry, particularly if successful, he was not, as has been sometimes the case, set aside and continued on the list of captains, when, according to his seniority, he became entitled to the rank of a flag officer, but was then put on the superannuated list of rear-admirals. This has ever been considered as an honourable proof of meritorious service, though age, infirmities, or wounds received while in command, may possibly render the brave, though unfortunate man, incapable of encountering the fatigues and difficulties necessarily attendant on a more active station. He died about the year 1780.

LLOYD, John, — was, on May 30, 1745, appointed captain of the Glasgow, a new ship of twenty-four guns, launched a short time before at Liverpool. He continued in this ship during the whole remainder of the war, without being fortunate enough to meet with any opportunity of particularly distinguishing himself. Soon as the preliminary articles of peace were signed, he was ordered, in the month of May 1748, to North America with the intelligence, for the purpose of preventing any farther hostilities from being committed. He survived his arrival a very short time, dying at South Carolina on the 14th of September, 1748.

MAISTERSON, Samuel, — was, on the 26th of August, 1745, promoted to be captain of the Squirrel; from

* He was employed during the ensuing summer in cruising off the coast of Scotland.

which

which he is said to have been removed, early in the following year, to the *Duke William*, an hired armed ship mounting fifty guns. No mention is made of his having held any subsequent commission, nor have we been able to collect any farther particulars concerning him, except that he died in England on the 10th of September, 1762.

MAN, Robert,—from being lieutenant of one of the ships employed under commodore Warren, on the expedition against Louisbourg, was, on the 22d of June, promoted, by that gentleman, to be captain of the *Launceston*, of forty-four guns; and was not long afterwards sent to France, as convoy to a fleet of cartel ships dispatched thither with the prisoners taken in arms*, and the principal inhabitants who chose to remove thither. In 1746 he was appointed to the *Lynn*, and ordered to the Mediterranean, where we believe him to have continued till the cessation of hostilities took place. No farther mention is made of him till the year

* A particular account of the ill treatment he received from the enemy while employed on this service, is circumstantially related in the following terms by Mr. Gibson, in his appendix to a journal of the siege.

"July 4, 1745, Fourteen cartel ships, with the *Launceston* man of war, set sail from Louisbourg, in Cape Breton, for France, with the French inhabitants. No sooner were we arrived in the road of Rochfort, but commodore Mac Namara, in a ship of seventy-four guns, obliged us to come to under his stern. We obeyed and shewed our passports, which, when he had read, he insisted that every master should deliver into his hands his particular journal. Some looking on it as an unreasonable demand, with resolution opposed it, but were confined in irons in his ship for their refusal. Soon after, he sent for me: being admitted into the cabin, he ordered me to sit down at his green table, and give an account of my own proceedings in writing; which orders I readily complied with, and delivered into his hands. Upon the receipt of it he told me, that the cartels could expect no favour at Rochfort: and since, he was informed by several passengers, that I had been a very busy active fellow against the interest of his most christian majesty at Louisbourg, if he could find out any article whatever that was in the least contradictory to the declaration I had delivered he would send me to the tower. He immediately sent on board for my trunk, and insisted on my giving him the key. I did; and he took out all my papers, and read them over in the first place. After that, he broke open the letters directed for London; those, indeed, he sealed up again, and, having put them into the trunk, dismissed me. His next orders were, that the cartels should not go on board the *Launceston*

year 1755, when he was appointed captain of the *Anson*, a ship of sixty-four guns, one of those put into commission at Portsmouth in consequence of the apprehended rupture with France. In this ship he sailed soon afterwards for North America, as one of the fleet sent thither under the orders of admiral Boscawen. No other notice is taken of him till the year 1758, when he commanded the *Prince Frederic*, a ship of the same rate and force as the former, being one of the fleet commanded by the same admiral (Mr. Boscawen) which proceeded against *Louisburg*, and proved successful. He afterwards was promoted to the *Cornwall*, of seventy-four guns; in which we believe he continued during the remainder of the war; after which we are uncertain whether he held any commission while he continued a private captain. On the 18th of October, 1770, he was promoted to be rear-admiral of the blue; as he also was, in six days afterwards, to be rear-admiral of the red. He was immediately sent to command on the *Antigua* station, where he continued the time usually allotted for the duration of such appointments.

On the night of the 27th of December, 1771, a most dreadful fire broke out in the town of *St. George*, *Antigua*. It raged with such violence that, before daylight, the

Launceston on any pretence. He charged us likewise not to go on shore: and gave strict orders to the garrison to watch us night and day; and in case any of us attempted to set foot on shore, the guard were directed to shoot us. He would not permit a boat to bring us the least supply of any kind; insomuch that we were obliged to live wholly on salt provisions, and drink water that was ropy and very offensive to the smell, for above six weeks successively. When this cruel commodore set sail with his fleet, consisting of about two hundred sail of merchantmen, and seven men of war, for *Hispaniola*, another as cruel supplied his place. On Sunday eve he sent out a yawl with orders for all the cartels to unbend their sails. We did as directed; and on Monday morning his men came in their long boats and carried all our sails on shore, into the garrison, which surprized us to the last degree, as we had been detained so long and lived in expectation of our passports every day. At this unhappy juncture captain Robert Man, who was commander of the *Launceston*, was taken violently ill of a fever; and, notwithstanding intercession was made that he might be removed on shore, as the noise on board affected his head too much: yet the favour was inhumanly denied him, and to every officer in the ship besides."

whole town was reduced to ashes, except a few buildings in the carenage, near the court and custom-house, which were fortunately preserved merely by the great exertions of the officers and men, sent from the ship under Mr. Man's command. This dreadful conflagration took place notwithstanding every possible effort was made by the rear-admiral to put a stop to it. Every humane attention was paid by him to the distresses of the unfortunate sufferers, whose wants he endeavoured to alleviate and provide for by every possible means in his power. Nevertheless there were some persons unjust enough to prefer a formal complaint against him to the admiralty-board charging him with misconduct, and in particular with having shewn great inattention to the distresses of the people. His defence, however, instantly quieted such shallow ill-founded murmurs, it appearing there was not the smallest shadow of reason that could in any degree give colour to such a report.

On the 31st of March, 1775, Mr. Man was advanced to be vice-admiral of the blue; as he was, on the 3d of February, 1776, to be vice-admiral of the white. Some time previous to this, however, he was appointed to command on the Mediterranean station, on which occasion he had his flag on board the *Medway*, of sixty guns. Though the force under his command was, as is customary, in time of peace, very insignificant, he had address enough to render himself highly respected, as well by the Spaniards, as by the different Barbary states, notwithstanding two or three trivial disputes occurred, which required no inconsiderable share of firmness and management so as to enable him to maintain his own proper consequence. He returned to England in the beginning of the year 1778, and did not afterwards accept of any command*, so that we have nothing farther to relate with regard to him, except his promotions, which were on the 19th of March, 1779, to be vice-admiral of the red; and, on the 26th of September, 1780, to be admiral of the blue. He died in the year 1783, revered and loved both as a gentleman and a commander.

* In the month of April, 1779, he was nominated one of the commissioners for executing the office of lord high admiral, but quitted the board in the beginning of the month of September 1780.

MONTAGUE, The Honourable William,—was the second and youngest son of Edward Richard, viscount Hinchinbroke*, and his lady, Elizabeth Popham, only daughter to Alexander Popham, of Littlecote, in the county of Wilts, esq. Having betaken himself to the sea-service, he was appointed a lieutenant in the navy, we believe under captain Robert Long†. This gentleman entertained an high opinion for him; but observing in him a too gallant spirit, which at times rose to an appearance rather romantic for a moderate and prudent man to display, distinguished him, on all occasions, by the familiar appellation of his Dragon. He was promoted by commodore Warren, at that time commander-in-chief of the expedition against Louisburg, to be captain of the *Mermaid*, his commission to that ship bearing date May the 23d, 1745‡. He was the person afterwards chosen to be the herald of the success to England, where he arrived, after an expeditious passage, on the 20th of July, and was immediately appointed to the *Prince Edward*; as he was, in the month of July, 1746, to the *Bristol*. Hitherto he does not appear to have had any opportunity of manifesting that natural intrepidity all who knew him admit him to have possessed: but in the following year, he then commanding the *Bristol*, as indeed he continued to do during the remainder of the war, was present with Mr. Anson at the defeat and capture of *De la Jonquiere's* Squadron, and contributed all that was possible for him towards the glorious success then obtained. He afterwards, on the 27th of February, 1747, had the good fortune to capture a very valuable French register ship, called the *Union*, bound from the Havannah to Cadiz, having on board 360,000 dollars, besides a valuable cargo of cochineal, cocoa, and other commodities. In 1748 the *Bristol* was taken into dock to be refitted, and when completed captain Monta-

* Eldest son to Edward, third earl of Sandwich.

† See *Biog. Nav.* vol. iv. p. 182.

‡ In the month of November following he was returned to parliament as one of the representatives for the county of Huntingdon, in the room of W. Mitchell, esq. deceased; and at the ensuing election was chosen for the borough of Bossiney, in Cornwall.

gue was re-appointed to her*. He remained however in that ship a very short time, and was succeeded by captain John Montague. Some indeed doubt whether he ever was reappointed, and insist it is a mistake, arising merely from the similitude of names. About the year 1755 he commanded the Cumberland, a third rate, at first employed as a guard-ship at Chatham.

No public mention, after the time last stated, is made of him in the service, from which he was snatched at a very early period of his life, on the 10th † of February, 1757. He married Charlotte, daughter of Francis Nainour, of Offord Darcy, in the county of Huntingdon, esq. but died without issue. The whimsical eccentricities which pervaded the general conduct of this gentleman, procured him, both in and out of the service, the familiar appellation of Mad Montague, an addition more frequently used than it otherwise, perhaps, would have been, in order to distinguish him from capt. J. Montague, of whom we have hereafter to give some account. Some of these anecdotes

* When in the West Indies, in the early part of his life, an affair, very disagreeable to captain Montague, unfortunately occurred;—a boat passing his ship in the night, was fired at, by his order, to compel it to bring to, some suspicion being entertained that there were French people on board. Through inattention or carelessness, one of the shot so fired, wounded a negro in the leg so terribly that he died the next morning. Mr. Knowles thought proper to suspend him from his command on this account; and, as it is said, not only refused to allow him a court-martial, but also the privilege, which the captain earnestly requested, of being tried by the laws of the island of Antigua, where the unfortunate accident happened.

This unjust treatment afterwards underwent a legal investigation; and Mr. Montague, with that honourable and generous eccentricity which so strongly marked his character, was contented with vindicating his own honour, and proving, to the satisfaction of the court, the ill usage he had experienced; for though it was supposed very considerable damages would have been recovered against the admiral, the trial was prevented from regularly proceeding to an end, the counsel for Mr. Montague being intrusted by him, to declare, he would be satisfied with a verdict of ten guineas, and the costs of suit. The sum recovered we believe to have been afterwards distributed among the prisoners in the marshalsea.

Mr. Montague's suit was long in agitation, and not finally settled till the month of June 1758.

† Some accounts say the 5th; Mr. Hardy the 11th.

are almost too extravagant for belief; but we shall venture to relate two or three, which we have received as authentic from persons of too much veracity to have them questioned for a moment. — In coming up the Channel during the time he commanded the Bristol, he fell in with a very numerous fleet of outward-bound Dutch merchant-men. He fired at several in order to compel them to bring to, a measure authorised by custom and his general instructions. The Dutch, aided by a fair wind, hoped by its assistance to escape the disagreeable delay of being searched or overhauled, and held on their way: captain Montague pursued, but, on overtaking them, took no other satisfaction than that of manning and sending out his two cutters, with a carpenter's mate in each, ordering them to cut off twelve of the ugliest heads they could find in the whole fleet, from among those with which, as it is well known, those people are accustomed to ornament the extremity of their rudders. When these were brought on board he caused them to be disposed on brackets round his cabin, contrasting them in the most ludicrous manner his vein of humour could invent, and writing under them the names of the twelve Cæsars.

Another anecdote is, that being once at Lisbon, and having got into a night affray with the people on shore, he received in the scuffle what is usually termed a black eye. On the succeeding day, previous to his going on shore, he compelled each of his boats crew to black with cork one of their eyes, so as to resemble a natural injury; the star-board rowers the right eye, the larboard rowers the left, and the cockswain both: the whimsical effect may be easily conceived.

When under the orders of sir Edward Hawke, in 1755, he solicited permission to repair to town. The admiral, aware of the impropriety of such a request, and at the same time withing to palliate refusal by imposing, on his permission, a condition he conceived impossible to be undertaken, even by a man of Mr. Montague's harmless, tho' extravagant turn of mind, jestingly said, "The complexion of affairs was so serious that he could not grant him leave to go farther from his ship than where his barge could carry him." Mr. Montague, not to be foiled or abashed, is said to have immediately repaired to Portsmouth, where he gave
orders

orders for the construction of a carriage on trucks, to be drawn with horses, on which he meant to row his barge; and having previously stored it with provisions and necessaries requisite for three days, to proceed to London. Having lashed it to the carriage, the crew was instructed to imitate the action of rowing with the same solemnity as if they had been actually coming into the harbour from Spithead. Sir Edward, as it is said, received intelligence of his intention soon after the boat and its contents were landed, and immediately sent him his permission to proceed to London in whatever manner he thought proper.

A variety of anecdotes equally ludicrous might be adduced, but the foregoing specimen may, not improbably, be deemed sufficient.

NOEL, Thomas,—is now mentioned till his promotion, on the 12th of November, 1745, to be captain of the *Greyhound* frigate. In this ship he was in the ensuing year employed as a cruiser off the coast of Scotland, an occupation in which he signalised himself as described beneath*. In 1748 he commanded the *Severn*, of fifty guns. No farther mention is made of him till we find him, in 1756, captain of the *Princess Louisa*, of sixty guns, one of the ships composing the squadron ordered to

* “*Greyhound*, in *Alrosa Bay*, May the 4th, 1746.

“Upon my arrival here from Ireland, I was informed of Lord Loudoun's being at Sky, whither I went to offer him my assistance. I attempted getting to the northward, but wind and weather would not permit. Upon the 1st instant I had an account of two large ships being at Loch Nova. The next morning at daylight I weighed, in company with the *Baltimore*, and kept plying, the wind being contrary. In the evening the *Terror* joined me. Next morning at daybreak we stood in for the Loch, and a little after four I crossed pretty close to the commodore, gave him a broadside, and then stood on to the other. The sloops followed my example, and we were engaged till nine o'clock, when our masts and rigging were so shattered that the sloops were not capable of keeping under sail, which was the only means by which we could propose to annoy them by, as we were inferior to them in strength. One of the French ships carried thirty four guns, twenty-four of which were nine-pounders. The other carried thirty-two, twenty-two of which were nine-pounders. Wherefore, after lying at anchor some time, and having repaired our damages as well as we could, we made sail and left them, and are now refitting. I have sent to the *Furnace* and *Raven* to join me as soon as possible, and hope we shall still have it in our power to give a better account of them.”

the Mediterranean under the unfortunate Mr. Byng. In this ship he unhappily lost his life, being desperately wounded in the encounter with *monf. De Gallifoniere* on the 19th of May. He died on the 5th of June following.

NUCELLA, Timothy, — was lieutenant of the *Port Mahon* in 1740, and of the *Marlborough* at the time of Mr. Mathews's encounter with the French and Spanish fleets off *Toulon*; he was consequently one of the persons ordered home as a witness on the trials which took place in consequence of that event. Previous, however, to this, he was made commander of the *Wolf* sloop; and on the 12th of April, 1745, promoted to be captain of the *Chichester*. He afterwards, in 1746, was appointed to the *York*, a fourth rate of sixty guns, one of the squadron employed in the *East Indies* under Mr. Griffin; and on the trial of that gentleman gave testimony rather unfavourable to him, declaring in precise terms, "that if the squadron had been under his command he should certainly have put to sea and endeavoured to engage the enemy." In the month of July 1752, he was appointed captain of the *Hind*; and after having served sometime in Europe in that station, was, at the end of the year 1755, ordered to the coast of *Guinea*, where he died on the 4th of April, 1756.

NUTT, Justinian, — served as master of the *Centurion*, under Mr. Anson, during the early part of his voyage round the world. In the course of it he was advanced to the rank of lieutenant, and was promoted, in the month of March 1745, to be commander of the *Tavistock* sloop. He was removed from this vessel, on the 12th of August following, to be captain of a small frigate, called the *Grand Turk*, a French prize purchased into the service. In the beginning of the year 1748 he commanded a ship of fifty guns, said to have been, as the sloop just mentioned, called the *Tavistock*. This was one of the squadron sent into the bay under the orders of rear-admiral Hawke; but no other particular mention is made of him during the current year. At the very commencement of the ensuing he was commissioned to the *Anson*, a guard-ship, of sixty-four guns, stationed at *Portsmouth*; where, in the month of June following, he was one of the members composing the court-martial held on captain *Obrien Dudley*, captain
of

of the *Chesterfield*, and on those subsequently held of Couchman the lieutenant, and others, who had piratically taken possession of that ship when the captain was on shore.

No farther mention is made of him as an officer in active service. In the month of August 1749 he married Miss Cook, a young lady of Winchester, with whom he is said to have acquired a fortune of 10,000*l*. In the year 1754 he quitted the service altogether on being appointed one of the captains of Greenwich-hospital. This honourable retirement he did not long live to enjoy, dying on the 11th of December, 1758.

O'BRIEN, Lucius,—was the son of captain Christopher Obrien, of whom some account has been already given, vol. iv. p. 48. Having, after the example of his father, betaken himself to a maritime life, he was, about the month of September 1740, promoted to be commander of a sloop of war; he was, however, only commander acting by order, for almost immediately afterwards he returned to the rank of lieutenant, and served on board the *Shrewsbury* during the expedition against Carthagea in 1741. He signalised himself very much in the assault of the Boca Chica castle; and afterwards in the attack of the Spanish admiral's ship, the *Gallicia*, he being, as is confidently reported, the first person who boarded her. After this we find him, in 1744, commander of the *Portsmouth* storeship. He was from this vessel promoted, on the 3d of December, 1745, to be captain of the *Sheerness* frigate; in which vessel he was immediately afterwards ordered to the coast of Scotland. In the beginning of the month of April following he had the happiness of effecting a very signal piece of service by the re-capture of the *Hazard* sloop of war, which had been made prize of by the rebels, and was then called the *Prince Charles*. This vessel, after repairing to France, was on its return from thence with a sum of money for the payment of the rebel forces, and a considerable number of veteran officers from the French service to head and direct them, both which the pretender's party stood much in need of.

Captain Obrien, after a long chase of nearly sixty leagues, drove this vessel on shore upon a loyal part of the coast, where the officers and crew landing with the treasure in hopes of forming a junction with their friends, were all of them captured, together with the wealth, the

very sinews of war, which they wished to protect. Nor was this the whole of Mr. O'Brien's success, for a few days before, he had taken possession of a ship from Boston, in New England, which having some arms and ammunition on board, was, by the captain, treacherously put into possession of the rebel adherents in that part of the country. No farther mention is made of this gentleman during the continuance of the war, nor have we been able to discover the services on which he was employed, or the names of the ships he commanded, except that, in 1746, he was appointed to the *Colchester*. We remain in the same state of ignorance concerning him during the whole of the peace which ensued, nor have we any just reason to suppose that, in that period, he held any command. At the recommencement of the war with France, in 1756, he was again appointed to the *Colchester*, of fifty guns, in which ship, having the *Lyme*, a twenty-gun ship, commanded by captain Edward Vernon in company, he fell in with, on the 17th of May, two French ships of war, one called the *Aquilon*, of fifty-eight guns, commanded by monsieur De Maurville; and the *Fidelle*, of thirty-two guns, by monsieur De Litarduis. Notwithstanding the superiority of the French, the English captains did not decline the contest; a long and spirited encounter took place, which, though highly honourable to the latter, did not end so successfully as their gallantry merited, owing to the disabled state of their masts and rigging at the conclusion of the action*, a circumstance by no means uncommon in encounters of this nature.

Notwith-

* No particular account of this transaction ever having been officially published, we have thought fit to add the following letter, written on board the *Colchester* soon after the action, inasmuch as, though it has been already printed, few persons probably may have seen it, and it contains a complete refutation of many infamous aspersions attempted to be raised against the character of Mr. O'Brien.

“ *Colchester*, at sea, June 20, 1756.

“The *Lyme*, captain Vernon; and the *Colchester*, captain O'Brien, were ordered, by admiral Boscawen, from the fleet, to cruise together on the coast of Brittany, and scarce a day past but we either burnt or sunk some French vessel. On the 17th of May, in the morning, we took a French snow laden with deal, and resin. An officer was sent on board

Notwithstanding the affair just mentioned was highly honourable to the commanders concerned, there were not wanting

to burn her: while he was doing it, the man at the mast-head called down, that he saw a sail in the offing; upon which captain O'Brien hailed captain Vernon and desired him to make sail, and that he would follow, which he did with all the sail he could make. So soon as the officer was returned from burning the vessel, and our boat hoisted in, a second sail was espied by the man at the mast-head, and at half past eleven A.M. we discovered they were enemies, as they also did at the same time with respect to us, making all the sail they possibly could set to get from us, with top-gallant royals, lower, top-mast, and top gallant steering sails, keeping all full. Seeing they could not weather us on the other tack, sometimes they bore away two or three points, then hauled their wind; but finding we gained on them fast, and that it was impossible to escape us, they shortened sail by degrees, till they were under their three top-sails, when they hoisted their colours and kept close together. We did the same; and as we neared them saw plainly the name of each ship wrote on their stern; the first called *La Fidelle*, of thirty-two guns; the other *L'Aquillon*, of fifty-eight, which we counted very distinctly: the latter having eleven guns below on a side, twelve on her upper deck, four on her quarter deck, and two on her fore-castle, with a great number of men at small arms in her tops, poop, quarter-deck, and fore-castle. We had a clear ship fore and aft, and every thing ready for action, with colours flying, our people in great spirits gave three cheers, as did the *Lyme's* people also. The French indeed answered us, but it was very faintly. Our captain's intention was to have gone between the two enemy's ships, and to have given them each a broadside: but they kept too close for us to put that scheme in execution; we therefore took the first of the *Fidelle*, reserving ours for the *Aquillon*, which was the headmost ship: and at half an hour past five in the evening, being close upon her weather quarter, she gave us her whole broadside below and aloft, as did the *Fidelle* also at the same time. We immediately returned it with our whole fire at the *Aquillon*, as did the *Lyme* at the other. The third broadside we received, most unluckily cut our tiller rope, great part of the steering wheel and lead trumpet, so that our ship directly came round too: upon which the *Aquillon* put her helm hard a weather, and raked us fore and aft.

Perceiving something extraordinary had happened on board us they let down their fore-sail and bore away, with design, as we supposed, to assist their comrade, then warmly engaged with the *Lyme* at some distance: but we soon got tackles upon our tiller below, shivered our after sails, put our helm aport, and following her, got between the two enemy's ships, and on the *Aquillon's* lee bow. Steering from bow to bow, we gave her five smart broadsides, most of which raked her fore and aft, and so near as to be almost on board each other; our yard arms very near touching hers. We then exchanged hand grenades for some time from our tops; and one of hers falling on our fore-castle blew up a great number of musket cartridges, but happily did no great

wanting those who insidiously and wickedly endeavoured to traduce their conduct, more particularly that of Mr. Obrien.

mischief. When we raked her she was silent, and for some time did not fire a gun; her ensign being foul, our people gave three cheers thinking she had struck; upon which the Aquillon put her helm alee, hauled up her fore-sail (for we were then going large) and began to fire again. At this time our braces, bowlings, &c. being most of them shot away, we got down our steering sail tacks for braces, and hauled upon a wind; but she got upon the weather gage of us, which we could never after recover. We now reeved a new tiller rope, but it proved too short, so that we were obliged to reeve the mizen-sheet for a tiller rope, and put a luff tackle in lieu; we continued engaging about point blank musket shot (the Lyme and Fidelle also still engaged, but at a considerable distance from us). The great quantity of bar shot, pieces of old iron bars, &c. which the French fired in upon us, tore our sails and rigging all to shatters, our mizen-top-sail was down, the sheets, stoppers and slings entirely shot away, and the mizen all in rags. In short, every thing was so torn and cut to pieces, that we had not the ship under the least command; luckily for us, it was fine weather and smooth water, or we must have lost all our masts, they being very much wounded, and scarce a whole shroud left to secure them. We saw, before dark, two of the Aquillon's ports beat into one, and about ten o'clock several great explosions on board her. We were so near that the wads from each ship fell on the deck on fire; and one from her guns came into an upper deck port of ours, beat a cartridge of powder out of the man's hand that was going to put it into the gun; it set fire to some others, and blew up all the people near that gun in a terrible manner. Other wads set fire to our hammocks on the poop, but it was happily soon extinguished. Thus we continued to engage till half past twelve at night, when the Aquillon hauled on board her fore tack, set all the sail she could, kept close upon a wind, and left us in such a situation that it was impossible for us to follow her. The Lyme and Fidelle had left off engaging about an hour and half before us. Besides the shattered condition of our sails, masts and rigging, we received several shot between wind and water; and were obliged to turn our people from the guns to pump ship, for we made four feet water an hour, and heeled ship to stop our leaks with plugs and tallow. All the remaining part of the night and next day we were employed in knotting, splicing, and reeving new rigging, and bending other sails. Our officers and men behaved well and in high spirits during the whole engagement; but our guns were very weakly manned, our people being obliged to help each other to run them out when loaded, and were all very much fatigued, having been up thirty-five hours. We had no more than four men killed on the spot, and thirty-five wounded, several of whom are since dead of their wounds, and others not expected to recover. The Aquillon (by the account we have of a Danish ship from France) had upwards of sixty killed and a great number wounded, and went into Rochfort with great difficulty, being

O'Brien. They strove to inculcate an opinion that, terrified by the superiority of the enemy, he strove to avoid the contest, which, had it been vigorously and ably conducted, would undoubtedly have ended in the capture of both the enemy's ships. Nothing can be farther from the truth; he is known to have expressed, from the first moment of discovering the supposed superiority of the antagonists, the highest satisfaction at the prospect of gaining honour from that circumstance; and was so bent on having the action continued even to the last extremity, that he told the first lieutenant, "You, sir, as next to me in command, must take charge of the ship in case I should be killed in the action, or so wounded as to be obliged to quit the deck. My positive orders are, that you never suffer the colours to be struck, while there remains a possibility of keeping the ship above water." In 1757 he accompanied commodore Stevens, in his way to India, as far as St. Helena; from whence he returned back to England, we believe with a convoy.

This gentleman was afterwards promoted to the *Essex*, of sixty-four guns; in which ship we find him, in 1759, serving in the main or Channel fleet under the orders of sir Edw. Hawke. After having borne a share in the memorable defeat of the marquis de Conflans, in the month of November, being on the following day ordered, by signal from the admiral, to pursue the *Soliel Royal*, which,

being much shattered in her hull. The disproportion of the killed and wounded between us and the French may be easily accounted for, by considering, that it is their continual practice, to fire at our masts and rigging, in order to disable our ships that way, and that they have generally almost double the number of men. In this action we fired upwards of forty broadsides, all well expended: not a single gun fired, but so near as to do execution on the enemy wherever it took place, and every thing conducted with as little noise and confusion as possible during the whole engagement, which was full six hours and half. After this it might be expected we should immediately have sailed for some port, (as we find the *Lyme* did) but our captain judged it more the duty of an officer to do his utmost to rejoin his admiral, which we did, and had the carpenters from every ship in the fleet to fix our masts, yards, &c. and repair our hull; when we have received a fresh supply of stores and ammunition, I do suppose we shall make out the time first intended for our cruise."

under

under cover of the night, had anchored in the midst of the British fleet, in attempting to execute these orders the *Essex* unfortunately ran on a shoal, called the *Four*, where, notwithstanding every possible assistance was given, she was totally lost; a part of the stores, and the whole of the crew were, however, taken on board different ships of the Squadron, except one boat, with a lieutenant and as many of the crew as it could contain, which was driven on the French coast, where they were made prisoners.

Captain O'Brien was early in the ensuing year appointed to the *Temple*, of seventy guns. He was ordered almost immediately to the West Indies, where, in the month of August, having the *Griffin*, of twenty-eight guns, under his orders, he distinguished himself very particularly in the attack and capture of a considerable number of French privateers, which he cut out from under the guns of *Martinico*. The following are the leading circumstances of the event: having received information that the *Virgin*, formerly a British sloop of war, and three privateers carrying twelve guns and upwards of one hundred and fifty men each, were in *Petit Havre* bay, he proceeded thither, in company with the *Griffin*, of twenty-eight guns, captain Taylor, and after a brisk attack, which continued several hours, succeeded in cutting them out, notwithstanding they were protected by three forts, one mounting eight twenty-four and thirty-two pounders; a second having six twelve and eighteen pounders; and a third, which flanked the entrance of the bay, with two batteries mounting two guns each. The forts themselves were totally demolished, their defences being beaten down into the sea. Not content with this success, they afterwards attacked another fort on the same island, mounting six twenty-four pounders, without much difficulty they completely destroyed it, and carried off three more stout ships which depended on it for protection. To crown the whole, on their return they fell in with a fleet of thirteen victuallers, which they captured and carried into *Antigua* with them, having had only two men killed and eight wounded during this very successful though short expedition.

Wishing to return to Europe towards the conclusion of the war, he removed into the *Woolwich*, of forty-four guns; and arrived at *Spithead* in the month of September

1762,

1762, with commodore sir James Douglas and a convoy*. He does not appear to have held any farther command till the year 1768, when he was commissioned to the *Solebay*, a cruising frigate of twenty-eight guns. Previous, however, to this he had, in 1766, a pension of 150*l.* a year settled on him, in addition to his half-pay, he having lost the use of his right arm. On the 18th of October, 1770, he was advanced to be rear-admiral of the white; but did not long survive his promotion, dying on the 17th of December following, though Mr. Hardy asserts on the 13th of July in the ensuing year.

ORME, Richard.—We know nothing of this gentleman previous to his advancement, on the 20th of August, 1745, to be captain of the *Royal Sovereign*, at that time the *Guardship* at the *Nore*. In the month ensuing we find him to have been one of the members of the court-martial held on board the *London*, at *Chatham*, for the trial of the captains charged with misbehaviour in the battle fought off *Toulon*; as he also was, in 1746, of that held for the trials of the admirals. No farther mention being made of him, we are unacquainted not only with the subsequent services on which he was employed, but even of the ships he commanded. We only know him not to have been in commission at the latter end of the war, and to have died on the 23d of August, 1764.

RICH, Edward.—We find this gentleman, in the latter part of the year 1743, commander of the *Baltimore* sloop of war. He was ordered out in the month of December on a cruise off *Oporto*; and when on his passage to the appointed station, fell in with and captured a Spanish privateer, mounting six carriage and fourteen swivel guns.

* To the safety and preservation of which he paid particular attention, an attention, it should seem, ill required, as appears by the following letter to the secretary to the admiralty.

"I am sorry I have occasion to say it, but since I have been in the service, and this is the thirteenth convoy I have been with this war, I never saw masters of merchant-ships behave so ill, and with such disregard to signals and his majesty's colours; so that, with the assistance of the *Crescent* and *Falkland*, we could not keep them in order; nor did they ever obey a signal that was not repeated more than once. The gunner's expence will show how great has been the consumption of powder."

He remained on the same station several months, and in the month of July distinguished himself highly in an encounter with a French privateer of equal force*. He was soon after his return to England, that is to say, on the 28th of January, 1745, promoted from the *Baltimore* to be captain of the *Bridgewater*, of twenty guns. We have no farther intelligence concerning this gentleman, except what we derive from a memorandum affixed to his name in Mr. Hardy's list of naval captains. By that we are informed that he quitted the *Bridgewater* in a manner by no means correct, or, as Mr. Hardy expresses himself, ran away from that ship; but afterwards was appointed captain of the *Milford*. He died in England on the 26th of July, 1753.

ROSEWELL, Henry,—was, on the 21st of July, 1745, promoted to be captain of the *Lively*. This gentleman is in the same predicament with many others already mentioned, in respect to our total want of information relative to him. We know him only to have been employed during a considerable part of the succeeding war, and not to have attained to the rank of a flag-officer even on the superannuated list. He died on the 9th of May, 1771, still continuing on the list of captains, though senior to many who had been advanced to the rank of admirals.

ROUS, John.—This gentleman was by birth an American; and having risen to the rank of lieutenant in the navy, quitted for a time his majesty's service and took the command of a private ship of war fitted out from New England. We have not been able to collect any

* Of which the following particulars are given officially.

"Being on a cruise off Oporto on the 8th of July, he was chased by a snow, but coming almost within gun-shot, and perceiving the *Baltimore* not to be a merchant-ship, she hawled her wind. Capt. Rich however outsailed her so much, that in an hour he came within pistol-shot of her and fired a shot to bring her to, which she answered with a broadside. Captain Rich then ran alongside of her, and after an engagement of two hours, yard-arm and yard-arm, she struck her colours. She proved a French snow privateer of ten carriage guns, four-pounders, and ninety-six men. She is called the *Nymph*, fitted out from Bourdeaux, Abraham Vernueil commander. The *Baltimore* had one man killed and one wounded, and the prize had fifteen killed and wounded."

subsequent information concerning him, except that having distinguished himself in this occupation so highly, as to attract the notice of sir Peter Warren, who, in 1745, was commodore of the armament sent against Louisburg; he was by him promoted to be a commander in the navy, and, on the 24th of September, 1745, advanced to be captain of the Shirley galley. This vessel was the same he had before commanded as a privateer; it was afterwards hired into the service as an armed ship on the sloop establishment; and, lastly, put on the higher footing of a post-ship, or frigate.

Immediately after peace had taken place we find a gentleman of the same name appointed captain of the Albany sloop. It is by no means improbable he was the same person, for many instances occur of a post captain having, in time of peace, accepted of such inferior commissions. In 1755, on the prospect of a rupture with France, and being then captain of the *Succes*, a ship of twenty-two guns, he was ordered to North America, and distinguished himself very highly in the naval department of an expedition, made against the French settlement of Beaufejour, under the command of colonel Monkton.

In the month of July he was equally fortunate in a second enterprize, conducted by himself only, against the French settlements on St. John's river*. We believe him to have continued on the American station a considerable time, as we find him, in 1757, employed in the

* Extract of a letter from Halifax, in Nova Scotia, dated July the 18th, 1755.

"The French have abandoned their fort at St. John's River, and as far as in their power demolished it. As soon as the forts upon the Isthmus were taken, captain Rous sailed from thence, with three twenty-gun ships and a sloop to look into St. John's River, where it was reported there were two French ships of thirty-six guns each. He anchored off the mouth of the river and sent his boats to reconnoitre: they found no ships there; but on their appearance the French burst their cannon, blew up their magazine, burned every thing they could be-longing to the fort, and marched off. The next morning the Indians invited captain Rous on shore, gave him the strongest assurances of their desire to make peace with the English; and pleaded, in their behalf, that they had refused to assist the French upon this occasion, though earnestly pressed by them. Some of their chiefs are expected at Halifax in a few days."

same ship under Mr. Holburne; who, immediately after his arrival on that station, sent him out for the purpose of collecting intelligence * relative to the situation and force of the French fleet at Louisburg. Immediately after his return into port he removed into the *Winchelsea*, of twenty-four guns. He returned to England at the conclusion of the year, and was promoted to the *Sutherland*, of fifty guns, one of that more successful armament sent in the year following, against Louisburg, under the same commander; and is mentioned as having been ordered out from Halifax, previous to the sailing of the fleet, with instructions to reconnoitre Louisburg harbour. He behaved on this as well as all former occasions with the highest credit to himself, so that, although the services on which he was employed were far from the most enviable, no man acquired a fairer reputation both for gallantry and general conduct. No particular mention is made as to the manner in which he was employed during the year 1759; nor, indeed, have we been able to collect any other intelligence concerning him, except that he died at Portsmouth on the 3d of April, 1760, having continued captain of the *Sutherland* till that time.

SPRY, Sir Richard, — was, in the year 1744, commander of the *Comet* bomb-ketch. He was advanced from that vessel, on the 23d of September, 1745, to be captain of the *Chester*, of fifty guns. He continued in the same command till the year 1750, or, perhaps, a still later period; and, in 1747, was ordered to the East Indies with Mr. Boscawen, who then proceeded on the expedition against Pondicherry.

* Of which circumstance we have the following particulars in an account published of the expedition.

“ On the 15th of July the following ships were sent out; the *Success*, of twenty-two guns, captain Rous; the *Elphingham*, of twenty; and the *Speedwell*, of twelve, with one of the best sailing transports. It is said their orders were to send the transport vessel as near the mouth of the harbour as possible, who might feign herself to be a prize and decoy a pilot, with whom she should immediately return to the general and admiral; or, if she should be discovered and chased, the ships of war in the offing might get between the enemy and the land, and probably make a prize in order to obtain intelligence.”

Some-

Sometime after his return to England, that is to say, in the year 1754, he was appointed to the Gibraltar, of twenty guns. Before the conclusion of the year he sailed for America, with commodore Keppel; and was sent home, in the month of March following, with intelligence of the safe arrival of the convoy, and the general state of affairs in that country. He was immediately promoted to the Fougoux, of sixty-four guns, and ordered again for America with the squadron commanded by Mr. Boscawen. He remained there during the winter, being left commanding officer of a small squadron at Halifax, stationed there for the purpose of watching Louisburg, and the movements of the French in that quarter. By a prudent disposition of his force, that port was much strengthened, and a number of important prizes were taken, in particular three valuable transports, with stores, provisions and ammunition, and the Arc-en-ciel, a ship of fifty guns,

He was afterwards appointed to the Orford, and in 1757 served on the same station under Mr. Holburne; as he also did in the following year with Mr. Boscawen, who was more successful than his predecessors had been, having effected the complete reduction of the important fortrels of Louisburg. He continued in the Orford during the remainder of the war, but was, unhappily for him, employed on services and stations so un consequential, that very little material mention is made of him. In 1760 he commanded one of the small squadrons stationed in rotation, off the coast of France, to watch the motions of those ships which had escaped at the defeat of Conflans.

His conduct and activity on this occasion was highly noticed; and on the 16th of March, 1761, he was in consequence introduced, at St. James's, to his majesty, by whom he was most graciously received. His occupation during the years 1761 and 2 was exactly similar; it was marked also by the same attention to his duty, and distinguished by the same honourable applause from his sovereign and his countrymen. After the conclusion of the war, in 1763, he was made captain of the Fubbs yacht. In the month of June 1766, he was appointed commodore and commander-in-chief of the small squadron stationed in the Mediterranean, having his broad pendant on board the Jersey.

Jersey. He continued on that station employed in the same uninteresting manner as squadrons in that quarter generally are, till the end of the year 1769; when, having held it for the term usually allotted, he returned to England, and arrived at Portsmouth on the 8th of November, having a considerable quantity of specie on board, as remittances from the merchants in that quarter.

On the 18th of October, 1770, he was advanced to be rear-admiral of the blue; and, on the 24th of the same month, to be rear of the white. In 1772 he was appointed to command a small squadron, consisting of seven ships of the line and two frigates*, ordered to be equipped for service in consequence of the increased armaments on the parts of France and Spain, but which, as it may be well remembered, produced no consequences in the smallest degree serious. In the ensuing year he held a command in the fleet assembled at Portsmouth, and reviewed there by his majesty in the month of June. On this occasion he, on the 24th of that month, received the honour of knighthood; and afterwards, though in common with the rest of the flag officers and captains employed on that occasion, received his majesty's most gracious thanks for his assiduity and attention. On the 31st of March, 1775, he was advanced to be rear-admiral of the red. This promotion he unhappily did not long survive, dying at his seat, in Cornwall, on the 1st of December following.

This gentleman possessed, in a very remarkable degree, a singular, though, on some occasions, rather disagreeable turn of humour, he was extremely fond of persuading those, who were credulous enough to confide in him, to the belief of stories so romantic as to excite universal laughter at the recital of them; and to increase the ridicule against those whom he so strangely imposed upon, he always, when called upon to justify his account, was accustomed to deny, not only that he never had related

* The squadron under his immediate command consisted of the Ocean, Terrible, Royal Oak, Centaur, Albion, Reasonable, Worcester, Thames and Cerberus,

* such circumstances, but that he had never even heard of them; and that the person who quoted him must be mistaken. The ridiculous temporary effect produced by this conduct, which certainly was never intended as any other than an innocent jest, though probably of rather too serious a kind, can better be conceived than described.

STANHOPE, Sir Thomas,—was a descendant from the very ancient and noble family of Stanhope, of which we have already had occasion to make some mention †. He was, on the 12th of July, 1745, promoted to be captain of the *Bridgewater*; some accounts state, though we believe erroneously, the *Sheerneys*; and others, among which is that of Mr. Hardy, equally deficient in correct statement, assert the *Hector*. No other mention is made of him during the continuance of the war, except that, about the month of February, 1748, he was appointed to the *Fougeux*, of sixty-four guns, a ship taken, in the month of October preceding, by the Squadron under rear-admiral Hawke. This vessel was retained in commission as a guardship after the conclusion of the war; and, in 1749, we find him one of the members composing the court-martial held at Portsmouth, on board the *Invincible*, for the trial of capt. O'Brien Dudley, lieut. Couchman, and others. Captain Stanhope continued in the *Fougeux* during the usually allotted period of three years; and, after he had for some time quitted that command, was appointed to the *Edinburgh*, of seventy guns, one of the ships put into commission at Plymouth, in February, 1755, in consequence of an apprehended rupture with France.

He afterwards accompanied Mr. Holburne to Louisburg when that officer was ordered thither, in the month of May ensuing, with a reinforcement to Mr. Boscawen;

* A singular instance of this has been related to us. He persuaded a lady, who is still living, and is, according to the public opinion, very justly ranked in the first class, as a woman of high judgement, sense, and understanding, that he had seen a seaman hold the end of a large ball of packthread in one hand, and with the other throw the ball itself perpendicularly into the air with so much force, that the whole of it should unroll. The conclusion of the story was consonant to that trait in his character which we have above described.

† See vol. iii. p. 302.

and was, not long after his return, appointed to the *Swiftsure*, of seventy guns. In this ship he was employed, in the beginning of the year 1758, on the Mediterranean station, under the orders of Mr. Osborne; and was one of the commanders dispatched in pursuit of the *Foudroyant*; a particular account of which encounter has been already given in the life of captain Gardiner. The *Swiftsure* not being so fast a sailing ship as the *Monmouth*, the former was not fortunate enough to get up in time to put a speedier conclusion to the action. The *Foudroyant* being completely disabled by her first antagonist, deferred her surrender, through what the French commander called a point of honour, till the arrival of the *Swiftsure* rendered all farther resistance hopeless. Captain Stanhope remained in the *Swiftsure* during the continuance of the war, and on the same station till the month of August 1759, when he distinguished himself exceedingly, under Mr. Boscawen, in the attack and defeat of *Monf. De la Clue's* squadron.

He returned to England with the admiral immediately afterwards, and arrived at Spithead on the 15th of September; soon after which he received from his majesty the honour of knighthood. Having resumed the command of his ship, he was put under the orders of sir Edward Hawke, and was again fortunate enough to acquire the highest honour, in the encounter with the French fleet under *Conflans*. The *Swiftsure* was among the first ships who, in spite of the hurricane which then raged, got into action with the flying enemy; and was also among those who, after its glorious conclusion, was driven to sea by the violence of the tempest. No particular mention is made of the services in which this gentleman was employed during the year 1760, otherwise than in the occasional blockade of that part of the French naval force which survived their late defeat; but in the ensuing spring he was appointed to command, with the rank of commodore, one of the divisions in the armament sent, under Mr. Keppel, on the expedition against *Belleisle*. When the debarkation of the troops was first and unsuccessfully attempted, sir Thomas was sent, with his division of four ships of the line and some transports, to *Sauzon*, for the purpose of making a feigned attack on that quarter, and thereby distracting and drawing

drawing the attention of the enemy from its real and intended point. In the second and more fortunate attempt made, on the 22d of April, sir Thomas was appointed to cover the landing with the ships under his command, and is spoken of by Mr. Keppel in the highest terms*. He continued, after the reduction of the island, to command one of the divisions, or squadrons, stationed off the coast of France, as well for the protection of the new conquest, as for the purpose of watching and counteracting any motions that might be made by the few ships still remaining at Brest, and the ports adjacent.

Several trivial rencounters took place between the ships under his orders and some prames, constructed by the enemy for the purpose of attacking him. In all these sir Thomas was successful, notwithstanding the many advantages possessed by the enemy, in particular that of being able, in consequence of their light draught of water, to retire among shoals, where the ships of war could not follow them: and, secondly, that from their low construction, it was a matter of uncommon difficulty to hit or cannonade them with any certain effect. Thus did he continue to be employed during the remainder of the war; before the conclusion of which he was, in 1762, appointed colonel of the Portsmouth division of marines, as successor to sir Piercy Brett, who was promoted to be a flag-officer. This appointment he held till his death, an event which took place on the 7th of March, 1770, being before he was entitled, in point of seniority, to the rank of a rear-admiral.

STRINGER, John,—is known in the service in no other respect than as having been promoted to be captain of the *Syren*, a ship of twenty-four guns, on the 16th of September, 1745; and as having been, on the 12th of January, 1747, dismissed from that ship, and from the service altogether, by the sentence of a court-martial, for behaving, as is stated, by Mr. Beatson, unlike an officer. The particular circumstances of his misbehaviour, as well as the time of his death, we have been unable to investigate.

STUART, The Honourable Archibald,—was the fourth son of Francis, eighth earl of Murray, in the

* See p. 320.

kingdom of Scotland, and Jane, daughter of John, fourth lord Balmerino. Having betaken himself to the naval service, and passed through the subordinate ranks of midshipman and lieutenant, he was promoted, in 1744, to be commander of the *Scipio* fireship. He was soon advanced to that of captain; his first commission, dated February 20, 1745, appointing him to the *Squirrel*, a twenty-gun ship. In the month of September following he was one of the members of the court-martial, held on board the *London*, for the trials of captain Burroughs and others, charged with misbehaviour in the encounter off Toulon. We do not find him particularly mentioned as holding any command whatever after that time, and believe him to have remained nearly, if not altogether unemployed. In 1770 he retired totally from the service, as a captain, senior to several who were then created flag-officers, and consequently incapable of serving in the rank he then held. In pursuance of an act of parliament, passed in the year 1786, creating a distinct establishment for officers situated like himself, he was put on the list of retired captains, and is consequently no farther noticed. He died either in the month of February or March, 1795.

TIDDEMAN, Richard,—was, on the 9th of March, 1745, promoted to be captain of the *Superbe*. Early in 1747 he sailed for the East Indies as captain of the *Eltham*, a fifth rate of forty guns, one of three ships ordered thither, under the command of captain H. Powlet, afterwards duke of Bolton, to convoy the outward-bound company's ships and reinforce the squadron in those seas. He returned to England early in the year 1750, with rear-admiral Boscawen, as captain of the *Harwich*, a fourth rate of fifty guns. We do not find any farther mention whatever made of him, till after the recommencement of the war in 1756; when, in 1758, we find him captain of the *Grafton*, of sixty-eight guns, and to have been, in the month of February, ordered again to the East Indies, in company with the *Sunderland*, as a reinforcement to the squadron already employed in that quarter, under the orders of Mr. Pocock. On his arrival there he removed into the *Elizabeth*, the *Grafton* having been chosen, by rear-admiral Stevens, the second in command, for his flag ship. The different occurrences in which Mr. Tiddeman

Tiddeman was concerned, that took place during the war, having been already related at no inconsiderable length in our account of sir George Pocock, Mr. Stevens, and Mr. Cornish*, to which, for the sake of avoiding all needless repetition, we beg leave to refer. By the return of the former to Europe, and the death of Mr. Stevens, he became next in command to Mr. Cornish, whom, as we have already shewn, he accompanied on the very successful expedition undertaken by him, against the important Spanish settlement of Manilla†. He acquired there the highest honour, as he had uniformly done on every preceding occasion, where the smallest opportunity occurred, of displaying his natural gallantry, or exhibiting those qualities which had deservedly acquired him the general esteem of all under whom he had served. He scarcely lived to survive the success, having, as is related in the dispatches of the commander-in-chief, been overset in his barge when attempting to enter the river the morning after the surrender of the place, and drowned, together with five of his crew. This event took place on the 7th of October, 1762.

WELLER, John,—was, on the 29th of November, 1745, promoted to be captain of the Roebuck; after which time no material mention is made of him till the year 1748, when he was, in consequence of the resignation of his father, of whom we have already given a short account‡, appointed to command the Dublin yacht. After a continuance of some years in this station, we believe him, about the year 1759, to have been appointed to the Assistance, and ordered to the West Indies§, where

* See vol. iv. p. 398, et seq. — Vol. v. p. 213, et seq.

† Having his broad pendant on board the Elizabeth, of sixty-four guns, he commanded a separate division, consisting of five ships of the line, which, as is related by Mr. Cornish, was considerably retarded by calms in proceeding to the appointed place of rendezvous.

‡ See vol. iv. p. 95.

§ Extract of a letter from admiral Cotes, dated Jamaica, Dec. 6, 1757.

“ On the 20th of November the Assistance chased a French privateer of eighteen guns and a schooner privateer, with a prize, into Tiberoon bay, on the island of Hispaniola, where the French had a battery of five guns. The vessels hauled close to the shore, under cover of the battery; but it falling calm, captain Weller was obliged to tow in with his boats. On the 21st he burnt the snow, sunk the prize, and dismounted all the guns on shore. He had two men killed in the action, and his masts and rigging much damaged.”

he appears to have had some opportunity of distinguishing himself, which he improved to his best advantage. No other mention is made of him in the service; nor do we know him to have obtained any subsequent command. In 1770 he was put on the superannuated list, with the rank and half-pay of a rear-admiral, an honourable kind of pension, which he did not long enjoy, dying at Rolvenden on the 7th of September, 1772.

1746.

ALLISON, Thomas,—was, on the 9th of February, 1746, appointed captain of the *Boyne*: unhappily for him, of such trivial consequence were the commands and services on which this gentleman was employed, that we do not find the smallest mention made of him, either by Campbell or any other author; and our private information is equally deficient. We know no other circumstances concerning him, except that for a considerable part of the war, which commenced in 1756, he remained unemployed. His character, however, and conduct, were perfectly unimpeachable; for though the time of his service had been so short, he was, in 1770, raised to the rank of a rear-admiral and put on the superannuated list. This honourable testimony of his worth he consequently enjoyed till the time of his death, which happened on the 22d of March, 1776.

BLOSS, Thomas,—was a gentleman still less known than the former. He was, on the 2d of January, 1746, promoted to be captain of the *Richmond*, which is the only mention made of him. The time of his death has not been clearly ascertained by us, but is supposed to have happened soon after the year 1750.

•BYRON,

BYRON, Honourable John,—was the second son of William, fourth lord Byron*, and Frances his third wife, second daughter of William, lord Berkeley of Stratton. He was born on the 8th of November, 1723; and having betaken himself to a naval life, was appointed a midshipman about the year 1731; he afterwards served on board the *Wager* storeship. In this vessel he sailed, in the month of September 1740, for the South Seas, with the Squadron under the orders of commodore Anson. The distresses he experienced after the loss of that ill-fated ship have been but faintly recounted in our account of captain Cheapt; but a farther and more particular relation were we to attempt entering at all into the minute or even most striking hardships, experienced by this gentleman and his distressed companions, would lead us far beyond our limits, narrowed as they are through necessity. We cannot however refrain from lamenting, that Mr. Byron should, on many occasions, have rather harshly

* Collins informs us, "That this family had large possessions in the reign of William the Conqueror, is evident from Doomsday book, where it is recorded, that Gospatrick held, of Ernes de Buron, four bovates of land in Bengeley, in the county of York: and, in Borge-seire, he held in Dunthorpe four bovates of land, &c. He also had in the same shire Drantune and Grattune, with three carrucates of land in Cathal; as also Hulsingore, the Soke of Chenatesburge, Ripe-slane, and Hamptone; Hatesbi, the Soke of Burg, Argendune, and Lotes; Copegrave, Bernekeham, Wipelei Bernessei, Burle, Daere, Littlebran, Menfon Wederbi, Bergki, Distone, Hollingoure Soke, Crane, Merdelei, Cotinglai, Colingaward, Denardium, Hugeneword, East Reding, Cave, Hundret, Cotewood, and Stetlingetler. In Lincolnshire he held Medelton, Ulvesby, Brochelesbi, Haburne, Newhuse, Waragebi, Hatune, Caldecote, Pavetonne, Harde, Barworde, Ternilo, Langellone, Fulnebi, Raude, Gusebi, Burg, Chinthorpe, Colebi, Wege, Baret, Walcote, Wintertune, and Graingeham.

"The wapentake of the west riding of Lincolnshire witness, that Erneis de Buron ought to have land which Wege held in Wintringeham, viz. Six bovates and one toft in the Soke of Gilbert de Gand, and one other toft with Soke and Sake.

"Likewise in the chapter of claims, in the south riding of the said county, the wapentake say, that Erneis de Buron, of right, ought to have the soc of four bovates of land in Sagzbi, about which there was a dispute between him and William de Perci.

"What relation this Erneis de Buron was to Ralph de Buron cannot certainly be made out; but the said Ralph held divers manors in Nottinghamshire and Derbyshire, and is the direct ancestor of the present Lord Byron."

† See p. 78 et seq.

reflected on captain Cheap, particularly as he did not think proper to publish his account during his commander's life, when he was capable of refuting any semblance of a charge that might be objected against him.

Pursuing the generally received account, we have stated in our memoirs of captain Cheap*, that the barge was, after the secession of Mr. Byron and Mr. Campbell, left behind for their convenience by the people, who had embarked in the long boat. The story, as related by Mr. Byron, is widely different: these gentlemen, according to his narrative, had joined the majority in their opinion of proceeding to the southward, only because they conceived that captain Cheap, and all the persons saved from the wreck, were to be carried with them; but when they found that gentleman, the surgeon, and lieutenant Hamilton of the marines, with some deserters, were intended to be left behind, he seized the favourable opportunity of returning the next day to captain Cheap, with all that had embarked in the barge, ten in number, being sent back by the people in the long boat for some canvases which had been imprudently left behind. Captain Cheap, on this new accession of force, resolved to resume his original project of proceeding to the northward to the island of Chiloe, where it was hoped they might, by boarding and cutting her out, possess themselves of a Spanish vessel, in which they could, with the greater probability of success, attempt their return to Europe, or, what was still uppermost in captain Cheap's thoughts, proceed to the northward in quest of the commodore.

On this expedition they proceeded about the middle of December, and in about three weeks afterwards had the misfortune to lose the yawl, which was overfet and sunk. By this lamentable accident one of their companions was drowned; and they were compelled to leave four others behind, the barge being incapable of containing their whole number. This misfortune, added to the other distresses they experienced, compelled them to abandon their original design, and return, with much reluctance, to Wager Island, where they arrived in the greatest extremity of distress, after an absence of two months.

* See page 81.

The detail of the subsequent miseries and adventures which Mr. Byron and his wretched companions underwent on their passage to Chiloe, in company with the Indian chief, who, as we have already related, was prevailed on to accompany them thither, would be affecting in the extreme. The characters of the relators remove every idea of their having embellished the account given by them of their distresses with any extravagant fiction, so that we can only admire the wonderful Providence which protected and preserved them through such a series of unprecedented (indeed almost incredible) distress, and point out their preservation as an useful, an almost preternatural lesson to mankind, never to despair even in the most abject state*.

On

* The two following anecdotes are pleasantly enough related by Mr. Byron in his narrative, as having befallen them while at Chaco and Castro.

"Some time after we had been here, a snow arrived in the harbour from Lima, which occasioned great joy amongst the inhabitants, as they had no ship the year before on account of the alarm lord Anson had given upon the coast. This was not the annual vessel, but one of those, that I mentioned before, which come unexpectedly. The captain of her was an old man, well known upon the island, who had traded here, once in two or three years, for more than thirty years past. He had a remarkable large head, and therefore was commonly known by a nick name they had given him, of "Cabuco de Toro, or Bull's Head." He had not been here a week before he came to the governor, and told him, with a most melancholy countenance, that he had not slept a wink since he came into the harbour, as the governor was pleased to allow three English prisoners liberty to walk about, instead of confining them, and that he expected every moment they would board his vessel and carry her away: this he said when he had above thirty hands aboard. The governor assured him he would be answerable for us, and that he might sleep in quiet; though at the same time he could not help laughing at the man, as all the people in the town did. These assurances did not satisfy the captain; he used the utmost dispatch in disposing of his cargo, and to put to sea again, not thinking himself safe till he had lost sight of the island."

"Amongst the houses we visited at Castro there was one belonging to an old priest, who was esteemed one of the richest persons upon the island. He had a niece, of whom he was extremely fond, and who was to inherit all he possessed. He had taken a great deal of pains with her education: and she was reckoned one of the most accomplished young ladies of Chiloe. Her person was good, though she could not be called a regular beauty. This young lady did me
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