



Depictio J. de S. S. S.

GEORGE LORD DARTMOUTH

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BIOGRAPHIA NAVALIS;

OR,

IMPARTIAL MEMOIRS

OF THE

LIVES AND CHARACTERS

OF

OFFICERS OF THE NAVY OF GREAT BRITAIN,

FROM THE YEAR 1660 TO THE PRESENT TIME;

DRAWN FROM THE MOST AUTHENTIC SOURCES, AND DISPOSED IN A
CHRONOLOGICAL ARRANGEMENT.

By JOHN CHARNOCK, Esq.

WITH PORTRAITS, AND OTHER ENGRAVINGS,
By BARTOLOZZI, &c.

Nautique, per omne
Audaces inare qui currunt, hanc mente laborem
Sese ferre, fenes ut in otia tuta recedant.

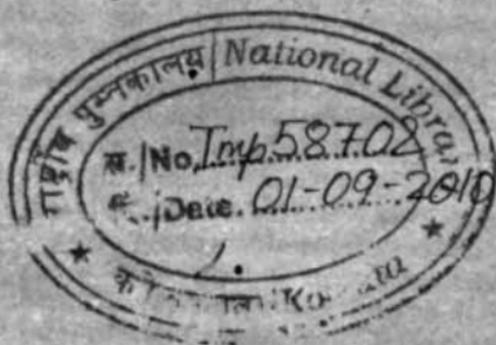
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BIOGRAPHIA NAVALIS, &c.

1740.

A LLEN, ROBERT, was the second son of captain William Allen, unhappily killed, in 1696, on board the Bonadventure, and of whose gallantry on that occasion we have already given a short account, (vol. ii. p. 406.) This gentleman was born in 1689, and was on board his father's ship at the time of the encounter which proved fatal to him, leaving this gentleman, his son, then scarcely eight years old. Pursuing the same profession with much eagerness, and nothing intimidated at the disaster which had befallen his parent, he was very deservedly patronized, early in life, by admiral Hopson, and promoted, through that gentleman's recommendation, aided by his own deserts, to be second lieutenant of the Reserve. No other mention is made of him till the year 1711, when he was appointed first lieutenant of the Norfolk, a large third rate. Without friends, and, consequently, without interest, he continued a lieutenant for nearly thirty years after this time, but during this very mortifying period held various appointments, as first lieutenant of different ships. Those particularly mentioned were, the Sterling Castle, his commission for which he received in 1726: in the following year he was removed into the Lion: and, in 1728, into the Bredah. In 1733, he was made lieutenant of the Berwick: and, lastly, in 1737, of the Gloucester. Having at length sufficiently attracted the notice of his

superiors by his long and very meritorious service, he was, on May 8, 1740, promoted to be captain of the Biddeford frigate, though in some accounts he is erroneously stated as captain of the Lyme a short time before the above date. In the Biddeford he continued only till July following, and was then promoted to the Rochester, a fourth rate of fifty guns; in which ship he remained till the ensuing year; he was then made captain of the Royal Sovereign, a first rate, fitted as a flag-ship; but, in 1742, was removed into the Charlotte yacht. In the month of September 1745, he was appointed to the Somerset; in which command he remained on y till the month of November following, and then honourably retired from the line of active service, on being made captain of the Mary yacht. We have no other intelligence concerning him, except that he died in the course of the year 1752, to that time retaining his last appointment.

BALCHEN, George,—was the only son of the brave and unfortunate sir John Balchen, knight*, born sometime in the year 1717. Having, according both to report and every probable conjecture, been brought up and properly instructed in the several necessary duties of an officer under the immediate eye of his worthy parent, he was, on the 12th of September 1740, promoted to be captain of the Greyhound. In 1742 he was captain of the Folkestone, of 44 guns, on the Mediterranean station, and bore a distinguished share, under the command of commodore Barnet †, in the encounter with the chevalier de Caylus. After his return to England he was promoted to the Pembroke, and ordered to the West Indies, where unhappily in the prime of life, being only twenty-eight years old, he died, universally regretted, on the 18th of December 1745, having not long survived the unhappy fate of his gallant father ‡.

BERTIE, Lord Montague §, was the second son of
Robert,

* See Vol. iii. p. 155.

† See vol. iv. p. 212. Commodore Barnet is there erroneously stated to have had with him another ship of the line; but we now find this ship to have been the Folkestone.

‡ Ibid. p. 162.

§ This family originally came into England, from Bertiland in Prussia, when the Saxons first invaded this nation, and by the gift of
que

Robert, first duke of Ancafter, &c. and Albinia his second wife, daughter to major-general William Farrington, of Chifelhurst, in the county of Kent. He was, on the 18th of July 1740, appointed captain of the Lyme frigate; in which ship he continued during all or the greater part of the following year: but no other mention is any where made of him as a naval officer. He married Elizabeth, daughter of William Piers, esq. member of parliament for Wells, in the county of Somerset, by whom he had two daughters. He died of a dropfy on the 12th of December 1753, and was buried at Chifelhurst aforesaid.

BOLTON, Harry Powlet, Duke of,—was the second son of Harry, the fourth personage who was invested with that high title. On the 15th of July 1740, he was promoted from the rank of lieutenant to the command of the Port Mahon, of 24 guns. He was employed in the month of November ensuing in escorting the *Oporto* trade, as he also was, in the month of February 1741, in convoying that to Lisbon. From the Folkstone he was soon advanced to the *Oxford*, of fifty guns, a ship on the Mediterranean station. In the month of August 1742, we find him serving under commodore Martin, with the Squadron sent into Naples by admiral Mathews; the cause and event of which expedition have been already related at length*. After this time he was employed with several small detachments, and was present afterwards at the action off Toulon, but not engaged, the *Oxford*, with several other fifty-gun ships, being stationed as a reserve in case any of the enemy's fleet should be fortunate enough to force their way through the British line. After the conclusion of that unfortunate encounter,

one of the Saxon kings had a castle, and also a town, which was denominated from them Bertielled, near Maidstone in Kent, fled and had denoting, in the Saxon language, a town.

It appears from an ancient manuscript in the Cotton library, that Leopold de Bertie was constable of Dover castle in the reign of king Ethelred, from whom descended Hieronymus de Bertie, founder, or at least a great benefactor to one of the monasteries in Kent, the north part of which he built at his own expence, and himself was buried in a chapel there, where these arms were put up against a pillar, viz. Three Battering Rams in Pale.

* See the life of Mr. Marin, vol. iv. p. 72.

captain Powlet was ordered to attend the disabled ship Marlborough into Port Mahon. No other remarkable notice is taken of him during the time he continued on the above-mentioned station. We hear nothing more of him till the month of June 1745, when, having in the interim returned to England, he was promoted to the command of the Sandwich, a second rate of 90 guns: but we have no farther particulars concerning him during the time he retained that station, except his having been one of the members of the court-martial held, on board the Sandwich, at Spithead, in the month of June 1745, for the trial of captain Green of the Lizard. In 1746, he was examined as one of the witnesses on the trial of vice-admiral Lestock, touching his conduct in the engagement off Toulon.

His next command was the Ruby, a fourth rate of fifty guns. In April 1746, we find him to have been, by order, captain of the Defiance, of sixty guns, a ship at that time employed as a cruiser. On the 21st he fell in with and captured, after a very smart engagement, which continued two hours, a very large French frigate carrying forty guns and three hundred and sixty-five men, called the Ambuscade, new from the stocks. As a proof of the judicious manner in which the Defiance was conducted during the action, captain Powlet had only one man killed and three wounded, while the enemy had on the same occasion twenty-six. He returned afterwards, for a short time, into the Ruby, but was soon removed into the Exeter, of 60 guns, and ordered to the East Indies, where he continued to serve during the remainder of the war; but is not, far as we have been able to discover, mentioned in any other way than has been already related in the life of Mr. Boscawen*. After his return to England † admiral

* See vol. iv. p. 318. Mr. Boscawen, after the loss of the Namur, hoisted his flag on board the Exeter, and returned to England with captain Powlet. That gallant admiral is said to have declared, on all occasions, that the Exeter was one of the best regulated and conducted ships he had ever been on board of.

† On the 13th of May 1752, he married Mary, daughter of — Nunn, of Eltham in the county of Kent, esq. By this lady, who died May 31, 1764, and is buried at Eltham, he had one daughter, Mary-Henrietta, born October 1753, married April the 24th, 1772, John, now earl of Sandwich, and died March the 30th, 1779, in the twenty-sixth year of her age.

Griffin, who was himself tried and dismissed the service for his misconduct in the East Indies, had publicly mentioned some exceptions which he thought proper to take against captain Powlet's conduct. A court-martial was accordingly ordered to enquire into the matter: it assembled on board the Devonshire, in the river Medway, on the 1st of September 1752, admiral Townshend being the president. No person, however, appearing to substantiate the charge, it was unanimously pronounced, in the strictest sense of the word, groundless.

In the month of February 1753, he was appointed captain of the Somerset, a third rate of seventy guns, commissioned as a guard-ship at Chatham.

By the succession of his father, the lord Harry Powlet, to the dukedom of Bolton, on the 26th of August 1754, he himself became, as his second son, invested with the same honorary title. In the same year he was elected representative in parliament for the borough of Lymington, as he was, in that which succeeded, for the city of Winchester. In 1755 he was captain of the *Barfleur*, a second rate, one of the fleet ordered to cruise, in soundings, under the command of sir Edw. Hawke, to watch the motions of the French, whose treacherous and hostile intentions had been for some time suspected. An occurrence took place while he was thus employed which made considerable noise, and caused him to be much, and, as it appears, very undeservedly censured; a whimsical mistake in the terms used by him in his plea of defence, was humourously and *ingeniously*, though, we must own, not very fairly held out as an incontrovertible proof of the guilt of this noble person, popular opinion disdains ever to confess its error, and rather prefers calumniating the most innocent and spotless character, than foregoing a prejudice hastily, and, perhaps, very wantonly taken up.

The whole of the transaction alluded to having undergone a serious and legal investigation, we cannot, perhaps, act more fairly, than briefly to state the proceedings which took place, and the facts as given in evidence.

He was tried by a court-martial held on board the *Prince George*, at Portsmouth, on the 20th, 21st, and 22d of October 1755, before Henry Osborne, esq. vice-admiral of the red, on a charge of quitting his station without leave from admiral Hawke, of whose squadron the *Bar-*

fleur, as has been already stated, was one. Upon this trial it was proved that, on the morning of the 22d of August lord Powlett, by verbal order from sir E. Hawke, gave chase to a sail that appeared to the south-east, and continued the pursuit to leeward of the fleet from ten o'clock till twelve, when he came up and spoke with the vessel, which proved to be a friend: he then stretched away to the westward till two; and at two tacked and stood towards the fleet till seven. Some of the fleet were seen standing on one tack and some on another, so that it was doubtful whether the fleet stood east or west. Lord Powlett therefore ordered the master to set the admiral, who bore N. E. by N. about four leagues distant, but about eight o'clock, night coming on, and the *Barfleur* being still at a distance, he entirely lost sight of the fleet.

As the ships had been seen standing on different tacks, lord Powlett was now in doubt what was really the track of the fleet; upon which he advised with the master, and it was concluded that the most likely method to join it was to stand eastward till midnight; and then, if no part of it should be seen, to put about to the westward.

Having, in consequence of this determination, steered east till twelve at night, crowding all the sail he could, and having discovered no lights during that time, he tacked to the westward, and kept on that course till between five and six in the morning of the next day; at that time a midshipman at the mast-head called out that he saw three sail bearing about E. by N. The lieutenant of the watch concluding that these three ships were part of the fleet, immediately prepared to put about in order to join them: but while this was doing another sail was discovered from the mast-head in the south-west quarter. The lieutenant being then in doubt what course to take, went down to lord Powlett and acquainted him with what the midshipman had seen in both quarters. Lord Powlett immediately gave orders to chase the sail to the south-west, for the following reasons:

1st. He supposed her a French man of war homeward bound.

2dly. By the direction he judged her to be in with respect to the fleet, he knew there was no probability

ity that she would be spoken with by any other vessel.

3dly. Admiral Hawke had then more than double the force of any Squadron the French had at sea, and therefore lord Powlett's absence could not probably produce any ill consequence.

4thly. He imagined it to be a general rule with all commanders of a cruising Squadron to chase every vessel that appeared; and if no ship belonging to such Squadron was, when out of sight of the admiral, to give chase, many of the enemy's ships would escape that might be easily taken. And,

5thly. He had great probability of joining the fleet next day, if the wind had shifted; and if not, of joining it at the rendezvous.

After chasing this vessel to the S. W. about three hours, another appeared to the S. E. upon which lord Powlett shaped his course between both. About six o'clock in the evening, after a chase of twelve hours the vessel first pursued made sir Edw. Hawke's distinguishing signal, and proved to be an English man of war: lord Powlett, however, still continued to stand on for some time, that if she was one of sir Edward's Squadron he might acquaint her, that on the 23d the admiral had changed his rendezvous: but the vessel still standing from him, he left her and gave chase to the other vessel which had appeared to the S. E. and about seven o'clock he found that this also was a friend: he then tacked once more, and stood to the northward to join the fleet, which he supposed to be about twenty leagues to windward of him, at the rendezvous. Early the next morning, that is to say on the 25th, the ship having steered very hard for three or four days before, the tiller was unshipped and the *goose-neck* shifted an inch and an half farther forward, it having born so hard upon the sweep as almost to have worn it through; and a few hours afterwards the carpenter made a report to the officer of the watch, that the *stern-post* was loose and worked very much; that the second and third *pintles of the rudder*, which had been before complained of, worked much more than they had ever yet done; and that the upper *base* upon the *stern-post* was loose.

Upon

of his only brother, Charles, the fifth duke. His grace married, April the 8th, 1765, Catherine, daughter of Robert Lowther, esq. and sister to the present earl of Lonsdale.—By this lady he left two daughters, the lady Catherine, now countess of Darlington, and the lady Amelia. Having long enjoyed an uninterrupted tranquillity, and as much retirement as was compatible with so high a rank, he died, universally regretted and lamented by all who knew his benevolence and virtues, on the 25th day of December 1794, having attained the 75th year of his age.

COTES, Thomas,—was promoted to be captain of the York on the 12th of May 1740: this was one of the ships which, in the month of November following, composed the reinforcement, commanded by sir Chaloner Ogle, sent to Mr. Vernon in the West Indies, previous to the attack of Carthagena, which took place immediately subsequent to the arrival of the fleet. We find him particularly mentioned as having been one of the captains appointed to command, under Mr. Boscawen, the seamen which attacked and carried the Barradera battery. He served in the same station on a second assault, under the orders of captain Watson, the Spaniards having, by exertions almost incredible; partially restored their works. He was afterwards concerned, under Mr. Knowles, in the bold and successful assault on fort St. Joseph, of which post he was left commanding officer, while his seniors in command, the captains Knowles and Watson, pushed on with the boats to board the Galicia, the Spanish admiral's flag-ship, which lay at no great distance. No material mention is made of him during the remainder of the expedition.

and did not then retain it longer than three or four years. On the 6th of April 1782, he was restored to this office, and in addition to it, was appointed lord-lieutenant and custos rotularum of the county of Southampton: the former he resigned some years previous to his decease; the latter he held till the time of his death.

* Other accounts state him to have been first appointed to the Lively frigate, and quickly afterwards promoted to the York: but this we believe to be a mistake, occasioned by captain Jolley being appointed to that frigate on the same day.

Captain

Captain Cotes was one of the officers ordered to remain on the West Indian station with Mr. Vernon, after the unfortunate failure of the enterprize just alluded to, and the consequent detachment of that part of the fleet ordered back to England under Mr. Lestock. Not however being in a condition for service when Mr. Vernon and sir Chaloner Ogle sailed on the expedition against St. Jago de la Vega, the York, with two other ships, the Augusta and Deptford, were left behind at Jamaica, with commodore Davers, but under orders to follow the fleet as soon as they should be equipped. The general events of war which afterwards took place in the West Indies were, with some very few exceptions, extremely uninteresting; and captain Cotes passed some years of his service in the undistinguished crowd of brave men, his cotemporaries, who were employed on the same station. He continued captain of the York till the year 1745, and indeed did not return from the West Indies long before that time. After his arrival he was advanced to the Edinburgh, of seventy guns, a ship employed, during the greater part if not the whole of the following year, as a cruiser in the Channel. He met with considerable success in this occupation, having made several valuable and consequential prizes, one of which was a very large private ship of war, new from the stocks, called the Duc de Chartres, mounting thirty-two guns. He continued in the Edinburgh during the remainder of the war, always actively employed, and exerting himself on every occasion where the smallest opportunity offered of distinguishing himself. In 1746 he was commodore, or rather captain of a small squadron sent before the fleet under Mr. Lestock, to reconnoitre Port L'Orient, and inform himself of the soundings, and every other necessary particular preparatory to a descent. This appointed service he executed with such great diligence and exactness, that the subsequent failure of the expedition could not be, in the smallest degree, imputed to the omission, or want of exertion and precision on his part. In 1747 he served in the squadron under rear-admiral Hawke, and had the good fortune to be the first discoverer of L'Écandiere's squadron, which was totally defeated and nearly the whole taken.

In 1748 he was appointed commodore of a small squadron ordered out, in the month of April, to join his former admiral. When proceeding on that service in pursuance of his orders, the following occurrence took place which being certainly too honourable to his reputation and character to be omitted or slightly passed over, we have inserted the following official account of it.

“ Admiralty-office, April 4.

“ Captain Cotes, commander of his majesty's ship the *Edinburgh*, of seventy guns, having been sent to sea with the said ship, together with the *Eagle*, *Windsor*, and *Princess Louise*, of sixty guns each, and the *Inverness*, of twenty-four guns, in order to join sir Edward Hawke, has sent the *Inverness* to England with the following advices, viz. That on the 7th of last month, being in his station off Cape Cantin, looking out for sir Edward Hawke, he fell in with a fleet of Spanish ships consisting of nine men of war of the line,

	Guns.		Guns.
El Sobervio	- 74	La Pastora	- - 64
Leon	- - 74	El Rosario	- - 60
Colorado	- 70	Xavier	- - 54
Oriente	- - 64	La Galgo	- - 54
Brillante	- 64		

having under their convoy about twenty-seven merchant-ships, with which they sailed from Cadiz four days before. That the men of war drew into a line to receive him, but not being strong enough to attack them, he endeavoured to cut off as many of the ships under their convoy as he could, and accordingly five of them were taken, three being register-ships bound to Vera Cruz, and the other two bound to Carthagena. That the Spanish men of war continued to lay-to in a line, and did not endeavour to retake the said ships: and captain Cotes observing that the said ships under their convoy steered away to the westward, scattered, and in confusion; as soon as it was dark detached the *Eagle* and *Windsor*, both very good sailers, to pursue them, and endeavour to cut off any which separated from the men of war.”

Peace

Peace being concluded very soon after the foregoing very spirited enterprize, may well account for our finding no mention made of this very brave and deserving officer till the re-commencement of war with France in 1756. On the 4th of June he was promoted to be rear-admiral of the white; and before the conclusion of the year was nominated commander-in-chief on the Jamaica station. He did not however sail with his squadron, and the fleet of merchant-ships which he was instructed to take under his convoy, till the 9th of February. After his arrival on the station he displayed the greatest activity and diligence in the distribution of his cruizers, as well as every other particular of service in which he was connected, or had the management of. He had the peculiar satisfaction of reflecting that, in all probability, under no preceding commander in the same quarter, had the pecuniary losses of the enemy been greater from the interruption given to their commerce, or their character as a warlike nation, suffered more from the many gallant enterprizes executed by the private captains under his immediate command. These however will be with more propriety related hereafter in the accounts or memoirs of the different persons more particularly concerned in executing them.

On the 31st of January 1758, Mr. Cotes appears to have been, while then absent on the station already mentioned, advanced to the rank of vice-admiral of the blue. He retained the same command for some time afterwards; and though no opportunity was afforded him of being particularly concerned as commander-in-chief of the squadron employed in that part of the world, in any remarkable or consequential enterprize against any of the enemy's settlements, yet must we justly bestow on him all the praise possible to be gained by the strictest attention to the milder and less dazzling duties of his station. On the 14th of February 1759, he was advanced to be vice-admiral of the white, as he was again, on the 21st of October 1762, to be vice of the red. After his return from the West Indies he was elected, in the twelfth parliament of Great Britain, which met on the 3d of November 1761, representative for Great Bedwin, in Wiltshire; and in the course of the year last-mentioned, was

chosen one of the elder brethren of the Trinity-house; but was no otherwise connected with public affairs. He henceforth passed a life totally abstracted from the naval service; and died at last regretted by every person who had heard his public character, and lamented by all who were acquainted with his private virtues, in the month of October 1767.

EDWARDS, Richard,—was, on the 4th of November 1740, appointed captain of the Fox frigate. He remained in that ship till after the year 1742, but is only mentioned as having captured a small Spanish privateer, of ten guns, called the *Justa Refina*. We know nothing relative to him subsequent to this time till the month of February 1744-5, except that, during a part of the intermediate period, he was captain of the *Torrington*. He commanded the *Princess Mary* early in 1746, and was appointed governor of Newfoundland: he was ordered, however, to put himself under the command of commodore Warren, who was then occupied in the siege of *Louisburg*: with him he was to continue till the reduction of that fortress. He arrived there on the 11th of June, four days only before its surrender, with the *Princess Mary*, the *Hector*, and the *Lark*. That expedition being completed, he proceeded from thence according to his original appointment and destination: but little other mention is made of him after his return to England, except that he commanded a yacht, which having afterwards quitted, he was refused the rank of a flag officer unless he returned to the service as a captain previous to his obtaining it. He accordingly procured, through the interest of his friends, the command of the *Princess Amelia*, a station he did not long retain. On June 3, 1757, he was put on the superannuated list with the rank and half-pay of a rear-admiral, and died on the 16th of June 1773.

FORRESTER, Right Hon: George, Lord,—was the eldest son of George, fifth lord Forrester, who was a military officer, and signalized himself in a very remarkable manner, under the generals, *Wills* and *Carpenter*, at *Preston*, in *Lancashire*, during the rebellion, which broke out in 1715. As a reward for his very great bravery, he was advanced to be colonel of the 4th troop of horse-guards. George, his son, the sixth lord Forrester, having entered

entered into the navy, was, on the 24th of November 1741, promoted to be captain of the Biddeford frigate. He was soon afterwards ordered to Gibraltar and the Mediterranean, on which station he continued during the following year; during this time no mention is made of him except his having been concerned with captain Norris, of the Kingston, in the capture of two Spanish prizes, the St. Antonio and Senora Rosaria, which they carried into Gibraltar. Early in the year 1742 we find him captain of the Leopard, of fifty guns, and still continuing on the same station, where, in the month of August, he captured a valuable prize, as he before had one on the 11th of March preceding. Of this circumstance he gave the following report, in a letter written to the secretary of the admiralty, which we have inserted as well on account of the fact itself, as of the singular stile in which the memory of it is preserved.

“ On the 9th instant, between cape St. Mary's and Cadiz, I saw a ship stemming right in for the latter place; and, as she lay immediately in my route, I fired two shot at her and brought her to. On examination I found her to be a Spaniard, of about two hundred and odd tons, laden with logwood, cochineal, and cocoa, and several other sorts of dyes, the names I do not know, canary wines, four camels, and a great present, yet unknown, for the king of Naples, as also a bishop, a priest, a Spanish general, and other officers, with great sums of piasters.”

We believe him to have continued captain of the Leopard till the beginning of the year 1745, when he was promoted to the Defiance, of sixty guns. He had unhappily contracted an habit of intemperance which occasionally rendered him very unfit for command, and betrayed him into several breaches of duty. His misconduct at last became so apparent and glaring, that he was brought before a court-martial, of which Mr. Griffin was president, held on board the Tilbury, at Portsmouth. The charge against him being incontrovertibly proved, he was sentenced to be dismissed the service on the 28th of March 1746. He did not long survive this disgrace, the cause of which while we condemn we must at the same time compassionate. He died, according to Mr. Hardy, on the 26th of July 1748.

FRANKLAND, Sir Thomas, — was the nephew of a baronet of the same name, who was for many years one of the commissioners for executing the office of lord high admiral. He was, on the 15th of July 1740, promoted to the command of the *Rose* frigate; and at the conclusion of the year was ordered out to the Bahama Islands, to convey thither Mr. Tinker, who had been appointed governor two years before. After he had landed his passenger he continued on the same station, being instructed to remain there and cruize for the protection of those islands and the adjacent coast from the depredations of the guarda-costas. In the month of June 1742, he distinguished himself, by his activity, in capturing a Spanish vessel of that description, together with three vessels which she herself had made prizes of a short time before.

The guarda-costa, which carried ten carriage and as many swivel guns, supported by two of the prizes, which were armed vessels, engaged the *Rose* for nearly three hours: but finding her too powerful and too well conducted to afford them any hope of ultimate success, the two prizes stood away, one keeping to windward, the other large, with all the sail they could crowd. The guarda-costa maintained a running fight for an hour longer through the desperation of her captain: and even at last, the crew, in opposition to him, hauled down their colours and called for quarter. Captain Frankland shifted the prisoners with all possible expedition, and having put some of his own men, under proper officers, on board the prize, dispatched her after the vessel which had hauled her wind, he himself following the other two. So successful was his activity on this occasion that the three vessels were all, without difficulty, captured and carried safely into Carolina. The cause of the obstinate defence made by the Spanish vessel was, on enquiry, discovered to be owing to her captain being Fandino, the fellow who some years before had cut off the ears of captain Jenkins, and thereby caused so great, so just and general an indignation through the whole British nation. Captain Frankland judging a monster of so cruel a description, who had manifested a conduct that would have disgraced a pirate, unfit to be released as a prisoner on parole, or even exchanged,

sent

sent him home to be treated as administration should think proper.

Captain Frankland continued in the same command, and remained on the same station some years; but is not again particularly mentioned till the year 1744*, when he signalized himself remarkably in an action with a very large, and, as it afterwards proved, valuable Spanish ship: the particulars we shall insert at length from the account officially given of this very spirited encounter.

“ Being on his passage to his station as a cruizer between the Roques, Cape Florida, and the Pan of Matanzas, on the north side of Cuba, about thirty-five leagues to the westward of Havannah, on December 24, just before day-light, he found himself almost on board a large ship, of which he was to windward, and astern withall. Captain Frankland, who kept his wind till day-break, then found his antagonist had but one tier of guns, but was by her working full of men, for before the captain shewed his colours she had run her courses up, bunted her main-sail, and had every thing ready to engage, her decks being crowded with people. About seven in the morning they began an engagement which lasted until half an hour past twelve. There was a fresh gale and a great sea; notwithstanding which they were alongside each other three or four times before the enemy struck. She had near 100 men killed outright, and four of her guns on one side disabled. She is called the Conception, of St. Malo, Adrian Mercan master, bound from Carthagena to Cadiz, but was to touch at Havannah to land upwards of 200 seamen, besides officers. The Rose had only five men killed, and about ten or twelve dangerously wounded, including the master, and several slightly. The cargo of the prize consisted of hides, and cocoa, with seventy chests of gold and silver, containing about three hundred and ten thousand pieces of eight. She had several passengers on board, from whom they got about 5000 ounces of gold in doubloons, pistoles, bars, &c. The crew of the Rose consisted of no more than one hundred and seventy-seven men, officers and boys included. The prize was safely carried into South Carolina.”

* In the preceding year he married Miss Rhett, daughter of the chief justice of Carolina, by whom he had six sons and eight daughters.

Captain Frankland retained the command of the *Rose* till the month of October 1746, and was then promoted to the *Dragon*, of sixty guns, in which ship he continued till the conclusion of the war, being, in 1748, on the West India station with Mr. Pocock. We do not find any subsequent mention made of him till the month of July 1755, when he was appointed commodore on the Antigua station. He hoisted his broad pendant on board the *Winchester*, of fifty guns, at Spithead, on the 10th of August, and sailed very soon afterwards for the West Indies. On his arrival there his first operation was to quarrel with commodore Pyc, whom he was sent out to succeed. The first pretence was frivolous in the extreme, consisting merely in an exception, or affront Mr. Frankland thought proper to take, because the former had not struck his broad pendant on the instant he was informed of the latter's arrival.

A second, and, as it proved afterwards equally futile and, indeed unjust cause was, a more serious charge of misconduct against his predecessor, in having condemned the *Advice*, his own ship. Mr. Frankland asserted this measure to have been improper; and made a regular representation against it to the board of admiralty. In farther proof of the propriety of his opinion, as if he supposed his own hardiess sufficient to establish it, he ordered the *Advice* to be fitted for himself, and absolutely went so far as to make a short cruize in her. The final event, however, did not reflect any very great honour on Mr. Frankland's judgement: the ship, on its return to England, proved so very defective, and unfit to keep the sea, that it was with the utmost difficulty the crew could, by frapping her round with hawsers and every other precaution, prevent her from almost literally falling to pieces during her passage. Mr. Frankland after his return to England appears no more in the character of a naval commander. In the month of June 1756, he was advanced to be rear-admiral of the blue, as he was progressively afterwards, through the different gradations and ranks of flag-officers, till he at last arrived at that of admiral of the white, the highest in the service, the admiral of the fleet or senior admiral on the list excepted. On the death of his brother, sir Charles Frankland, at Bath, in the year 1768, he succeeded to the title, and continued during his life totally
abstracted

abstracted from all public business, farther than his occasional attendance in the house of commons, as representative for the borough of Thirsk, in Yorkshire, for which place he had been member ever since the year 1749. Sir Thomas died at Bath on the 21st of November 1784.

FROGMORE, Rowland, — was, in the month of January 1740, made commander of the Swift sloop; from which he was, on the 18th of July, promoted to be captain of the Ruby, a fourth rate of fifty guns, then stationed in the Bristol Channel. He served during the following year as captain of the same ship in the Channel fleet, then under the orders of sir John Norris: but we do not meet with any other mention made of him till we find him commanding the Boyne, of eighty guns, one of the fleet employed in the Mediterranean with Mr. Mathews. His conduct during the encounter with the combined fleets off Toulon, was deemed so reprehensible that he was one of the officers supposed most culpable, and named in the address of the house of commons, to his majesty, beseeching him to order their behaviour to be investigated before a court-martial. Fate, however, prevented this request from being complied with, captain Frogmore dying in the Mediterranean on the 8th of November 1744, retaining till that time the command of the Boyne.

GIDEON, Solomon, — was, on the 6th of September 1740, appointed captain of the Panther. He was soon afterwards ordered to the Mediterranean, where he continued to serve, first under Mr. Haddock*, as long as he remained

* He was a man of a singular turn of mind, possessing a natural bravery which could not have been too much admired, had it not on some few occasions appeared rather too extravagant for that proper degree of prudence which ought always to attend the most distinguished courage. He conceived the Panther, which was a ship mounting only fifty guns, and of very small dimensions, capable almost of contending with the most powerful vessel in the Spanish navy. Once on returning from a cruise to Gibraltar he had nearly drifted under the Spanish batteries at Algeziras. Admiral Haddock, who was then lying at Gibraltar with the fleet, immediately dispatched all the boats to his assistance for the purpose of rowing him into safety. Captain Gideon with some little emotion enquired what they wanted? and when answered that they had been dispatched for the purpose of enabling him to get out of reach of the enemy's battery, under which he was so near drifting, that they would soon be enabled to reach and injure him materially, if not disable him by its fire: he replied, perfectly
 B 3. uncom.

remained on that station, and afterwards under Mr. Mathews who succeeded him. In the month of August 1742, he was one of the captains sent, under commodore Martin *, to demand satisfaction of the king of Naples. He was promoted, we believe in the early part of the year 1745, from the Panther to the Shrewsbury, of eighty guns, one of the ships which appear to have been then employed in the Channel. This is the last mention we find made of him, except that, in the year 1755, he was put on the superannuated list with the rank and half-pay of a rear-admiral. He in all probability received many subsequent appointments, though so inconsiderable as to be unnoticed either by historians or collectors of anecdotes relative to the naval service. He did not long survive his last advancement, dying in England on the 3d of September 1756.

GRAHAM, Right Hon. Lord George, †— was the fourth son of James, the fourth marquis and first duke of Montrose, by the lady Christian Carnegie, daughter to David, earl of Northesk. Impelled by his natural spirit, inherited as it were from his brave and truly noble, though unfortunate ancestor, James, the * first marquis, he entered

unconcerned, " Well then, I will cast loose my lower-deck guns and fire at them." A multitude of pleasant anecdotes are related of him, which prove him to have been, though in some innocent respects, a man of some eccentricities, to have at the same time possessed the most consummate good humour.

* He was the only officer on shore, captain De Langle excepted, who went in an official character. As to captain Gideon, he scorned to be trammelled by common rules, and the singularity and oddity of this character caused his conduct to be overlooked.

† No surname in Scotland claims a higher origin than Graham. The traditional account thereof, handed down to us by our historians, is, that they are descended of the renowned Græme, who, in the year 404, was general of king Fergus the Second's army, and was governor of Scotland in the minority of his grandchild, king Eugene II. He fought with the Romans, and defeated the Britons. In the year 420, he made a breach in, and forced that mighty wall which the emperor Severus had reared up between the rivers Forth and Clyde, as the utmost limits of the Roman empire, to keep out the Scots from molesting them in their possessions; which wall has ever since retained, and to this day goes under the name of Græme's Dyke.

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entered at an early age into the navy, and was advanced, more in consequence of his own merit and worth than any advantage he derived from his noble birth, through the different subordinate stations, till the 15th of March 1740, when he was appointed captain of the *Adventure**; and in the ensuing month governor of Newfoundland. He held that station only for the current season, for he was sometime in the following year removed into the *Lark*, of forty guns, and sent to convoy the outward bound Turkey trade. We have no subsequent account of him till the beginning of the year 1745, when he was appointed to the command of the *Cumberland*, of sixty guns, which he soon declined, and chose rather, as better suited to his active turn of mind, to accept that of the *Bridgewater*, some accounts erroneously say, the *Sheerness*, a frigate of twenty-four guns, stationed in the Channel. In June following he distinguished himself exceedingly in the attack and capture of several privateers and their prizes, of which brilliant action we have the following account in an official letter from Ostend.

“Yesterday afternoon lord George Graham, in his majesty’s ship the *Bridgewater*, of twenty-four guns; captain Gordon, in the *Sheerness*, of twenty-four guns; and lieutenant Fergusson, in the *Ursula* armed vessel of sixteen guns, anchored in sight of this town. This morning, about half past one, the town was alarmed with firing, which arose from the three above-mentioned ships being engaged with three Dunkirk privateers, the *Royal* of twenty-eight guns; the *Dutchess de Penthièvre*, of twenty-six guns; a dogger of twelve guns, and seven prizes which they had taken and were carrying to Dunkirk.

The foundation of this great rampart has been of late traced from one river to the other, and is fully marked by several stones found therein, which have Roman inscriptions cut out upon them, denoting the limits where, and by whom they were set, &c. A good many of these stones are at present to be seen in the college of Glasgow, and are well described in Mr. Gordon’s *Itinerarium Septentrionale*.

The great man is said to have married a lady of the royal house of Denmark, and was progenitor of all the *Grahams* in the kingdom of Scotland.

* He was, previous to this, commander of the *Mercury* fireship.

“ The fight was obstinate till about four o'clock, when the four large prizes, three of them Virginia ships, struck to the Sheernefs; the two large privateers to the Bridgewater; two Bremeners and a Scotch brig to the Urfula; but the dogget privateer made her escape. The Bridgewater, Sheernefs, two large privateers, and four large prizes struck the ground, but were all got off the following tide, except one of the privateers.”

He was immediately after this promoted to the Nottingham, of sixty guns; and in the course of a short cruise, on which he immediately proceeded, sunk a large French privateer, called the Bacchus: all the crew were, however, saved, except the first lieutenant. His lordship was taken ill on his return into port, and unhappily, did not long survive this exploit, dying * January 2, 1746-7.

From a multitude of concurrent testimonies he appears to have been an officer who attained a great share of popularity, and was indeed, very deservedly, the idol of all seamen who knew him, as well on account of the high opinion entertained of his gallantry, as an invincible fund of good humour, which latter quality conciliated the affections of men in the same degree that the first related excited their admiration and esteem.

HARRISON, Henry.— This gentleman entered into the navy during the war with France in the reign of king William, and served progressively, as a volunteer, on board the London and Dunkirk. In 1700 he acted in the station of a midship-man on board the Pendennis, a ship at that time commanded by captain Charles Strickland, with whom he afterwards removed into the Romney, and served in that ship, as master's mate, from the month of June 1701, till April 1703. During this time he had the singular happiness of preserving that ship, together with the lives of her whole crew, though at the utmost hazard of his own.

This circumstance, which does him so much honour, is thus related by himself in a MS. and authentic memorandum, which has been transmitted to us.

“ The preservation of his majesty's ship, the Romney, was effected in the following manner. We were then in the white sea, on our passage from Archangel; and

* He was, at the time of his death, representative in parliament for the county of Surling.

being, by a strong unknown current, driven near to the island of Candenoze in a dark and stormy night, were obliged to come to an anchor. The next morning, we found ourselves on a lee shore and so near a ledge of rocks that, without casting the ship to starboard, she must inevitably have been on shore, not having room to wear the ship; the wind at the same time shifted two points more to the starboard bow, and blew so hard that, added to the current and a great sea, there was no possibility of either lowering a boat or standing in the head to put a spring on the cable. The viol and messenger were both broke in heaving, and the hitches jammed in the hawse hole, so that the ship rode entirely by the hawse piece with a rope reeved in a block at the bow-sprit end. I swung myself from the head of the lion as far as the buoy, and swam to it with a deep sea-line in my hand, which being fastened to the end of a hawser, I reeved in the strap of the buoy, and was hauled on board with it. I was above twelve minutes in the water, the sea making a free passage over me, and at the same time there were above fifty tons of ice hanging about the ship. The hawser was brought on the larboard quarter of the main capstan, and hove up with it to bring the wind on the larboard bow, when, cutting the cable with some chisels in the hawse, we cast the ship the right way."

In the month of April 1703, he was promoted to lieutenant of the Dartmouth, and in the following year was at Ellsnore, still continuing to serve in the same station on board the same ship. Being ordered on shore with the long boat to Elsingburgh, he distinguished himself in a very singular and spirited manner, terminating at once a dispute which, had less peremptory measures been used, might not improbably have been productive of serious consequences. The Swedish commandant seized on ten of his boats crew under the frivolous pretence of a trespass, committed by some of them, in cutting broom. Two or three were wounded in the scuffle, and all of them immediately put into close confinement. Not content with this flagrant breach of that amity which subsisted between his court, and that of England, the Swede insisted on the sum of four hundred rix dollars to be paid as a compensation for the pretended injury. The captains, Watkins, Strickland, and Tudor Trevor, who were then on shore, were

were unable to prevail on him to relax in his arbitrary demand. What the mild and conciliating attempt of persuasion was unable to produce, the spirit of Mr. Harrison almost instantaneously effected. Taking with him a proper number of resolute and chosen men, and watching his opportunity cautiously, he seized the person of the governor himself when passing over the bridge of the town. He executed this spirited and truly daring act notwithstanding a guard of soldiers was kept close to the place where it was performed; and though, moreover, there were upwards of twenty Swedish officers and persons who saw the seizure carried into execution, but were too timid, or prudent to attempt its prevention.

The commandant being carried on board the ship, was immediately compelled to give an order for the release of the people, which was punctually, though, as we may suppose, not very willingly complied with. In 1705 he, Mr. Harrison, was appointed lieutenant of the *Dunwich*, and in this station much distinguished himself by his ingenuity on a different line to the foregoing. The ship which he served on board of was at that time employed as a cruiser for the protection of commerce against privateers. Experience soon taught both himself and his comrades, that the prudence of their antagonists, who most cautiously avoided them, precluded any hope of success, except such as should be the result of some sudden and uncommon accident. Mr. Harrison proposed to disguise the ship and make her resemble, as nearly as possible, a Dutch fly boat. This scheme so wonderfully answered the end proposed, that, in the course of their different cruises, they captured five privateers, besides driving six on shore near Calais, and a French frigate of twenty-four guns on the beach at Dieppe. He continued lieutenant of the *Dunwich*, we believe, during the whole war; and sometime before its conclusion distinguished himself in a very remarkable manner by attacking and boarding a French privateer, of six guns and thirty-four men, with the crews of the pinnace and yawl belonging to the frigate, though it was then above a league distance and their numbers amounted to no more than nineteen persons. The privateer was under sail when taken, and even had the advantage of a very fresh breeze of wind, two circumstances which

which added considerably to the hazard, and, consequently, to the heroism of the foregoing act. It was, and very deservedly, thought so highly of by captain Graves, who commanded the *Dunwich*, that, with the unanimous consent of the whole crew, he bestowed the whole of the prize on Mr. Harrison and his brave associates.

In 1711 he was appointed, by admiral sir John Leake, to act as captain of the *Dunwich* and in preference to any of his own lieutenants, a circumstance that reflected on him the highest honour: but, however well he might have deserved this promotion, the board of admiralty, either from his want of friends or some unknown cause, refused to ratify his promotion. In the year 1714 he, by order of the board of admiralty, took upon him the command of the *Mary* smack. Being sent to reconnoitre the port of Brest and others adjacent, on the coast of France, where it was said preparations were making for some sudden and unexpected attempt, as well by the equipment of a fleet as the collection of a formidable land force, he executed this service in the completest manner, and so expeditiously withal that he was only eleven days absent.

Notwithstanding his very long and meritorious service, he was still, though on no other apparent ground whatever than that of being destitute of interest, thought unworthy of promotion, or if not unworthy, at least as not yet possessing a sufficient right peremptorily to claim it. The patience with which he bore his disappointment was at last exhausted, and he ventured to transmit to lord Onslow, who appears in some measure to have taken him under his protection, a plain and modest memorial, stating, in the most moderate terms the hardships he conceived he laboured under. These were of a two-fold nature, having relation not only to the neglect with which he was treated, but what was a still more serious consideration, the narrowness of his circumstances, being left for a length of years, to support a wife and nine children on the scanty pittance of a lieutenant's half pay. "Lord Torrington" (says he) was of opinion my commission, as captain of the *Dunwich*, ought to have been confirmed, and three years since, promised to be my advocate, and procure me a ship; but I still remain on the list of lieutenants." There could

* Sir George Byng.

not, perhaps, have been framed a more pathetic appeal to the passions than such a plain and artless lamentation.

Passing over all display of his services, either on account of their length or particular merit, he rests his claim to promotion with hoping the admiralty-board would promote him from the rank of lieutenant, that he might, with the greater decency, be able to maintain his wife and family. This application to the feelings of ministers appears to have had but little effect either on their justice or their generosity, for he did not receive any promotion till some years afterwards. At length, having attained an age when many brave men are, alas! obliged, through infirmities, to retire totally from all command, he was, on the 28th of February 1740, appointed captain of the *Mary* galley. He did not continue in this vessel longer than the end of the current year; nor does he appear to have received any other commission till the month of April or May following, when he was promoted to the *Argyle*, of fifty guns, as successor to captain Richard Norris. This ship was one of the fleet stationed in Soundings during the ensuing summer, under sir John Norris; and being sent out to cruise a short time before the fleet itself sailed, captured a Spanish store-ship, laden with cannon and ammunition, called the *Rehoboam*. In the month of July he was detached to cruise off Cape Prior for the purpose of intercepting any vessels that might be passing from any of the Spanish ports to Ferrol or Corunna.

He did not meet with any very extraordinary success during the time he was thus employed, having only captured a small brigantine, from Rebadrus, laden with lime for the garrison of Corunna, and driven on shore four Spanish barks, with a similar lading, under Cape Prior. After sounding the different bays, and reconnoitering the ports of Corunna and Ferrol, he was on his way to rejoin sir John Norris, when, on the 15th of July, he fell in with a Portuguese vessel, which came the day before out of the harbour of Camaria, near Cape Finisterre, having left there an English brigantine which had been captured and sent in a few days before by a Spanish frigate of war, from the Havannah. Captain Harrison immediately formed the spirited resolution of attempting to cut the prize out of the harbour, with his boats manned and armed; but ere he

he could carry this project into execution, he fell in with sir John Norris and the fleet. Having communicated his intentions to the admiral, he was ordered to pursue them; and, the better to ensure his success, was reinforced by the Gibraltar, a small frigate, which, from her shallow draught of water, was peculiarly adapted to support such a kind of service.

About ten o'clock the same evening the boats went in, and boarded the sloop, which being nearly dry, could not be brought off, and was therefore set on fire. This service being accomplished, captain Harrison proceeded, according to the admiral's instructions, for the isles of Bayonne, in the double hope of discovering a convenient place to water at, and destroying some privateers which were said to have taken shelter there with several prizes they had taken. On the 18th he anchored within the islands, and having accidentally met with the Grampus sloop of war ordered that vessel to accompany him. Finding the intelligence he had received relative to the privateers to be erroneous, he came to a resolution, with the captains Cockburn and Parry, to proceed up to the town of Vigo, at break of day on the ensuing morning, in order to possess themselves of, or destroy such vessels as they might find there: but before the time arrived when this resolution was to have been executed, he received intelligence from a Portuguese schooner, out of which he obtained a pilot, that there were no ships at Vigo itself, but at Redondella, which was very near it, there were five prizes. Captain Harrison, in consequence of this intelligence, altered his system of operations; and proceeding the next morning with the Gibraltar and Grampus to the place just-mentioned, carried his plan of attack into execution with the greatest success, having brought off all the vessels he went up in quest of, and sent them to Oporto under convoy of the frigate and sloop of war.

Captain Harrison's success did not end with this very spirited enterprise; continuing his cruise, he captured, in the month of August, two other valuable prizes, which he sent to England under the protection of captain Martin, in the Assistance. We do not find any farther particular mention made of him till the month of March

1743, when he was made captain of the *Superbe*, a sixty-gun ship. He did not long retain this station, from which he experienced a farther advancement, to the *Monmouth*, a third rate. In this ship he continued till the conclusion of the war. During the year 1745 we do not meet with any occurrence concerning this gentleman worth recording, but his having, in the month of May, been stationed as a cruiser in the Channel, in company with the Captain. While employed in the above service he captured a stout French privateer, carrying twenty guns and one hundred and sixty men, which had done considerable mischief to the British commerce. In 1747 he served under the admirals Anson and Warren, at the time they were sent out for the purpose of intercepting Jonquiere's Squadron. The *Monmouth* was one of the vessels * detached after the convoy, when the action with the ships of war was ended by their capture. In this pursuit two merchant frigates, the *Vigilant* and *Modeste*, mounting twenty-two guns each, were taken.

From this time, till the conclusion of the war, captain Harrison appears to have been principally employed as a cruiser, for he was not one of the commanders under rear-admiral Hawke, when, towards the conclusion of the year, he defeated the second French Squadron, under Mr. L'Etendiere, nor do we find any subsequent mention made of him till the month of February 1747-8. On the 2d of March he arrived at Plymouth with a large French privateer, called the *Count de Maurepas*, carrying twenty-eight carriage and swivel guns, with one hundred and thirty-six men, which he captured on the 19th of the preceding month, after a very long chase of three days continuance. In less than three weeks afterwards he captured another large French private ship of war, called the *Rostan*. This vessel belonged to Bourdeaux, and though carrying only twenty-two guns, had a crew amounting to no less than two hundred and seventy men; but having received much injury by the cannon-shot fired at her in the pursuit, she sunk before the prisoners were completely

* The others were the *Yarmouth*, captain Piercy Brett, and the *Nottingham*, captain Saumarez, both of whom had been Mr. Anson's lieutenants.

shifted, having, unfortunately, nine English seamen, together with one hundred of her own people on board, all of whom appear, unhappily, to have been drowned.

After the conclusion of the war Mr. Harrison appears to have lived totally in retirement, from the service, till the year 1755: he had then attained an advanced age, and the board of admiralty had it for that reason actually in contemplation, as it is said, to put this brave veteran on the superannuated list, as an officer past service: but when it became tolerably apparent to every person that a rupture with France must inevitably take place, he applied particularly for the command of his old ship, the *Monmouth*, quaintly observing, that he entertained no doubt of being able to patch that vessel, old and shattered as she was, so that she should last a year or two, which, he supposed, would be at least as long as he himself should live. The admiralty changed their intention and appointed him to the ship he requested. He sailed under the command of sir Edw. Hawke, in the course of the current summer, on a cruise in the Bay of Biscay. He distinguished himself by his activity during the period of his being thus employed, more especially in the pursuit of some very valuable French ships from Martinico. Nothing, however, very particular appears to have taken place during the time he continued in the station of a private captain.

In the month of June 1756, he was advanced to be rear-admiral of the blue, and appointed to command at the port of Plymouth, he having hoisted his flag on board the *Monmouth*, still continuing in his old ship. In such a situation no very material or interesting occurrence could be expected, nor any other means of adding to that degree of reputation he had already so justly acquired, except by his diligence and careful attention to what may, with some propriety, be called the civil duties of his situation; these were always as conspicuous, as when a younger man, and in active service, his gallantry and spirit constantly had been. In 1758 he was advanced to vice-admiral of the blue, as he was, moreover, early in the ensuing year, to be vice of the red. This promotion he did not long enjoy, dying, in an advanced age, on the 13th of March in the same year. From his having for so long a space of time continued in the *Monmouth*, he was
face-

facetiously distinguished, by the wits in the service, under the jocular and honourable name of Harry of Monmouth. As well by his exemplary conduct as by the intrinsic merit of his services, he acquired the esteem and respect of all his cotemporaries, dying universally regretted by them as a warm friend, an able commander, and, what is a still greater character, an honest man.

HEWET, Sir William*,—was the son of William Hewet of St. Neots, esq. which William last-mentioned

* The family of Hewet is of ancient extraction. There was a sir Walter Hewet, who made a considerable figure in Edward the III'd's wars, in France. Vide Barne's Edw. III'd. p. 652. and other places. Of this family was sir William Hewet, lord mayor of London, 1559, but whether brother to this Robert is not certain. Of this sir William we find the following remarkable history in Stow's Survey of London, vol. ii. b. 5. p. 133.

" Sir William Hewet, cloth-worker, mayor 1559, son to Edmond Hewet, of Wales, in Yorkshire; he died the 6th of February 1566. His wife was the daughter of Leveson, of Kent.

" This mayor was a merchant posselt of a great estate, valued at 6000 l. per annum, and was said to have had three sons and one daughter, to which daughter this mischance happened (the father then living upon London bridge) the maid playing with her out of a window over the river Thames, by chance dropt her in. Almost beyond expectation of being saved, a young gentleman, named Osborne, the apprentice to sir William, the father, (which Osborne was one of the ancestors of the duke of Leeds, in a direct line) at this calamitous accident, immediately leaped in bravely, and saved the child. In memory of this deliverance, as well as in gratitude, her father afterwards bestowed her in marriage on the said Mr. Osborne, with a very great dowry, whereof the late estate of sir Thomas Fanshaw, in the parish of Barkin, in Essex, was a part, as the late duke of Leeds himself told the reverend Mr. John Hewet, from whom I have this relation, and, together with that estate in Essex, several other lands in the parishes of Harthil and Wales, in Yorkshire, now in the possession of the said most noble family. All this from the old duke's own mouth, to the said Mr. Hewet.

" Also, that several persons of quality courted the said young lady, and particularly the earl of Shrewsbury; but sir William was pleased to say, Osborne saved her, and Osborne should enjoy her. The late duke of Leeds, and the present family, preserve the picture of the said sir William, in his habit of lord mayor, at Kiveton-house, in Yorkshire, to this day, valuing it at 200 l.

" Of the same family was Robert Hewet, esq. who possessed a considerable estate at Killamarch, in Derbyshire, in the reign of Henry VIII. He left two sons; Robert, who died without issue, and William, who succeeded his father: the latter died 1599, aged seventy-seven, and is buried in St. Paul's cathedral, London."

was the great-grandson of sir John Hewet, of Headley Hall, in the county of York, baronet, so created October 11, an. 1621, temp. Jac. Ist. On the death of his uncle, sir John, on the 3d of February 1737, without issue, he succeeded to the title. This gentleman had entered into the navy before the time of queen Anne's death, and had been promoted to the rank of lieutenant about the year 1716, without experiencing for many years any farther advancement. In the month of July 1740, not long after the commencement of the war with Spain, he was promoted to be commander of the Basilisk bomb-ketch, from which vessel he was still farther advanced, on the 29th of November, to be captain of the Colchester, a fourth rate of forty guns; rear-admiral Hardy, through mistake, gives us the Sandwich as the ship in which he first took rank as a post captain. He was not long afterwards ordered to convoy the outward-bound fleet to Virginia*, and on his return was promoted to the Winchester, of fifty guns, in the month of May 1744. From this ship, on the 26th of July, he was advanced to the command of the Princess Louisa. No mention is made of any particular occurrence having taken place during the time he held either of the two foregoing commands; nor have we any other particulars concerning him, except that he was one of the masters of the court-martial convened for the trial of Mr. Leistock. He died, in England, on the 22d of May 1749, having been, as we believe, for some time unemployed.

He married Elizabeth, daughter of Mr. Levermore, of Gosport, in the county of Southampton. By her we know him to have had three sons, William, Levermore, and Herbert.

HOLBURNE, Francis, — was the descendant of a respectable family in Scotland, the representative of which had been advanced to the rank of baronet, by queen Anne, in the year 1706. Having entered into the navy and served for some time as a lieutenant, particularly on

* He is said to have been appointed captain of the Sandwich, a second rate, in the month of July 1748. If this information is true, as we believe it to be, he could only have retained that command a short time.

board the *Namur*, to which ship he was appointed in the month of August 1732, he was, in August 1739, advanced to be commander of the *Swift* sloop of war. He was from thence, in the month of January 1740, removed into the *Trial*, a vessel of the same description; and was quickly afterwards, on the 15th of February ensuing, promoted to be captain of the *Dolphin* frigate. During a part of the time Mr. Holburne held this command he was employed to cruise in the Channel, where he had no other good fortune than that of capturing two small Spanish privateers, one, called the *Nuestra Señora del Carmin*, mounting six carriage and four swivel guns, with a crew of forty men; the other, of six guns, and forty-four men. In 1741 he was sent on the Leith station, which being farther removed from the track of the enemy he appears to have had still less success, no mention being made of him during the above time.

In 1742, having returned back to the Channel service, he, in the month of June, captured and carried into Plymouth a stout privateer, called the *St. Juan Baptiste*, of eighteen carriage and fourteen swivel guns, with a crew of upwards of one hundred men. On his quitting the *Dolphin* we believe him to have been promoted, first to the *Argyle*, a fourth rate of fifty, and quickly afterwards to the *Rippon*, of sixty guns; but no mention is made either of the station or service on which he was employed during the time he held those commands. In the month of December 1747, he was advanced from the *Rippon* to the *Kent*, as successor to captain Fox. In the beginning of the month of January 1748, he sailed under admiral Hawke for the Bay, and continued to be employed on the same station and service till the conclusion of the war; but, as has been already remarked in the memoirs of the commander-in-chief, nothing in any degree worthy relating took place during that period, except the capture of the *Magnanime*, in which Mr. Holburne was not personally concerned.

Soon after the ratification of the articles of peace, Mr. Holburne was made commodore, as it is said, of a small squadron ordered to the West Indies: we do not, however, believe this appointment to have been more than titular, and what is commonly bestowed on all senior captains

captains commanding detachments. We find him sent to the West Indies about the month of January 1750, having under him the *Rose* frigate and *Jamaica* sloop, being dispatched thither with the orders of the king of France, transmitted through the British ambassador at Paris, to M. Caylus, governor of Martinico, commanding him immediately to evacuate the islands of St. Lucia, Dominica, St. Vincents, and Tobago. On Mr. Holburne's arrival at the place of his destination, he was not a little surpris'd at being forbid landing, but he nevertheless insisted on delivering his dispatches, which he immediately sent by his secretary, accompanied by captain Bladwell of the *Rose* frigate. The officer who received them declared he acted only in conformity to the orders of M. Caylus, the governor, whom he represented to be in the country at a considerable distance from his usual place of residence, but that a final answer should be returned in twelve hours.

This was merely a finesse to gain time, for the governor was then actually on the spot; and, after some consultation, sent very impertinent peremptory orders for Mr. Holburne to withdraw immediately with his ships, as he had no instructions from his own court to comply with the requisition. Not having a sufficient force, or, indeed, authority to make any attempt at compelling this shuffling opponent to an act of bare national justice, he reluctantly complied. During the time he continued to be employed on that station he could only remonstrate and represent, instead of employing the more powerful arguments which would, in all probability, have been much more productive of success. We hear nothing of him after his return from this station * till the beginning of the year 1755. He at that time is said to have commanded the *Ramillies*, of ninety guns, one of the ships fitted out and collected at Portsmouth, in consequence of the behaviour of the French court, which became insufferable from the daily insults offered to the British flag. On February 5, he was advanced to the rank of rear-admiral of the blue, and

* He was succeeded by commodore Pye, who was appointed February 1752.

immediately afterwards hoisted his flag on board the ship he had before commanded as a private captain.

He not long afterwards removed into the *Terrible*, on being appointed to command a squadron ordered to America for the purpose of reinforcing Mr. Boscawen. He accordingly sailed on the 11th of May, with the *Terrible*, *Grafton*, *Yarmouth*, *Chichester*, *Edinburgh*, *Augusta*, and *Arundel*. Nothing material took place during the voyage to Halifax, where he arrived, after a very prosperous and speedy passage, on the 28th. Having watered his squadron, and completed some requisite points of resitment, he proceeded to join Mr. Boscawen, whom he met off *Louisburgh* on the 21st of June. The subsequent events of this uninteresting naval campaign comprise nothing consequential enough to require particular mention, except that Mr. Holburne returning to England, with vice-admiral Boscawen, and the fleet arrived safe at Spithead on the 15th of November. We do not find any mention made of him, during the year 1756, except that he was, for a time, second in command of the fleet, stationed off *Brest*, under Mr. Boscawen, to watch the French ships in that port, and was one of the members of the court-martial assembled for the trial of admiral Byng. In the beginning of the ensuing summer, having been in the interim promoted, through the intermediate ranks, to be vice-admiral of the blue, he was appointed commander-in-chief of the fleet ordered on the expedition against *Louisburg*.

He sailed from *St. Helen's* on the 16th of April; and after calling at *Cork* for some transports which were lying there in order to join him, took his final departure from thence, with thirteen ships of the line and the convoy on the 7th of May. Owing to the common impediments to the passage of so numerous a fleet, occasioned by contrary winds, and their natural consequences, he did not reach Halifax, in *Nova Scotia*, the appointed place of rendezvous, till the 9th of July. This destructive, though, perhaps, unavoidable delay, following that which had taken place at home in sending out the fleet, rendered its arrival at the scene of intended operations

tions * too late to hope for much success: but it has been sarcastically remarked, that the season was not yet sufficiently

* The following anonymous defence both of the admiral and general appears too temperate and fair to be omitted here.

The resentment expressed by some great persons against lord Loudoun and admiral Holburne, for not attempting a descent on Cape Breton, seems to be very ill-grounded, because our naval force was not only too small but dispatched too late in the year. Our operations against Cape Breton should commence there with the spring, not later than the end of March or the beginning of April; that is, they should begin as soon as the navigation to it is open and safe; till that time, the sea is covered with thick fogs, and the harbours of Cape Breton are choaked with ice. The moment that these begin to clear away is the proper time for making a descent; and it was wholly owing to our observing and seizing it, that the New England men succeeded in their gallant attempt; and whoever hopes for the same success must take the same measures, for the following reasons:

1st. Because a French army or fleet cannot winter in that inhospitable part of the world; and, therefore, by attacking it earlier in the spring before any reinforcements or supplies can be received from Europe, we shall take the French at a total disadvantage; whereas, if we delay but a little later than April, the enemy may be so well provided against our design by reinforcement and supplies, both from Europe and Quebec, as will make all our efforts ineffectual.

2d. The fleet and army therefore which shall be destined to conquer Louisbourg must winter in North America, part at Boston, part at Annapolis Royal, and part at Halifax; there the men will be comfortably lodged, and supplied with all the necessaries, and even the conveniencies of life, at a much cheaper rate than they can at home. Thus they will turn out healthy and vigorous in the spring, ready to enter on brisk action before any ships can stir from France or England. The king's ships and transports can lie safe, and be as well cleaned, repaired, careened, or even docked in America, especially at Halifax, as in England, provided 1000 or 1500 l. be laid out in re-building the docks and wharfs. Many naval stores can be purchased there for two-thirds of the money they cost here, and the price of all these things paid to British subjects. Thus, and not otherwise, will the fleet, with the army, be ready and in good order to proceed on the attack early in the spring, before the French from Europe, or from Quebec, can have reinforced the place.

It appears, therefore, that lord Loudoun ought to have been enabled to begin his operations against Louisbourg in April, whereas admiral Holburne, without whose assistance he could not proceed, did not arrive till July 9. He ought to have landed on Cape Breton before any ships of war from France or Quebec could get there to annoy his troops in their debarkation: instead of that, the annexed list will shew that there were eighteen capital ships in Louisbourg harbour, ten days before admiral Holburne arrived at Halifax. He ought to have been

sufficiently advanced to preclude all hope of a fortunate issue to the expedition, and a considerable time was, unne-

assisted by a naval force superior, at least equal, to the French fleet; whereas, it appears by the list, the French were very superior to him in the number of their capital ships, carrying a greater number of guns, all of much heavier metal, and larger calibres, than those of the British fleet. His first intelligence was, indeed, that there were only seven capital ships of war in the harbour of Louisbourg; upon which, tho' such a force was capable of gauling his troops most terribly in their landing, yet he embarked them in order to dispute the point; but captain Edwards, on the Newfoundland station, taking an advice boat about the same time, sent him a true account of the French strength: whereupon a council of war being called, consisting of both land and sea officers, it was agreed unanimously, excepting only one dissenting vote, that the attempt was impracticable at that time; and, in such circumstances, what other resolution could the bravest man, endued with common prudence, come to; suppose, that on being informed of the French naval force, and that there were 3500 regulars in garrison at Louisbourg, (which was the case) they had nevertheless ventured to make the intended descent, what could they in reason expect, but that the French fleet would come out, defeat admiral Holburne, and then sink or destroy all our transports, with 11,000 land-forces on board? The consequence would have been the immediate and utter loss of the whole colony of New York first, and then of all North America: this would have been a decisive blow to the whole British interest in that part of the world. If this was what any man of cool thought would and must expect to be the event, lord Loudon, and every officer who voted for deferring the attack of Cape Breton, in such circumstances, deserves, instead of censure, the same encomiums that were bestowed by the Romans, on Quintus Fabius Maximus, *qui evadendo resistit rem*, instead of desperately attacking Hannibal when he had no chance of victory.

He is indeed blamed for wasting time in frequent councils of war, instead of going upon action immediately: but is there a man who will say, it would have been prudent in him to put every thing to the risk without endeavouring to get any intelligence? It is also said, that the French fleet was so greatly weakened by sickness that it could have made very little opposition: but supposing this to be true, how could lord Loudon, or admiral Holburne, know it? They were indeed informed, by a fisherman, that the French crews were sickly, yet not so sickly as to render them despicable enemies. Besides, we see how little the intelligence of fishermen was to be depended upon, for they said there were but seven sail of French ships in the harbour, when there were eighteen of the line, and six frigates from twenty-six to 40 guns. Some think it extraordinary that admiral Holburne should venture up to Louisbourg, and cruise off the port with only five or six ships of the line, and yet think it imprudent to go up with his whole force and the transports; but they do not rightly consider the difference.

had

unnecessarily consumed, at Halifax, in exercising the troops, in order to accustom them to the different

had the French come out with a superior force. In one case he might have made at worst a running fight of it; but, in the other, what would have become of the transports and land forces? he must either have left them to perish by themselves, or have perished with them.

To conclude, the conduct of lord Loudoun and admiral Holburne seems not only justifiable, but commendable; and, instead of being recalled, they ought to be ordered to winter in North America, that they may be ready to act early in the spring.

The comparative force of the different fleets will be clearly seen by the following subjoined lists.

ENGLISH.			
Ships.	Guns.	Ships.	Guns.
Newark	80	Defiance	60
Invincible	74	Tilbury	60
Terrible	74	Windfor	60
Northumberland	70	Centurion	64
Grafton	68	Sutherland	50
Orford	68		
Bedford	64		1090
Captain	64	Five twenty-gun ships	100
Nassau	64	Six sloops	72
Nottingham	60		
Kingston	60		In all 1262
Sunderland	60		

N. B. July 9, admiral Holburne arrived with fourteen sail of the above ships, together with the twenty-gun ships and sloops. The Windfor arrived August 4, in the afternoon of that day the resolution of abandoning the enterprize was taken.

FRENCH.			
Ships.	Guns.	Ships.	Guns.
June 4, arrived M. Reveft with		Le Superbe	74
Le Hector	72	Le Glorieux	74
L'Achille	64	Le Heros	74
Le Vaillant	64	Le Dauphin Royal	70
Le Sage	64	Le Belliqueux	64
		Le Celebre	64
June 5, arrived M. Beaufremont with		Le Bizarre	64
L'Etonnant	80		1270
Le Defenseur	74		
Le Diademe	74		
L'Inflexible	64		
L'Eveillee	64		
June 29, arrived de la Mothe with			
Le Duc de Bourgogne	80		
Le Formidable	84		

FRIGATES.

La Brune	36
Le Bien Acquis	40
La Comete	30
La Hermione	26
La Coquins Flute	36
La Fortune de Lis	36

In all 1474

manœuvres

manceuvres and modes of attack they might probably be required to execute when called into actual service.

The troops were at last embarked, and ready to proceed by the 1st of August; but while the fleet was on its passage, a French packet was, as it is presumed, thrown purposely in its way, and captured. By the dispatches which were found on board her, the commanders-in-chief were informed there was a naval force, amounting to seventeen ships of the line and three frigates in the harbour of Louisburg; that the town was defended by a formidable land force, consisting of six thousand Europeans, three thousand colonial troops, together with three hundred Indians; that the magazines were plentifully stored with provisions and ammunition of all kinds. The receipt of this intelligence necessarily produced a council of war, in which it was almost unanimously resolved to abandon the expedition. The troops were immediately sent back, but admiral Holburne continued cruising with the fleet off Cape Breton. On the 20th he was off Louisburg, and within two miles of the entrance of the harbour, so that he could distinctly see the French admiral make the signal to unmoor: but being far inferior in force, he immediately retired to Halifax, where, being reinforced by four ships of the line, he returned to his former station in hopes of enticing the French to stand out to sea and engage him.

The admiral was not fortunate enough to succeed; and, continuing in the same occupation, was, on the 25th of September, overtaken by a most tremendous storm or hurricane, which continued upwards of fourteen hours. When the gale commenced the fleet were at an offing of nearly forty leagues from the shore, and when it abated were driven within two miles of the breakers: even then, had not the wind suddenly and providentially shifted, the whole fleet would in all probability have been driven on shore and totally lost. As it was the ships were dispersed and exceedingly shattered; the Tilbury was driven on shore and wrecked; the Grafton totally disabled, her rudder beaten off, and the ship otherwise so much damaged that her preservation was considered as almost miraculous: several other ships were nearly wrecked, and the whole squadron so much damaged that the admiral, with such
ships

ships as he could collect, was obliged to make for England as expeditiously as possible.

Mr. Holburne arrived at Spithead on the 7th of December, and was quickly afterwards appointed port admiral at Portsmouth. On the 7th of February following he was promoted to be vice-admiral of the white, and continued employed in the above uninteresting manner during the usual term for which such appointments are generally held; but is no otherwise mentioned than as having been, in the month of February 1759, advanced to be vice-admiral of the red. He struck his flag, and quitted his command on the 1st of November 1761, and does not appear to have held any naval appointment after that time. In the first parliament assembled after the accession of his present majesty, he was chosen representative for the united burghs of Sterling, Innerkeithen, &c. and in the ensuing parliament was chosen member for the town of Plymouth, a station he continued to retain till his death. About the year 1766, he was advanced to be admiral of the blue. Honours and appointments began not long after that time to flow rapidly in upon him. On the 24th of February 1770, he was nominated one of the commissioners for executing the office of lord high admiral; and on the 28th of October following was promoted to the rank of admiral of the white; about the same time he received the civil appointment of rear-admiral of Great Britain, as successor to sir Charles Knowles, who had resigned a little time before, on accepting a command in the Russian service. Early in the year 1771 he was made governor of Greenwich-hospital, an honour he did not long live to enjoy, dying, on the 15th of July following, at the age of sixty-seven. He married —, widow of Edward Lascelles, esq. collector of the island of Barbadoes, and father to the present lord Harewood. By this lady he left one son, the present sir Francis Holburne, who succeeded to the title of baronet, in Scotland, on the death of sir Alexander Holburne, his cousin.

The character of this gentleman has been as variously represented by his friends and enemies as that of any of his predecessors or cotemporaries. An elevated station rarely fails to give birth to controversies of this nature, and few instances occur where public opinion is not oppositely,
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and, generally speaking, unwarrantably divided. An anecdote of him, which has been related to us from the best authority, is, however, too honourable to his character to be omitted in this place. During his passage to England, from America, we believe from Louisburg, in which, as it is well known, he encountered a most violent and tremendous tempest, he had observed a young officer particularly diligent, active, and useful on so trying an occasion; but at the same time had taken notice of his striking several of the common men whom he thought slow or remiss in their duty. When the tempest had in some measure subsided, he sent for the young gentleman into his cabin, and addressed him in the following manner: "Sir, I have observed, with the greatest pleasure, your diligence and exertions; I shall, in consequence of them, use my utmost endeavours to procure your promotion, but if I ever know that you again strike a seaman, from that moment I renounce you—you will lose all pretensions to my favour and friendship."

HOLCOMBE, Essex^{*},—was, on the 12th of October 1740, appointed captain of the *Winchelsea* frigate, one of the vessels employed, immediately afterwards, in cruising at the entrance of the Channel, off Cape Finistère. These services and stations were unhappily so unimportant, so little calculated to raise his fame and renown, that we do not find any other mention made of him, except that he was, after 1743-4, stationed in the Mediterranean as capt. of the *Winchelsea*. He continued there nearly the whole of the war; and, in April 1748, commanded the *Nassau*, of 70 guns. He was then employed in convoying to Corsica a small number of transports, having on board two battalions of Sardinian and one of Austrian troops; but peace being concluded soon afterwards, the interference of a foreign power became improper, so that we have nothing farther to relate, except the foregoing occurrence, the Corsicans and Genoese being, as it is elsewhere remarked, left to themselves. The *Nassau* was, in all probability, put out of commission, soon after its return to England, in

* He is said, in one account we have seen, to have commanded the *Bliss* bomb-ketch in 1741; but we know not whether this circumstance is to be depended upon.

consequence of the cessation of hostilities; and captain Holcombe is not known to have had any subsequent appointment. He retired indeed from the service altogether about the year 1755, with the rank and half-pay of a rear-admiral on the superannuated list. He enjoyed this honourable proof of the estimation in which he had been held, as a good officer and worthy man, till the time of his death, which happened on the 29th of January 1770.

HUGHES, Sir Richard,—in the beginning of the year 1740, commanded the *Anne Galley* fireship, one of the small vessels attached to the fleet on the Mediterranean station, commanded by admiral Haddock. He was, on the 24th of October 1740, promoted to be captain of the *Dursley Galley* frigate, and continued on the same station many years, as will be presently seen. While he was captain of the *Dursley Galley* we find no other mention made of him than what is common to all officers employed in a similar unenviable manner during a war; he was totally occupied in attending on the fleet, and in short cruises, which afforded him no opportunity of acquiring either emolument or fame, as the presence of the British naval force confined to the harbours of the enemy all their smaller vessels, whether intended for the purposes of war or commerce.

About the beginning of the year 1742, we find him to have been promoted to the *Feverham*, of forty guns, one of the ships sent, in the month of August following, under commodore Martin, to remonstrate with the king of Naples; the particulars of which expedition have been already given at length in the account of the commodore*. We find no subsequent mention made of him till 1745, and he is then only noticed as having been captain of the *Chat-ham*, and one of the members composing the court-martial convened at Mahon, in the month of January, to enquire into the conduct of captain Richard Norris. In 1746 he was commodore of a small squadron, stationed off the coast of Italy by the commander-in-chief, and employed totally in cruising for the protection of commerce, or that of transports, with stores, for the use of the Imperial army. We find no farther account of him,

* Vol. iv. p. 72.

in the line of active service, except that he was sometime afterwards appointed captain of the *Essex*; and, in the month of February 1753, was commissioned to the *Fougueux*, of sixty-four guns, a guardship at Portsmouth.

In 1754 he retired totally from this line of service, being appointed commissioner-resident at Portsmouth, as successor to his father. This station he continued to fill with high reputation, and the approbation of all men, till the year 1773; when, in the month of June, he was created a baronet by his majesty, who made an excursion to Portsmouth at that time. He soon afterwards retired from all public functions on a pension of 500*l.* *per annum*. He died, as we believe, some time in the course of the year 1782.

JOLLY, Thomas, — was, on the 12th of May 1740, appointed captain of the *Lively* frigate: he was very soon afterwards, that is to say in the following month, promoted* to the *Rippon*, of sixty guns, one of the ships equipped, in the ensuing autumn, for the intended expedition against Carthage. He was one of those unhappy commanders who fell victims to the unwholesomeness of that climate, dying there in the month of May 1741.

LIMEBURNER, Thomas, — was, on the 11th of July 1740, promoted, from being commander of a sloop of war, to be captain of the *Seahorse* frigate, at the special instance of Mr. Pultney, afterwards earl of Bath, who, on his sailing almost immediately afterwards to the West Indies, recommended him to Mr. Vernon in the following warm terms. “This will be delivered to you by captain Limeburner, one whom sir Charles Wager preferred at my recommendation; you will find him, I dare say, a very sensible honest man; and if he be such, I am confident he will meet with your farther encouragement and protection.” After his return to Europe he was promoted to the *Hampshire*, of fifty guns; but in some accounts he is erroneously stated to have been appointed to the *Plymouth*. The *Hampshire* was principally, if not entirely employed as a cruiser, a service in which captain Lime-

* He is said, but we believe erroneously, to have progressively commanded, for a short time, during the course of the summer, the *Assistance*, of fifty, and the *Montague* of sixty guns.

burner appears to have been very alert. On the 9th of April he captured a stout Spanish privateer, called *Le Galgo*, mounting twenty-four carriage guns, and ten large patararoes, with a crew of one hundred and forty men; and on the 22d of January ensuing, two others, one of nearly the same force with the *Galgo*, the other of sixteen carriage and swivel guns, with one hundred and twenty-four men. No other mention is made of this gentleman except that he was afterwards appointed captain of the *Fubbs yacht*; in which station he died on the 5th of November 1750.

LISLE, William,—was the descendant of a very ancient and respectable family long settled in the county of Southampton, where they had very large possessions. The name is supposed to have been derived from that very circumstance, *L'Isle-vel De L'Isle*, the greater part of the Isle of Wight having, as it is said, formerly belonged to them. This gentleman was, on the 28th of May 1740, appointed captain of the *Scarborough*, a bomb-ketch; in which vessel he continued till the year 1743, if not till a later period*, he having been, at the time just mentioned, one of the commanders employed, under Mr. Knowles, at the different attacks of *La Guira* and *Porto Cavallo*. The appointments of this truly worthy and brave man were, for some time, so little consequential, that no mention whatever is made of him till the month of September 1746, when we find him to have commanded the *Severn*, of fifty guns, one of the ships which had been, previous to that time, on the West India station, where we believe captain Lisle to have commanded her. He was on his return to England, in company with the *Woolwich*, a ship of the same force, and a fleet of merchant ships under their convoy, when they unhappily fell in with a small French squadron of four ships, commanded by the well-known marquis de Conflans. Capt. Lisle defended himself with the greatest gallantry for two hours, when the very superior

* Previous to this time he was employed as a cruiser, and in the year 1740 drove on shore a privateer sloop, and sunk one of much more considerable consequence, mounting twenty-four guns, and manned with a very formidable crew, after a very smart action, off the island of *Porto Rico*.

force of the enemy compelled him to surrender. In the month of October 1747, being not long after he was exchanged, he was advanced to the command of the *Vigilant*, of sixty-four guns, one of the squadron ordered for the East Indies under the command of rear-admiral Boscawen. The leading events of that expedition, even those in which captain Lisle was immediately concerned, have been already related in the life of the commander-in-chief*, so that it is needless to attempt any repetition of them, or, to say more than that he was appointed, during the course of it, an established commodore with a broad pendant.

It was at one time determined he should continue in India as commander-in-chief after the return of Mr. Boscawen to England, as appears from the following extract of a letter from Gombroon, dated Feb. 11, 1750. "Captain Lisle is ordered to hoist a broad pendant in India, where he is to stay three years, and to dispose the ships under his command to such parts of India as may be thought best for the company's interest." He did not, however, continue on his station during so long a period; but died at the Cape of Good Hope, when on his return to England, on the 26th of January 1752. He had been long and most grievously afflicted with the gout, which we believe to have been an hereditary disorder, and was attacked on his passage by a most violent fit, which seized him both in his head, and feet. When he arrived at the Cape it was recommended to him to use a hot bath. He declared himself perfectly ready to comply with the advice, because, if he rejected it, he might probably incur the charge of obstinacy; but he at the same time expressed a firm persuasion, that he should not survive the acquiescence many minutes. The event fully and most unfortunately proved the truth of the prediction. Soon as he was immersed in the hot water his pains were instantaneously assuaged, but, in a few moments after being taken out, he fell back and expired.

There is a traditional report that this gentleman, immediately after the commencement of hostilities with Spain, being then captain of a bomb-vessel, unluckily fell

* See vol. iv. p. 316 et seq.

in with a Spanish ship of war, mounting forty guns or upwards. The enemy bore down to him as to a certain prize: Mr. Lisle was, however, too gallant and spirited an officer to surrender without making some effort to escape. By the dexterous management of his small vessel, and occasionally returning the fire of the enemy with the few guns he had, this purpose was happily effected: what also afforded an additional satisfaction, both to himself and his countrymen, was, that during the whole of this very difficult attempt, few, or none of his crew were either killed or wounded. Such is the outline with which we have been furnished of this highly honourable transaction; and we can only lament not being able to relate it more particularly and minutely.

MARTIN, Roger,—was, on the 24th of September 1740, appointed captain of the *Litchfield*, of fifty guns. In this ship he did not continue longer than the month of November, being then succeeded by captain Cleland. He was next appointed to the *Assistance*, and ordered out on a cruise; during which, in the month of August 1741, we find him to have captured, and brought into Spithead, two valuable Spanish prizes, one called the *Conception*, the other the *St. Dominic*.

Extraordinary as it may appear, we have no other particulars concerning him, except that, in the month of December 1747, he was one of the members of the court-martial, convened at Portsmouth, for the trial of captain Fox, of the *Kent*; so that it is very evident he was at that time in actual service. In the month of February 1753, he was commissioned to the *Monarch*, a guardship of seventy-four guns, at Portsmouth. In March 1755, he was appointed captain of the *Royal George*, a command he retained till the month of May 1756, when he retired on the rank and half-pay of a rear-admiral. He died about the year 1779.

MAYNARD, Robert,—was, on the 22d of September 1740, promoted, by admiral Vernon, to be captain of the *Sheerness* frigate; but we find no other mention made of him. In the month of March 1742, he was advanced to the command of the *Antelope*, of fifty guns, and, not improbably ordered soon afterwards for the Mediterranean, where we find him, in the month of January 1745, one
of

of the members of the court-martial convened for the trial of captain Richard Norris; and it appears he at that time continued to command the *Antelope*. No other particulars concerning this gentleman have come to our knowledge, except that he died in England sometime in the course of the year 1750.

MITCHELL, Matthew,—was, on the 30th of June 1740, appointed to command the *Pearl*, of forty guns, one of the ships composing the small squadron then under orders for the South Seas. When the ships arrived at Madeira, captain Norris, at that time commander of the *Gloucester*, applied for leave to return to England in consequence of ill health, which he alledged prevented him from proceeding on so long a voyage. This request was immediately complied with by commodore Anson, who appointed captain Mitchell to command the *Gloucester* in his room. The subsequent events of this alternately disastrous and fortunate expedition having been already given at some length in our account of Mr. Anson, so that it is needless to add much more, than that captain Mitchell and his unfortunate ship, having narrowly escaped being burnt, having afterwards encountered a series of difficulties and hardships almost incredible in the passage round Cape Horn, at last got sight of the island of Juan Fernandez on the 21st of June. The crew was by this time so much reduced by the scurvy, that had not the commodore, who had reached that hospitable spot some days before, dispatched his long boat with water and vegetables, the miserable remnant that still remained alive must have perished of absolute thirst. They had been for some time at an allowance of a pint a day to each man; and even that scanty supply would have been exhausted in the next twenty-four hours.

Though they had so nearly reached the point, where not only the ravages of disease were likely to be put an end to, but where they also might be certain of procuring relief to their other wants and necessities, the measure of their distress was not yet full, that wretched crew were tantalized for upwards a month with an occasional sight of the island without being able to reach it, some days driven to such a distance as almost to reduce them to the extremity of despair, that they should never be able to re-measure
back

back their course, attacked as they were at different times, in their disabled crippled vessel, by such violent gusts of wind, that they were under momentary apprehensions of foundering. At length, on the 23d of July, they succeeded in getting round the north-west point of the bay; and having received a reinforcement of recovered men from the commodore, were fortunate enough to bring their crazy vessel to an anchor, in little more than an hour from the time their more fortunate comrades on shore considered their arrival as certain. This ill-fated crew was reduced to eighty-two persons; but happily, though the distress they had experienced previous to their arrival had been infinitely greater than that which their comrades, on board the commodore's ship, had encountered, their mortality ceased almost immediately on their landing, a circumstance supposed to be attributable to the violence of the disease being mitigated by the vegetables and fresh water sent to them, by Mr. Anson, when the ship was first discovered. The *Anna Pink* victualler being condemned as unfit for service, her crew, consisting of eleven persons, including the master, were turned over to the *Gloucester* as a reinforcement, as were also twenty-three sailors and six passengers, from on board the *Carmelo*, a Spanish prize captured by the *Centurion*.

The commodore sailed, as has been already related in our account of him, on the 19th of September, leaving instructions for captain Mitchel to follow him, when his ship should be as well re-equipped as circumstances would admit of, and cruise off the island of Païta till the *Centurion* should join him. The *Gloucester*, during this interval, captured only two small vessels, one of them a snow, the other a Spanish launch, or large boat; their cargoes were, consequently, inconsiderable; but, as is frequently the case in those seas with prizes, that might on their first seizure be deemed too insignificant to answer the trouble of taking possession, they were found, on examination, to have specie on board to the amount of nearly 20,000^l *. Mr. Anson, who in the interim had burnt the town of Païta, joined captain Mitchel on the 18th of November: and nothing material took place, in addition

* The snow 7,000^l; the launch 10,000^l.

to what has been already related, till the beginning of the month of August following (1742). At this time the *Glouceller*, unfortunate almost from the hour of quitting *St. Hellen's*, after having considerably retarded the *Centurion*, on their passage from South America to the *Ladrone* islands, had the additional misfortune to lose both her fore and main-top-masts in a gale of wind: she was, moreover, so leaky as to have seven feet water in her hold. The wind at this time rose almost to an hurricane; and the *Centurion* herself sprung a leak. Though under such circumstances the administration of any relief was next to an impossibility, yet Mr. Anson sent his boat on board, by which captain Mitchell returned an instrument, signed by himself and the rest of his officers, stating, "that the leaks were irreparable at sea; that he needed spare top-masts to get up in the place of those which had been carried away; that many of the knees and clamps were loose, and the quarter-deck ready to drop down; that the crew, notwithstanding several trivial reinforcements, was reduced to ninety-seven men, officers and prisoners included, with eighteen boys, out of which number, which had they been all in health, was in itself extremely inconsiderable for the bare purpose of navigating so large a ship, there were only sixteen men and eleven boys able to keep the deck, many of which were very infirm; that provisions and fresh water could not be got at without extreme difficulty, the ship having then in her hold seven feet water, which was hourly increasing." This deplorable statement being immediately authenticated by a regular survey, captain Mitchel was directed to remove his people, together with such valuables and stores as he could get at, on board the *Centurion*, and then destroy his ship.

Two days were unavoidably consumed in this operation, which, under more favourable circumstances, might almost have been accomplished in as many hours. It was not without much difficulty that the specie was saved; but nearly the whole of the prize-goods which were on board her, and were of very considerable value, were abandoned to the same unfortunate fate as the vessel which contained them. Even of the provisions, five casks of flour could only be preserved, and three of them were damaged by the salt water. Of the sick, amounting in
number

number to upwards of seventy persons, three or four expired in the act of being conveyed on board the Centurion, notwithstanding all possible tenderness was used in their removal. The ship was set on fire, and, after burning all night, blew up with a very inconsiderable report, the Centurion being at that time about four leagues distant.

Captain Mitchel continued on board the Centurion till after the arrival of that ship at China: he from thence took his passage in a Swedish ship, bound from Macao for Europe. On his arrival, about the month of June 1743, he was received with much attention by administration, and was not long afterwards appointed captain of the Worcester. In 1746 he was commodore of a small squadron, stationed off the coast of Flanders for the purpose of preventing any supplies passing from Dunkirk, and other ports in that neighbourhood, for the support of the rebel army in Scotland*. He was singularly active † and successful in this employment, and remained on the same station nearly till the conclusion of the war. A short time after the general election, in 1747, he was elected representative in parliament for the borough of Westbury, but did not long continue to fill the station of a senator, dying, in the prime of life, on the 29th of April 1752.

He married, on the 4th of March 1749, Frances, daughter of — Astfordby, esq. of Norfolk-street, London, with whom, it is said, he received a fortune of 20,000l.

MURRAY, Honourable George,—was the second son of George, fourth lord Elibank, and Elizabeth, daughter of Mr. George Stirling, of Edinburgh. The first mention we find made of him in the naval service, to which he betook himself early in life, is in the month of July 1740,

* The Hazard sloop, afterwards captured on the coast of Scotland, is particularly mentioned as having been obliged, by the commodore's vigilance, with his cruisers, to put back six different times; but at last, and then too unfortunately for herself, succeeded in consequence of a very thick fog, which completely shrouded her from his sight.

† At the latter end of May 1746, he drove on shore a French frigate, mounting twenty-four guns; and, in a very few days afterwards, a large armed cutter belonging to the same nation.

at which time he commanded the *Trial* sloop of war, a small vessel attached to the squadron sent to the South Seas, under the orders of Mr. Anson. On the arrival of this force at Madeira, and the return of Mr. Norris, captain of the *Gloucester*, to England, Mr. Murray was advanced to be captain of the *Wager*, on the 3d of November 1740, as successor to captain Kidd, who was promoted to the *Pearl*. On the death of this gentleman, on the 31st of January 1740-1, he again followed him as successor into the *Pearl*. The subsequent distresses of this unfortunate squadron are well known: the *Pearl* and *Severn*, after having for a considerable time combated against difficulties, daily encreasing and growing more formidable, were at length compelled to put back, having lost sight of the squadron on the 10th of March, about a month after they had passed the Streights Le Maire.

After combating, for the space of nearly forty days, with a storm almost continual, they were fortunate enough to get into Rio Janeiro on the 6th of June, their ships much disabled, and the crews considerably diminished by sickness and death, induced by the scurvy and excessive fatigue: they were afterwards, however, fortunate enough to reach England * without experiencing any sinister accident. The first particular mention we find made of this gentleman, after his fortunate return, is his appointment, in the month of October 1743, to be captain of the *Hampshire*, a fourth rate of fifty guns. He was soon afterwards ordered to the Mediterranean, where we find him, in the month of January 1745, one of the court martial assembled on board the *Torbay*, at Mahon, for the purpose of examining the conduct of captain Richard Norris. We do not discover any other notice taken of him till the month of May 1755, when he was appointed captain of the *Trident*, as he was soon afterwards of the *Revenge*. He did not long retain this command, and retired from the service early in the following year. In the month of May he was advanced to the rank of rear-admiral on the superannuated list. By the death of his elder brother, sometime in the year 1781,

* They sailed from Rio Janeiro for Barbadoes, where they arrived February the 5th, 1742.

he succeeded to the title of lord Elibank. He himself died, at Ballinerrig in Scotland, on the 11th of November 1785.

NORRIS, Harry, — was the youngest son of admiral fir John Norris. He was promoted, on the 26th of September 1740, to be captain of the *Ruffel*: other accounts however assert, that his first appointment was to a frigate, of twenty guns. We find no other mention made of him till the month of March 1743, when he was made captain of the *Jersey*, a fourth rate of sixty guns. No particular or interesting circumstance is recorded of him during the time he held this command, in which he indeed, at farthest, continued only till the end of the year 1744. He was then advanced to the *Prince Frederic*, a third rate of seventy guns, employed, during the ensuing year, on the home station, where, notwithstanding the rebellion had, at the instigation of the French court, taken place in Scotland, very few occurrences of note took place in the department of naval war, so that we find no notice taken of him, except his having been a member of the court-martial held for the trial of commodore Griffin and the captains under his command, on the 31st of January. In the month of February 1746, he was ordered, with some other ships, to cruise at the entrance of the Channel, where he had the good fortune to capture, after a long chace, a large French privateer belonging to St. Maloe's, mounting twenty-two guns. He retained the same command till the conclusion of the war, and being at that time in the *Prince Frederic*, was one of the commanders, under the orders of the admirals Anson and Warren, at the defeat of the French fleet off Cape Finisterre.

Nothing farther is said of this gentleman till the month of March 1755, when he commanded the *Yarmouth*, of seventy guns, one of the ships fitted at Chatham in consequence of the expected rupture with France. This ship was one of those which were sent, under the command of Mr. Holburne, to North America, for the purpose of reinforcing Mr. Boscawen, in the month of May. Captain Norris accompanied him, continuing in the *Yarmouth* till he was promoted to a flag. This advancement took place in June 1756, to be rear-admiral of the white, as moreover, on the 31st of January 1758, to be

rear of the red; and, on the 14th of February 1759, to be vice-admiral of the white: this appears to have been the highest rank he ever attained. Though very highly and deservedly esteemed by men of all ranks, he was not, we believe, ever employed, as a flag officer, in active service, except during a part of the year 1756, when he was one of the admirals commanding the fleet stationed off Brest*. He did not long survive the conclusion of the peace in 1763, dying, much regretted, on the 13th of June 1764.

OSBORNE, Peter, — was the brother of admiral Henry Osborne, of whom we have already given some account. At the end of the year 1739 this gentleman was lieutenant of the Assistance; from thence he was, on the 28th of July 1740, promoted to be captain of the same ship. He was, in the ensuing month removed into the Diamond frigate as successor to captain Knowles, and out of that ship was, in the month of September, made captain of the Salisbury. He was very soon afterwards ordered to Cork, and from thence to the Mediterranean, where he continued several years serving progressively under the admirals Haddock and Mathews. We find, however, no other particular mention made of him, except his having been left, by commodore Martin, in the month of September 1742, together with the captains West and Balchen, for the protection of the port of Leghorn. After his return to England, and the conclusion of the war, he was, in the year 1750, appointed one of the captains in the Greenwich-hospital, a station he consequently retained till his death, an event that happened on the 24th of February 1754.

PETT, Robert, — a descendant of sir Phineas Pett, was, on the 15th of July, promoted from the station of lieutenant, to be captain of the Bridgewater, of twenty guns. During the remainder of the current, and a part of the ensuing year, this ship was stationed as a cruiser in the German Ocean: from the above ship he was promoted to the Diamond, of forty guns. We hear nothing farther

* He was, in the month of December following, one of the members of the court-martial convened for the trial of Mr. Byng.

concerning him till the beginning of the year 1744, when we find him captain of the *Princessa*, of seventy guns, and ordered to the Mediterranean, with one or two other ships, as a reinforcement to the fleet under Mr. Mathews. He behaved with great gallantry and good conduct in the encounter with the French and Spanish fleets off Toulon; but no other mention, except his having been one of the members of the court-martial, assembled at Port Mahon, for the trial of captain Richard Norris, is made of him in the service, except that, in the month of February 1753, he commanded the *Invincible* of seventy-four guns, a guard-ship at Portsmouth: he retired from it altogether in the year 1755, being appointed one of the commissioners of the victualling-office. He retained this station till the year 1776; and then, being far advanced in years, retired from all public employment on a pension of superannuation. He survived but a very short time, dying on the 19th of October in the year last-mentioned.

PEYTON, Edward,—was, on the 4th of April 1740, appointed captain of the *Greyhound* frigate*. He was not long afterwards removed into the *Kennington*, a ship of the same force as the preceding. During the early part of his time of service in that command he was principally employed in convoying the trade to and from Lisbon: He was afterwards ordered to the Mediterranean, where he continued some time; and on his return to England was promoted to the *Medway*, of sixty guns, one of the small squadron sent to the East Indies, in the month of May 1744, under commodore Barnet. In a few days after the ships sailed from the island of Madagascar, where they had put in for a supply of water and provisions, captain Peyton in the *Medway*, together with captain Moore in the *Diamond* frigate, of twenty guns, parted company from the commodore, and proceeded to the streights of Malacca. In their way thither they put into the port of Achin, where they captured a stout French privateer, fitted out purposely to cruise in the Chinese

* During the time he held this command he was principally employed as a cruiser; in which employment we do not find him particularly mentioned, except as the captor of the *Potencia*, a Spanish privateer, of twelve guns and eighty-eight men, which he carried into Gibraltar.

seas; and fortune still favouring them in their passage thro' the Streights, made prize of a French merchant ship from Manilla, of considerable value. Mr. Peyton proceeded soon after this success to Batavia, which was the appointed place of rendezvous for the whole force.

On the death of commodore Barnet, a melancholy event which took place on the 29th of April 1746, the chief command devolved on Mr. Peyton, as the senior captain on that station; an honour which he had not long enjoyed, when, on the 25th of June following he fell in with the French Squadron, under the command of Mr. Bourdonnais. This transaction having made considerable noise, we shall be somewhat particular in our account of it, and the more so because the East India company appear to have propagated, with no small degree of industry, a report highly injurious to the reputation of a brave and worthy man. The official account, published by government, is plain, fair, and concise. It states simply, that the English Squadron, consisting of the Medway, of sixty guns, captain Peyton; the Preston, of fifty guns, lord Northesk; the Harwich, of fifty guns, captain Carteret; the Winchester, of fifty guns, lord Thomas Bertie; the Medway's Prize, of forty guns, captain Griffith; and the Lively, of twenty guns, commanded by captain Stevens, fell in with the French commodore, who had his distinguishing pendant on board the Achilles, of seventy-four guns; the Duke of Orleans and the Bourbon, of fifty-six; the Phoenix, Neptune, and St. Louis, of forty-four; the Lys, of forty; the Insulaire, and another ship, name unknown, of twenty guns each. The French, says the account, put back to Pondicherry, having suffered much in men and rigging: *the English men of war also were much damaged, and the Medway got into Crankanella to refit, being very leaky.*

It is evident from this statement, which is taken from the best authorities we have been able to procure, that the French were, at least, one-fourth superior in point of force, the number of guns in their Squadron amounting to three hundred and ninety-eight; while that under Mr. Peyton, carried only two hundred and seventy; so that the complete defeat of the latter could not fairly have reflected any disgrace on him. Nevertheless, if any credit is to be given to that account which, published by those
who

who have the best opportunity of ascertaining, and becoming masters of the truth, is consequently deemed the most authentic of any existing, Mr. Bourdonnais was actually *discomfited in the engagement and retired*. The directors of the East India company were much dissatisfied with this transaction in the first paroxysms of their disappointment at not having so superior a force completely annihilated, they were driven almost to desperation by the fear of having their property and possessions plundered by a merciless enemy. At the same time not daring, or not honest enough to blame the true authors of the misfortune, had it really befallen them; transferring from administration at home all the blame of not having sent from Europe a sufficient force to protect their wealth, and unjustly sinking the delinquency, or miserable economy of their own servants, in not having equipped all the force in their power and put it under the command of Mr. Peyton, the better to have enabled him to counteract that of the *French East India company*, which had joined the French king's commodore; they vented at once their spleen and their fears in the following illiberal and sarcastic account of the transaction alluded to. Frequent instances of the same kind of unjust treatment, shewn by corporate bodies, to the bravest and most worthy men, occur in the English history.

“ July the 25th, at day break, his majesty's Squadron in Negapatam road, made signal for several ships in the offing, to which they went out, and found them to be nine French ships: the wind being light they could not get up with each other till half past four in the evening, at which time the engagement began, and lasted till about seven, when it grew dark. The two squadrons continued near one another all the next day. At four in the afternoon captain Peyton summoned a council of war, where it was agreed not to engage the enemy, but to proceed to Trincomalè bay, as the French did for Pondicherry, and arrived there on the 27th: fourteen were killed and forty-six wounded in the English Squadron. The French Squadron consisted of the Achilles, a seventy-gun ship; six company's ships, and two country ships.

“ Captain Peyton kept the Squadron at Trincomalè till the beginning of August, when he came on the coast,
and

and on the 6th appeared off Negapatam. The French Squadron, consisting of eight ships (one being gone to Bengal, and since lost in that river with two hundred and eighty Europeans) weighed from Pondicherry, July 24, for the southward, and stood out to meet the English Squadron, which stood to the southward from them, and the French then returned. The 7th of August both Squadrons did the same; as likewise on the 8th and 9th. The 10th the English disappeared; on which the French returned, and on the 13th anchored in Pondicherry road.

“The 17th the eight ships weighed for Madras road, where they arrived the 18th, and fired on the ship Princess Mary, which was returned from the ship and from the fort. Each ship gave a broadside as she stood to the northward, and another as she returned, and then stood to the southward again. We are since informed the French had two motives for this expedition; one was to make a plea with the country government that the English committed the first hostilities ashore; the other to see if captain Peyton would come to our assistance or not.

“The 25th captain Peyton, with the Squadron, stood into Pullicat road, where he sent his lieutenant, Mr. Weymefs, on board a vessel in the road. He was there told of all the circumstances of their attacking the ship Princess Mary, and of their then being between Madras and Pondicherry. On this captain Peyton disappeared and has never been heard of, or from, by any of the English, though there has been no cost, or pains, spared for that purpose, as may easily be imagined from the since melancholy situation of affairs on the coast. The last letter received from any one belonging to the Squadron, was from captain Peyton, to governor Morfe, dated August 4, when he was just come out refitted.

“This unhappy conduct of his so animated the French that they determined on attacking Fort St. George. We call it unhappy, because it has truly proved so in its consequence; though what reasons captain Peyton may have had for this proceeding we know not.”

Mr. Campbell is ungenerous and prejudiced enough to join in the outcry, and remarks, “that although Mr. Peyton called a council of war, and that determined as councils generally do, not to fight; yet, when a com-

mander-in-chief, invested with full power to act by his sole authority, calls a council of war, it creates a strong suspicion that he wants to divide the blame of an unjustifiable action." He is afterwards particularly, and rather indecently sarcastic on the man who presumes to take such measures, in collecting the general opinion of those under his command: but however productive such councils may, on some few occasions, have been, of events sinking below the public hope, yet, considering their general utility, we cannot but most pointedly dissent from the idea of any impropriety in convening them, on all occasions, like that now before us, where there exists even a doubt of success.

No particular occurrence took place after the above time till the arrival of Mr. Griffin, who superceded commodore Peyton and treated him with that asperity and cruelty which frequently attends the workings of a narrow and imbecile mind. He confined Mr. Peyton in the most degrading and insulting manner, sending him home immediately afterwards loaded with every restraint, and ignominious treatment, that could have been bestowed on a real delinquent of the blackest kind. Mr. Peyton on his arrival in England, dispelled, by his presence, the invidious clouds of envy, malice, and prejudice, which had been raised against him during his absence: the loudest of his enemies became silent; and the East India company, hardened as they were, even at that day, in the oppression of all who, they thought, had not courage, or power, sufficient to resist them, dared not to erect their former passionate and violent obloquy into any thing like a charge of misconduct: in short, he was accused by a shadow only, no one venturing to stand forth and prefer any thing like a specific charge. Mr. Peyton, not improbably oppressed with grief and indignation at the treatment he had experienced, did not long survive his return, dying on the 4th of April 1749.

Those who do not encourage the smallest shadow of superstition; those who are the greatest disbelievers of providential retribution, can scarcely reflect on the foregoing transaction, and the sequel of Mr. Griffin's life, without admitting that something more interesting than the common course of events, marks the conduct and fate of the latter. In all the authoritative pride and insolence

lence of superior command, he was base enough to tyrannize over an innocent man, with whose guilt, supposing that really to have been the case, humanity ought to have sympathized as an undone and unfortunate fellow creature. It is certainly the part of a noble mind to shed a tear of pity at the time it brandishes the sword of justice; but the power even of legal punishment becomes tyranny in its most depraved and horrid form, when that punishment is aggravated by wanton insult. It is not effaced from our recollection that Mr. Griffin, after an inglorious command on the same station, fell under a charge of a similar nature to that which had been hastily and injuriously advanced against Mr. Peyton. There is this difference, however, in their fates; the charge against the latter was never substantiated, and the base imputation of impropriety might not a little contribute to shorten that life which it had rendered miserable; while Mr. Griffin, against whom the same was fairly pursued, both to conviction and punishment, bore up against the censure of his countrymen and braved their indignation with the steadiest and most stern effrontery: he sought not even in retirement to render his disgrace less remembered, by removing himself from the public sight; but chose rather to submit to any conditions that could be imposed on him, and enter into the measures of any cabal, for the purpose of procuring a dishonourable restoration to that rank he had, in the opinion of his judges, forfeited, by his conduct, a rank which, however honourable in most instances, cannot confer honour on the possessor when obtained by any other means than the steady and invariable pursuit of honour and public virtue.

PURVIS, Charles Wager,—was a commander in the navy previous to the year 1738. In the month of May 1739, he was appointed to the Charlotte yacht; but still continued, contrary to the present regulations of the naval service, to have only the rank of a commander till the 18th of July 1740; he was then promoted to be captain of the Gibraltar, a small frigate of twenty guns. He was employed for some little time after this as a cruiser, in which service he does not appear to have met with any extraordinary success; and though he continued not in the same command longer than the ensuing spring, we do

not

not hear any thing farther of him till the beginning of the year 1744, when he commanded the Diamond, a fifth rate, attached to the fleet stationed in the Mediterranean under the chief command of admiral Mathews. He was soon afterwards promoted to the Dunkirk, of sixty guns, which he commanded in the encounter with the French and Spanish fleets off Toulon. He was stationed to lead Mr. Lestock's division, and *unfortunately* incurred the censure of that gentleman, who was so strict an observer of discipline, that, in his answer to the queries sent him by admiral Mathews relative to his own conduct, he makes the following harsh mention of captain Purvis.

"Those ships of my division which were ahead of me were the Dunkirk and Cambridge, both which ships could have made more sail, but they kept to windward of their station, particularly the Dunkirk. Though there was but little wind, with a swell, yet as they sailed well it was my opinion they might have stopped those four ships of the enemy until I and my division got up; therefore I fired a shot to windward of them, and at the same time made the captain of the Dunkirk's signal, but to no purpose."

How far this charge was just we cannot take upon us to decide, but we believe it may well be admitted, without the smallest partiality to either side of the question, that this charge was at least exaggerated. One of the points objected against Mr. Lestock, by admiral Mathews, was, "that he had been guilty of a most scandalous breach of trust, by sending his own captain to captain Purvis, at that time under confinement in order to be tried by a court-martial for misbehaviour, *with instructions to captain Purvis how to conduct himself at the court-martial, and that he would do him no harm.*"

As to the actual conduct of captain Purvis, it does not appear to have been deemed very reprehensible by his judges, for though we have not been able to collect the absolute terms of the decision given by the court-martial, we may very well presume it to have been extremely favourable to captain Purvis, who was continued in his command, and remained on the * same station, at least till after the

* The charge, far as it related to captain Drummond, of the Cambridge, was thought so nugatory or impertinent, that no farther investigation of it appears to have been ever deemed necessary.

commencement of the ensuing year, he having been at that time one of the members of the court-martial convened for the trial of captain Richard Norris.

No other mention is made of this gentleman, except that he was, in the year 1756, put on the superannuated list with the rank and half-pay of a rear-admiral, and died on the 15th of January 1772.

RENTONE, James. — Our information relative to this gentleman commences with his having served as lieutenant, under vice-admiral Vernon, when he proceeded, in 1739, on the expedition against Porto Bello. On account of the knowledge he had obtained of that coast, he was particularly employed, in piloting and directing the course of the Squadron, as well during the voyage as the attack itself. The ability he displayed on this occasion, and the services he rendered to the expedition in general, were thought so highly of by Mr. Vernon, that immediately on the reduction of the place, he was promoted to be commander of the *Triumph*, a Spanish snow found in the harbour. He was, as an additional honour, chosen, by the admiral, to be the bearer of his dispatches to England, which announced his success.

Captain Rentone arrived in London on the 13th of March; and being presented to the king, received not only a present of two hundred guineas, but a promise of farther and immediate promotion. He was accordingly, on the 17th of April following, advanced to be captain of the *Experiment* frigate; in which ship he was immediately afterwards ordered for Jamaica to join his former admiral and patron, Mr. Vernon*. Not having the command of a ship of the line, he could not be supposed to be very particularly engaged in such parts of the attack as depended merely on the ships. In those independant and supplementary services, however, where his genius and particular species of knowledge and judgement could be serviceable, he was employed, and most essentially promoted the success of the naval operations, by the information he furnished relative to the coast, and

* Carrying to him information of the armament that was preparing for the West Indies under Sir C. Ogle.

his different soundings. After the return of the Squadron to Jamaica captain Rentone was promoted, by the vice-admiral, to command the Rippon, of sixty guns, which had arrived at Jamaica during his absence.

The first service on which this gentleman was ordered, after he was invested with his new command, was a cruise to windward of St. Jago, to which station he was sent, by Mr. Vernon, for the purpose of reconnoitring the coast, and intercepting the Spanish trade, just before he himself sailed on the expedition against the island of Cuba. No other particular mention is made of him during his continuance in the West Indies, where he remained still captain of the Rippon, till his return to England with sir C. Ogle, with whom he arrived on the 2d of June 1745. We find him, on the 17th of the same month, one of the members of the court-martial held on board the Sandwich, at Portsmouth, for the trial of captain Green, of the Lizard sloop: and also, in 1746, one of the court-martial, convened at Deptford, for the purpose of trying the admirals, Mathews and Lestock. He was, not long after this time, appointed captain of the Stafford, a fourth rate of sixty guns; in which ship we find him, under Mr. Knowles, at the attack of Port Louis, on the 8th of March 1748. This enterprize unhappily proved fatal to captain Rentone, who was killed even before his ship came to an anchor, a cannon shot having taken off his thigh. This is the information given* in a private letter, written in a day or two after the action, by an officer present, and we believe it to be strictly authentic, though some have asserted he did not die of his wounds till three days after the action.

THOMPSON, Bradshaw, — in 1739, as well as the preceding year, was third lieutenant to admiral Nicholas Haddock, by whom he was sent home master of the Joseph Prize. On the 15th of July 1740, he was appointed captain of the Success frigate. We have not been able to collect any other particulars relative to this gentleman, except that he died in England on the 15th of February 1756.

*It is confirmed by that given in the official account.

YOUNG, Benjamin, — is in the same predicament; the only information we have concerning him being, that he was appointed captain of the *Bristol*, on the 27th of September 1740, and died sometime in the course of the year 1754.

1741.

ALLEN, Edward, — This gentleman at the time hostilities commenced with Spain, in 1739, was, as we believe, lieutenant of one of the ships employed in the West Indies, under vice-admiral Vernon, who promoted him; about the end of the year 1740, to be commander of the *Terrible* bomb-ketch. On the 19th of May 1741, he advanced him still farther, to be captain of the *Seahorse* frigate. He remained in the West Indies after the return of Mr. Lestock and a considerable part of the fleet to England, but is not particularly mentioned till the year 1743, when he commanded the *Greenwich*, a ship employed as a cruiser on the Jamaica station, where he was extremely active, and met with some success. He remained on the same station till 1744, and unfortunately perished in a dreadful hurricane, which happened on the 20th of October in that year. The *Greenwich* was at that time preparing to heave down along-side of the *Lark* hulk, and being, together with that vessel *, overfet by the violence of the wind, immediately sunk: captain Allen, his first lieutenant Mr. Bettsworth, and eighty-four of the crew, were drowned.

AYLMER, Henry Lord, — was the second son of Henry lord Aylmer, and grandson to that brave and worthy admiral Mathew, first lord Aylmer, of Balrath †. Having entered early in life into the navy, he, after a regular progression through the different subordinate ‡ ranks, was

* She tore away a part of the hulk's broadside with her lashings, and then overfet.

† See Vol. ii. p. 35.

‡ In 1733 we believe him to have been lieutenant of one of the ships on the African station, and afterwards of the *Warwick*, in 1735, at Lisbon.

promoted

promoted, on Sept. 18, 1741, to the command of the Port Mahon frigate, as successor to capt. Barnsley. He continued in the same vessel a considerable time, employed entirely as a cruiser. The first subsequent mention we find made of him is in May 1742, when he was concerned with captain Warren, of the Launceston, in capturing a Spanish privateer, of eighteen carriage and swivel guns with one hundred and forty men, which they brought into Portsmouth. In the month of May 1743, he fell in with and captured, after a running fight of five hours, another Spanish privateer, with sixteen carriage guns, and an hundred and forty-seven men, called the *Santa Theresa de Jesus*, belonging to Saint Sebastian's. The excellence of sailing which the enemy's ship possessed, prevented captain Aylmer from getting up till after the chace and distant contest already stated: but though the Spaniard had ten of his people killed and fourteen desperately wounded, the injury sustained on board the Port Mahon amounted only to one man slightly wounded in the arm.

In the month of February 1744, he had the good fortune to preserve the Duke of Lorraine, a very valuable ship belonging to the English East India company, from being captured by a Spanish privateer, mounting forty guns, which she had engaged for seven hours. The enemy, when the Port Mahon made her appearance, immediately desisting, fled, and, by throwing his guns overboard, added to the assistance derived from his oars, was fortunate enough to effect his escape. In the month of May ensuing he had the additional good fortune to capture a very valuable French ship, bound from Mississippi to Rochelle, laden with bale goods and a considerable quantity of specie, which, though mounting eighteen carriage guns, a force nearly equal to that of the Port Mahon, which was only a twenty gun ship, does not appear to have made any resistance. He quitted the Port Mahon in the ensuing month, June the 4th, 1744, and we do not find any mention made of his having held a subsequent command.

He married Anne, daughter of William Pierce, of the province of Virginia, esquire, and had issue by her one daughter, Anne, and a son, Henry, who was his successor

in estate and title. He himself became lord Aylmer, on the death of his father, on the 26th of June 1754, and died on the 7th of October 1766.

BAMFF, Alexander Ogilvie, Lord,—the sixth who enjoyed that title, was the second son of George, fourth lord Bamff, and Helen, daughter of sir John Lauder, of Fountain-hall; one of the senators of the college of justice in Scotland. Having entered into the navy, we find him, in 1740, first lieutenant of the Ludlow Castle. He was, on February 19, 1741, promoted to be captain of the *Hastings*, or, according to other accounts, which we believe to be erroneous, of the *Liverpool*: this is a mistake, probably occasioned by the *Hastings* being a frigate then fitting for sea at the port of *Liverpool*. This vessel we believe to have been principally employed as a cruiser in the Channel and Bay of Biscay; but we find no particular mention made of his lordship's success in this service till the month of January 1742, when he captured, off the island of Madeira, after a spirited resistance of two hours, a large Spanish register ship, mounting twenty guns, bound from Cadiz to the Havannah*; and in about ten days afterwards, as he was employed in conveying the prize into port, he captured a privateer of a force little inferior.

He was afterwards ordered to Virginia in the same ship, but is not known to have met with any very remarkable occurrence, except the capture of a stout Spanish privateer, carrying thirty carriage and swivel guns, on the July 23, 1743, may be said to deserve that name. On his return from the above station, the *Hastings* was ordered to be sold, as unfit for service, and his lordship was, in August 1745, promoted to the command of the *Tilbury*, a fourth rate of sixty guns. In this ship he was sent to *Louisburg*, in the month of April 1746, with the *Mermaid* and *Lynn*, of forty guns each, to convoy thither a fleet of transports with a reinforcement of troops for that newly captured port, and a necessary supply of stores and ammunition. We do not meet with any other mention made of this nobleman in the line of service, which we

* This vessel is reported to have had on board treasure to the amount of 1,300,000 dollars.

believe him to have quitted not long after his return, and to have repaired to Portugal for the recovery of his health, which was in a declining state. This measure was not, however, attended with the hoped-for success, his lordship dying, at Lisbon, on the 27th of September, 1748.

BARGRAVE, Charles, — was appointed a lieutenant as far back as 1707, his first commission bearing date on the 26th of February in that year. Having continued in the same station till the year 1741, he was promoted out of the Royal Sovereign, to be captain of the Advice, of fifty guns, without appearing to have passed through the intermediate rank of commander of a sloop of war. This vessel is stated, in some private papers, to have been employed on the Mediterranean station during the course of the current year; but we conceive this information to be extremely doubtful. Nothing more is known of this officer, except a circumstance extremely painful to be related, especially of a man who had served for such a number of years, previous to the time of its taking place, with irreproachable character. He was dismissed not only from the above ship, but from the service also, by the sentence of a court-martial, on the 24th of February 1741-2. The nature of his offence is not known.

BRETT, John, — was, soon after the rupture had taken place with Spain, appointed commander of the Grampus sloop of war. From this vessel he was, on the 25th of March 1741, promoted to be captain of the Roebuck, a fifth rate of forty guns. In this ship he was, almost immediately afterwards, ordered to the Mediterranean. He returned from that station in the month of May 1742, bringing home, as a passenger, admiral Haddock, whose ill-state of health had compelled him to quit his command: in the month of November following he was removed into the Anglesea, a ship of the same rate as the former. In this vessel he remained till the month of April 1744, when he was advanced to the command of the Sunderland, of sixty guns. No particular mention is made of the manner in which he was employed during the remainder of the year; but early in the ensuing he was ordered, with captain Griffin of the Captain, and the captains Moltyn and Fowke, of the Hampton Court and Dreadnought, on a cruise off the French coast. This

service was marked with that event which has been already related at length in the lives of the admirals Griffin and Mollyn*. As to captain Brett, he was totally exempt from participating, in the slightest degree, of that obloquy attached by many, though perhaps undeservedly, to the characters of those gentlemen, having been prevented from joining in the pursuit, by the loss of his main-top-mast, soon after it had commenced. Honourably acquitted by the court-martial convened for the purpose of investigating the conduct of all the captains present, he was ordered immediately afterwards, together with capt. Geary, of the Chester, to cruise in foundings; and in February, captured, after a chase of eight hours, a small French frigate, bound from Mississippi to Rochfort, having on board several passengers of rank, a valuable cargo of indigo and other commodities, with 24,000 pieces of eight in specie.

Captain Brett was, soon after his return into port, ordered to Louisburg, with some other ships of war, for the purpose of reinforcing commodore Warren, who was then actually engaged in the attack of that important place. He arrived sometime before the place surrendered, and early enough to distinguish himself exceedingly, both by his spirit and activity in the service. From the time of his quitting the Sunderland no mention is made of him till the year 1755, when he commanded the Chichester, one of the fleet ordered to America, under the command of Mr. Holburne, for the purpose of reinforcing Mr. Boscawen. After his return he commanded the St. George, of ninety guns, for a short time; but having been very unwarrantably omitted in the promotion of flag-officers, which took place in 1756, he very spiritedly resolved to quit the service for ever, though on his remonstrance, previous to his actual declaration of this resolution, the admiralty board, ashamed of its conduct in having, even for a moment, set aside a brave and deserving man, offered him the rank of rear-admiral of the white, the same which he would have been entitled to in the ordinary course of service if the partiality exerted in the favour of others had not happened.

* Vide Vol. iv. pages

His answer to this palliating proposal reflects on him too much honour to be suppressed. "No rank or station (said he) can be, with honour, received by a person who has been once thought undeserving or unentitled to it." It is necessary to state briefly the cause why a brave and worthy man should have been so injuriously treated; the lord Anson, at that time first commissioner of the admiralty, was, in one particular point, perfectly unfit for that high station. He might possess a spirit of enterprize, a perfect knowledge of all particulars relative to the marine department, and, in short, every other *Public* virtue and requisite that could grace the character of a minister: in private life, however, he wanted that impartiality which, we had nearly said, is indispensibly necessary to constitute an upright man. Personal friendship and attachment frequently interfered with his public duties, and betrayed him into acts strongly resembling those of injustice. These were, perhaps, the less excusable in him, considered in his abstract character of a private friend, because those whom he patronized were men too high in the opinion of all men to need his assistance, and far too honourable to desire it: but the most exalted personages are not exempt from trivial failings, as perfection is absolutely incompatible with the frailty of human nature.

As to Mr. Brett, he continued ever afterwards to pass his life in retirement, rendered most truly honourable by the cause of it, dying universally revered, and regretted in the month of April 1785.

BRODERICK, Thomas.—The first mention we find made of this gentleman is in the year 1739, at which time he was third lieutenant of the *Burford*, under Mr. Vernon. He distinguished himself exceedingly at the attack of Porto Bello, having been the commander of the party which stormed the lower battery of the Iron Fort, an action so spirited that the defenders imagining no resistance they could make would be sufficient to stem the torrent of the assailants, fled from what they conceived a certain destruction, leaving their governor and a few others who escaped into the upper part of the fort, and immediately afterwards surrendered at discretion.

Mr. Vernon, highly pleased at so conspicuous and serviceable a display of gallantry, conceived no inconsiderable

degree of attachment to this gentleman, and advanced him to be commander of the Cumberland fire-ship. He attended the fleet on the well-known expedition against Carthage, and was there promoted, on the 25th of March 1741, to be captain of the Shoreham frigate, as successor to Mr. Boscawen, who was promoted to the Prince Frederic. In a few days afterwards he was one of the officers ordered to command the boats on a repetition of the attack of the Barradera battery, which the Spaniards had in part re-established. Mr. Broderick behaved on the occasion we have just been relating, in a manner by no means derogatory to that reputation he had before so deservedly acquired in a service nearly similar at Porto Bello. He afterwards accompanied Mr. Vernon on his still less successful expedition against Cuba, and was detached from thence to cruise off Carthage; in which service he had the good fortune to capture a Spanish vessel, laden with bale goods of considerable value, and specie to the amount, it is said, of seventy thousand dollars. He was, after this success, sent to cruise off Cape François for the protection of the British commerce, at that time much incommoded by the multitude of Spanish privateers which infested those seas. He continued employed in similar services till the month of October 1742, when he was appointed to command the convoy sent, with a small body of troops, to the provinces of Carolina and Georgia, for their better protection against any desultory expeditions that might be undertaken by the Spaniards.

No other particular mention is made of this gentleman while he continued in the West Indies. After his return to England he was, in the month of March 1744, advanced to the command of the Exeter, a fourth rate of sixty guns, at that time fitting for sea at Plymouth, where that ship had been just before rebuilt. As soon as equipped it was sent to Lisbon as one of the fleet commanded by the brave and unfortunate admiral Balchen; and, on its return from thence, very narrowly escaped being involved in the same unhappy fate which befel the much lamented commander-in-chief. The Exeter, during that dreadful storm which overtook the fleet, was in the greatest extremity of distress, having lost both her main and mizen masts, and being

being thrown on her beam ends, so that twelve of the lee-guns were obliged to be thrown overboard, with the greatest dispatch, to preserve her from sinking. In the month of February 1745, he was one of the members composing the court-martial for the trial of commodore Griffin, and the different captains with him, a circumstance we have before related and referred to. In the ensuing month he was removed into the Dreadnought, a ship of equal force with the Exeter, which probably had received so much damage in the preceding storm as to be unfit for immediate service.

We do not find any other memorable mention made of this gentleman till the year 1756*, when he commanded the Prince George, a second rate. In the month of May he was appointed commodore of a small Squadron, consisting of four or five ships †, ordered to the Mediterranean as a reinforcement to Mr. Byng. He left Plymouth on the 30th of May, with some transports full of troops and stores for Gibraltar, and arrived there, after a speedy passage, on the 15th of June. He was promoted at home to be rear-admiral of the blue in four or five days after he left port, and continued to serve on the same station during a part of the ensuing season, under sir Edward Hawke, who superceded Mr. Byng in less than three weeks after Mr. Broderick's arrival. He returned to England before the conclusion of the year, in the St. George, the ship on board which the court-martial was afterwards held for the trial of admiral Byng, one of whose judges he was consequently appointed. In 1757 he was appointed third in command of the fleet fitted out for the purpose of attacking Rochfort, the particulars of which expedition have been already given at some length in the memoirs of his superior officers, sir Edward Hawke and sir Charles Knowles. He hoisted his flag on board the Namur, a second rate; but is in no other way mentioned even in that torrent of obloquy which burst forth on the failure of the expedition, than as having been

* We believe him, in 1749, to have commanded the Sunderland.

† A letter from Plymouth states this little Squadron to have consisted of the St. George, the Nassau, Hampton-court, and Ipswich; but Mr. Byng, in his dispatch informing of his arrival, states Mr. Broderick to have brought out five ships of the line.

employed in reconnoitering and sounding the coast. To have been little engaged in an unsuccessful enterprize is certainly the least disadvantageous to the reputation of a commander, and therefore on such occasions only, want of employment is to be particularly coveted.

In 1758 Mr. Broderick, who was on the last day of January advanced to the rank of rear-admiral of the white, was appointed to succeed Mr. Osborne as commander-in-chief in the Mediterranean. A fleet of transports and merchant-ships bound thither being put under his convoy, he hoisted his flag on board the Prince George, and sailed the beginning of April. The melancholy misfortune which befel this ship and the greater part of her crew, on the 13th of April, while on their passage to Gibraltar, is still recent enough to leave the most afflicting impression on the minds of those who read the dreadful narrative*. Mr. Broderick with the remnant of his people,

* We have inserted several letters, relative to this event, notwithstanding they have made their appearance already in many publications; but we are induced to it because they form a very authentic account of this highly lamentable disaster.

“ From the Rev. Mr. Sharp, chaplain.

“ Glasgow, off Lisbon, April 20.

“ On Thursday the 13th instant, at half an hour past one in the afternoon, word was passed into the ward-room, by the sentry, that the fore part of the ship, the Prince George, was on fire: the lieutenants ran immediately forward; and myself, with many others, went directly on the quarter-deck, when we found the whole ship's crew was alarmed: the pumps were handed out, the engine and buckets carried forward, and every immediate remedy applied. The admiral, with the lieutenants on watch, kept the quarter-deck, from whence he sent such orders as he thought most expedient for the preservation of the ship, and the souls in her. Captain Peyton and the lieutenants, on search, found that the fire broke out first in the boatwain's store-room, to which place large quantities of water were applied, but in vain, for the smoke was so very great and hot, that the poor creatures could not get near enough to the flames for their labour to have any effect. On this captain Peyton ordered skuttles to be made, that the water might be poured in by that means; but there he was defeated likewise, for only two carpenters could be found, and they had nothing to work with for a long time but a hammer and a chissel each. The lower gun-deck ports were then opened; but the water that flowed in was not sufficient to stop the violence of the flames. He ordered,

people, pursued his voyage, on board the Glasgow, as stated beneath, to Gibraltar. On his arrival there he hoisted

ordered, likewise, the powder-room to be wetted, lest the ship should immediately be blown up and every soul perish in an instant. This had the desired effect, and for some minutes we had glimmering hopes. I mention the above particulars as I was below myself, worked with the men as long as I could stand it, went up for air and returned again instantly, consequently an eye witness, I can declare them as facts. The fire soon increased, and raged violently aft on the larboard side; and as the destruction of the ship was now found inevitable, the preservation of the admiral was first consulted. Captain Peyton came on the quarter-deck and ordered the barge to be manned, into which the admiral entered with near forty more, for now there was no distinction, every man's life was equally precious. The admiral finding the barge would over-set, stripped himself naked and committed himself to the mercy of the waves; and after toiling an hour, he was at length taken up by a merchant-man's boat. Captain Peyton kept the quarter-deck an hour after the admiral left it, when he happily got into a boat from the stern ladder, and was put safe on board the Alderney sloop. I must be deficient even to attempt a description of the melancholy scene that was before me; shrieking, cries, lamentations, bemoanings, raving despair, and even madness itself presented themselves. It was now high time to think of taking care of myself; I looked from every part of the ship for my preservation, and soon saw three boats off the stern. I went immediately to my cabin and offered up my prayers to God, particularly thanking him for giving me such resolution and composure of mind. I then jumped into the sea from one of the gun-room ports, and swam to a boat, which put me safe on board the Alderney sloop. There are near three hundred people saved; and more might have been saved had the merchant-men behaved like human creatures; but they kept a long way to windward the whole time, and, if possible, to their greater shame be it spoken, instead of saving the men that swam to their boats, they were employed in taking up geese, fowls, tables, chairs, and whatever else of the kind came near them."

" From Mr. Parry, an officer, dated as above.

" About half past one, at noon, being in the office adjoining to the cabin, I saw the admiral run out with two or three officers. On enquiring the cause I was alarmed with a report of the ship's being on fire forward, and it was believed in the boatswain's fore store-room. Every method was taken to extinguish it, but the smoke was so violent no person could get near enough to find where the fire was. About half past two we made the signal of distress; but to render our situation more wretched the fog came on very thick, and the wind freshened; so that it was near four before the Glasgow and Alderney got intelligence of our condition. They then repeated the signal, hoisted
out

hoisted his flag on board the *St. George*, of ninety guns, and served under Mr. Osborne till that gentleman quitted the station, and returned to England in the month of July. He

out their boats, and stood towards us: but not knowing we had taken care to float our powder, were under sad apprehensions we might blow up, and therefore could not, consistent with their own safety, give us the assistance our deplorable condition rendered us so much in need of. We attempted to scuttle the decks to let the water on the fire, but the people could not stand a minute without being nearly suffocated. About half past four the smoke increased, and the flames began to break out. The admiral then ordered the boats to be hoisted out, got the barge out, and went off, promising to bring a ship along-side of us. I observed her so full that her gun-wale was almost even with the water; and in a few minutes after saw her sink at some distance a stern. Not above three or four were saved out of nearly forty, among whom it pleased God to preserve the admiral. The weather was now become clear, but none of the merchantmen would come near us. Our officers behaved well, and endeavoured to keep the people to the pumps and drawing water; but they were now become quite un-governable. About a quarter before five captain Peyton left the ship, and promised as the admiral, but was not able to accomplish it. About five the long boat was endeavoured to be got out, in which were near one hundred people; but as they were hoisting her out one of the tackles gave way, by which she overfet, and almost every soul perished. We were now reduced to the greatest distress. You may have some idea of our miserable condition, when I tell you the ship began to be in flames fore and aft, spreading like flax; people distracted, not knowing what they did, and jumping overboard from all parts, I was reduced to the melancholy choice of either burning with the ship, or going overboard. Very few that could swim were taken up, and I that could not swim must have little hopes indeed. About a quarter past five I went into the admiral's stern gallery, where two young gentlemen were lashing two tables together for a raft. I assisted them. One of them proposed to make fast the lashing to the gallery, and lower ourselves down to the tables, then cutting the lashing to commit ourselves to the mercy of Providence. We hoisted over the tables, but being badly lashed one of them we lost; as soon as the other was down, I proposed to venture first, which they readily consented to. There were about three boats afloat; this was the time or never: down I went by the rope; but as there was a great swell of sea it was impossible for any one to follow me, and I was turned a drift. By the cries of the people from the ship to the boats, in about five minutes I was taken up, very near drowned."

715 compliment	260 saved
30 passengers to Gibraltar	485 lost
<hr/> 745	<hr/> 745

He then removed into the *Prince*, which had been his predecessor's flag-ship, and commanded-in-chief in the Mediter-

" From a midshipman, dated as above.

" On Thursday the 13th, about half an hour past one in the afternoon, we were alarmed with a cry of fire in the boatswain's fore storeroom, which put us all into great disorder; and, it being a very thick fog, we could not see one ship in the fleet. We kept firing guns of distress, and no ship appearing in sight for an hour we were all in the greatest consternation; but the fog then dispelling, the *Glasgow* hailed us, to whom we told our condition, and earnestly begged of them to save our lives.

" The fire still increasing we were obliged to hoist out our boats, which, from our confusion, were near three hours fixing to the tackles, &c. every body being engaged in preparing to save himself. The poop, stern, and quarter galleries, with the sides, were lined with men and boys, crying out in a most moving manner to be assisted. During this time, out of twenty-three sail of ships we had but three boats to our assistance, and those would not come near the ship for fear of being sunk; the poor fellows continually jumping overboard, great numbers of whom were drowned in our sight.

" We got our boats out, which never returned after going once. By this time the fire had communicated itself to the middle gun-deck, and nobody could go down below, every one expecting his death every minute, either by fire or water, and were taking leave of each other. Soon after going out of the admiral's cabin I saw the flames coming out in the hatchway of the upper gun-deck. I returned immediately and taking my leave of the petty officers that were there, went over the starboard stern ladder to save myself by swimming, when, thanks to almighty God, I reached a boat, and was taken up.

" I had just got clear of the ship when the flames became general, and those poor unhappy wretches, that could not swim, were obliged to remain upon the wreck with the fire falling down upon them. Shortly after the masts went away and killed numbers; and those that were not killed by the masts thought themselves happy to get upon them; but the ship rolling by reason of the great sea, the fire had communicated itself to the guns, which swept them off the deck in great numbers, they being all loaded and snotted.

" Such a terrible sight the oldest men in the fleet say they never saw. Thus ended our unhappy ship, after burning six hours and a half, who had a complete crew, and was as well manned as any ship that ever sailed from England."

" Letter from the master of a merchantman under convoy of admiral Broderick.

" Thursday April 13th, Ushant bearing East 50 leagues distance, at noon, I saw admiral Broderick hoist a signal of distress, upon which I made what sail I could, and went down to him. At one in the after-

Mediterranean, till the arrival of Mr. Boscawen in the ensuing spring. In the month of February 1759, he was advanced to be vice-admiral of the blue, and continued as second in command of the fleet during the summer. The naval operations in that part of the world were rendered extremely brilliant by the total discomfiture and defeat of M. De la Clue in the month of August. Mr. Broderick was not able, we believe, to get up time enough to have much share in the action itself; but he is particularly mentioned, by Mr. Boscawen, as having, with his division, burnt the *Redoubtable*, of seventy-four guns, and captured the *Modelte* on the following day. We do not find any mention made of him in the line of service after his return to England; nor, indeed, is he otherwise

afternoon I could discern the *Prince George* on fire: at two we drew pretty near her and thought they might have quenched the fire: at three o'clock I saw plainly it was impossible. I was within a hundred yards of her stern, but durst not venture along side, the sea running high, besides the going off of her guns, and danger of blowing up. At four in the afternoon the admiral was taken up, swimming, by a merchantship's boat, as by this time the ships that had boats sent them all out, and a good many of them were lost, the weather proving bad. Towards night I was within pistol-shot, and remained there some time picking up four of her crew. Had not two of my men run away with my boat the night before we sailed from St. Helen's, I am confident I could have saved sixty or eighty of them at least, as I was all the time nearer to them than any ship in the fleet. What made me venture so near was, that I knew my ship went well, and was under good command. At six what a dismal sight, the masts and sails all in a blaze; hundreds of souls hanging by the ropes alongside; I could count fifty of them hanging over in the stern-ladder, others in the sea on oars and pieces of wood, a melancholy spectacle; besides the dismal cries from the ship, which still ring in my ears! At half an hour past six the flames broke out at her broadside, and in less than five minutes every part of her was in flames, and so continued till seven, when she overset but did not sink: I then ran within twenty yards of her, but my people compelled me to go farther off for fear of striking on the wreck. All I can say of it in addition is, there never was a more shocking sight; pray God I may never see the like again: it was very grievous to me that I could not save more of her men without running the risk of sharing her fate. The 18th of April the *Glasgow*, a twenty gun ship, hoisted the signal for all masters of merchant-ships to come on board, where the admiral had his flag hoisted, to know how many of his people we had saved amongst us and to deliver them up. By the then list it appeared that the admiral, captain Peyton, and about two hundred and fifty-three men, were saved.

c noticed

noticed than as having been, on the 22d of October 1762, advanced to be vice-admiral of the white. He died, on the 1st of January 1769, of one of the most grievous maladies that afflicts the human race, a cancer in his face.

CAMPBELL, William, — was, at the latter end of the year 1740, commander of the *Scipio* fireship. He was advanced from thence, on the 26th of April 1741, to be captain of the *Sapphire* frigate, of forty guns. He was immediately afterwards ordered on the Irish station. In the following year a charge was preferred against him for misconduct in leaving his station, without orders, and ill-treatment to his officers. He was in consequence brought to a court-martial, and sentenced to be dismissed the service, to which he was never again restored. He retired to Scotland, his native country, and died there on the 27th of October 1755.

CHEAP, David, — was promoted, by commodore Anson, from the rank of lieutenant to be commander of the *Trial* sloop of war, on the 3d of November 1740. He was advanced by the same gentleman to be captain of the *Wager* on the 19th of February 1740, as successor to captain Murray, who was promoted to the *Pearl*. The distresses encountered by the squadron in its passage round Cape Horn, have been already related at some length in the memoirs of Mr. Anson: these were not felt by any ship more severely than by the *Wager*. Captain Cheap, who, whatever trivial failings may be advanced against him by the virulence and injustice of his enemies, must certainly be admitted, by the most violent of them, to have possessed the greatest activity and zeal for the service of his country. He was exposed in the ship least capable of any in the squadron to resist the violence of such a continued and tremendous tempest; nevertheless, perfectly aware of the consequence the *Wager* was of to the expedition, having on board all the stores, cannon and ammunition, necessary to any land operation, he exerted himself to the utmost to keep company with the squadron, though, during the greater part of the time, he was so ill as to be almost incapable of quitting his cabin.

On the 8th of April the *Wager* lost her mizen-mast. In about ten days afterwards she parted company with
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the commodore, and every ship in the squadron. The tempestuous weather still continued with unabated violence: the ship was reduced to a mere wreck, and the crew so debilitated by sickness and the scurvy, that by the beginning of May there were scarcely twenty persons capable of duty. To add, if possible, to their distress, captain Cheap, on the ship's falling in with the land on the 13th of May, exerting himself to work the ship off the shore, had the misfortune to fall and dislocate his shoulder, an accident which rendered him incapable of keeping the deck, or any longer encouraging the people by his presence and example. At this time all the crew capable of service amounted only to twelve persons, officers included: and, as it might have been thought, to conclude at once their sufferings, at half past four o'clock on the morning of the 14th of May, the ship struck upon a sunken rock: from this she luckily beat off, but in a very short time afterwards struck and grounded between two small islands, a spot to which, as it is elsewhere with much truth remarked, they were providentially driven, for the safety of their lives, as few other situations could have been found in which the people could have been preserved from instant destruction.

Soon as day-light appeared, which was quickly after the above fatal accident took place, the boats were launched over the ship's side, and the barge sent on shore for the purpose of discovering whether the place was inhabited, which was quickly found not to be the case. Happily for captain Cheap, and the miserable remains of his unfortunate though meritorious crew, the ship did not go to pieces for a very considerable time after her being stranded, so that a great quantity of provisions and other necessaries were preserved, without which they must all have inevitably perished. Immediately on the loss of the ship, notwithstanding the very distressed situation of the people, a scene of anarchy and confusion took place among the crew, owing to an idea at that time prevalent, that in cases of wreck all command ceased; nor could regularity and order have been restored except by the most spirited exertions of captain Cheap and some few of the principal officers, who remained faithful and true to him. Among the chief and principal excitors of this mutiny

mutiny and disturbance, was a fellow of the name of Cozens, who, though of a very mean family in the county of Somerset, had, through the interest of some friends, been introduced into the naval service as a midshipman. This person had, on many occasions, behaved not only with the most intolerable insolence to the captain, for which he was at one time very deservedly put in confinement, but had actually endeavoured to render the situation of his unhappy fellow-sufferers still more desperate than it naturally was, by embezzling some of the stores which were saved, and destroying others. On the 10th of June, nearly a month after the loss of the ship, one of the men, on what account is not particularly mentioned, had his allowance of wine stopped: this coming to the knowledge of Cozens, who had for some days very impudently taken upon himself the office of a reformer, he immediately went to the purser and demanded the reason. That gentleman conceiving the behaviour of Cozens as the prelude to a mutiny, discharged a pistol at him, which was prevented from taking effect by the cooper having canted the purser's elbow at the instant it went off. Captain Cheap hearing the disturbance, ran out of his tent with a cocked pistol, and, when in the act of coming out, being informed, by the lieutenant of marines, that Cozens was endeavouring to raise a mutiny, he, perhaps with rather too much precipitation, discharging his pistol at the offender, the ball from which lodged in his cheek. This act, for we know not how to call it accident, proved the cause of much subsequent misery to the scarcely more happy survivors.

Cozens died on the 14th day: and as persons of his character scarcely fail of being what is called popular among those of the lowest rank, so did the miscreant's death rather encrease than allay the turbulent dissatisfaction of his adherents, who were base enough, without the smallest regard to truth, to insist that the neglect shewn to him after being wounded, in consequence of the captain's interference and influence, was as much the cause of his death as the wound itself. Captain Cheap was a man of considerable ability as a seaman, and to his maritime knowledge added a zeal for the service of his country, which it is not, perhaps, passing too great an encomium

on, to say, it has never been exceeded. The ship he commanded was the *storeship* of the *squadron*; the *artillery*, *ammunition*, and other articles necessary for the intended enterprize against *Baldivia* were on board her: this consideration induced the captain to combat every difficulty and distress previous to the loss of the ship, knowing well that, without his junction with the *comodore*, the principal intention of the expedition must be frustrated. The same degree of spirit induced him afterwards to strain every nerve, by his influence over the people, and by a most exemplary display of his own personal intrepidity, in hopes of inducing them to attempt joining the *comodore* at the island of *Juan Fernandes*, the second rendezvous, well knowing that a reinforcement of so many men in tolerable health, which they had wonderfully recovered after being put on shore, even in that inhospitable climate, must be a considerable acquisition to a force originally weak, and now much, as he truly supposed, diminished by sickness.

The preliminary measure to so bold and enterprising an undertaking was lengthening the ship's long boat, so that it might be able to convey thither the people, amounting in number to upwards of one hundred, with the provisions necessary for their support during the passage: but the fatal accident we have just had occasion to recount, increased the disturbances among the people to such an height, that they at length peremptorily refused to obey their commander; and in diametrical opposition to his proposal, determined on attempting, as soon as the boat should be completed, to return back through the straits of *Magellan*.

A formal resolution to this effect was entered into on the 2d of August, and signed by the *gunner*, *carpenter*, *master*, *boatswain*, many of the petty officers, and the greater part of the crew, some engaging through affection to, and some through fear of the malcontents. The long boat being completed in the best manner circumstances would admit of, was launched on the 12th of October, at day light, and called the *Speedwell*. Three or four days before this time, captain *Cheap*, together with lieutenant *Hamilton* of the land-forces, his brave his faithful friend and adherent, were put under an arrest by captain *Pemberton* of the marines, supported by *Mr. Beans*, who had
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been the lieutenant of the ship. This very extraordinary and unwarrantable conduct towards the former was justified on the frivolous paltry charge of his having been guilty of murder in shooting Cozens; and against the latter on no other pretext than his having, on all occasions, firmly espoused the cause of his commanding officer. Nevertheless, when the long boat was about to depart, it was agreed to leave him behind, with Mr. Hamilton, the surgeon, and eight deserters who had quitted their companions soon after the loss of the ship, and to give them the pinnace, with fourteen pieces of beef, as many of pork, and one hundred and ninety pounds of flour for their support. This party was afterwards joined by several other seceders from the main body, among which were the honourable Mr. Byron, and Mr. Campbell, midshipmen. By these means their number was at last increased to twenty; and the barge also was left with them for their conveyance.

The long boat put to sea and left them about the middle of October; but captain Cheap and his companions did not set out for Chiloe, the most southern of the Spanish settlements on that coast, and consequently the nearest where they could expect any effectual relief, till the 15th of December. After having in vain combated all the dangers of that tempestuous sea for nearly two months, they were obliged to put back to the desolate spot from whence they had set out: but a party of Indians coming in there about a fortnight after their arrival, their chief, or cacique, was prevailed on to undertake conducting them northward in their barge, on condition of being rewarded with it for his trouble.

Their number, now reduced to thirteen, accordingly embarked, attended by the Indians in two canoes: but after they had proceeded some way on their voyage, captain Cheap, with the rest of the officers, having gone on shore in the hope of procuring a supply of provisions, the men left in the barge took that opportunity of abandoning them, and sailing away. The Indian chief was at this time absent, having got out to kill seal; and on his return, though the barge, which was to have been his reward, was gone, he was nevertheless prevailed on to fulfil his engagement to the miserable remnant left behind, consisting only of captain Cheap, lieutenant Hamilton, Mr. Campbell, and Mr. Byron. This compli-

ance, however, was not the mere result of compassion, a fowling-piece, belonging to Mr. Byron, and some trifles contributed by the captain, induced their guide to proceed with them to the island of Chiloe, where, Mr. Hamilton, unable to proceed, having been left under the best Indian care that country afforded, the remainder arrived in safety after experiencing almost every difficulty and species of suffering that the human body was capable of undergoing, without an absolute extinction of life.

It was the month of June, thirteen months after the loss of the ship, ere they reached Chiloe. The weather was uncommonly severe, the ground covered to a great depth with snow: it nevertheless appeared to the distressed travellers a paradise, compared to the desert coast which they had been so long accustomed to; and the poor inhabitants received them with all the hospitality their own wretched state would permit them to display. Captain Cheap and his companions were very soon afterwards conveyed to Castro, a large Spanish town at some distance, and from thence to Chace. Here they were again joined by Mr. Hamilton, who was brought forward by a party of men sent to the southward, by the governor, for that purpose. On the 2d of January 1742-3, they all embarked on board a ship which annually sails from Chiloe to Lima, and, after a passage of six days, arrived safe at Valparaiso, a port in Chili, where they were again landed. After a stay of some days, captain Cheap and Mr. Hamilton, having preserved their commissions, were known to be officers, and were conducted to St. Jago, the capital of the province. They continued at this place some time, during which they were treated with the utmost hospitality and attention; and the captain, Mr. Hamilton, together with Mr. Byron; by whom they had been joined some time before, embarked, on the 20th of December 1744, in a French ship bound from Lima to Spain; and, without experiencing any remarkable accident or occurrence, came to an anchor, in Brest road, on the 27th of October 1745. They afterwards got on board a Dutch dogger, the captain of which engaged to land them at Dover; but, as if inconvenience and disappointment were destined to attend them to the last moment of this perilous and disastrous voyage, they would have been, as

is reported in Mr. Byron's narrative, treacherously set on shore in France, had they not been fortunate enough to fall in with the *Squirrel* frigate, which taking them on board put a period to this scene of misery by landing them in England.

Captain Cheap arrived in London on the 24th of March 1746, and was soon afterwards appointed captain of the *Lark*; in which vessel, being ordered out on a cruise, he had the good fortune to capture a large and valuable Spanish prize off the island of Madeira, being then in company with captain Charles Saunders. After his return from this successful expedition we do not believe him to have gone to sea, or held any command, at least, we do not find any mention made of him in the service. On the 14th of September 1748, he married a widow lady, named Brown, belonging to York. He had not, however, the happiness of long enjoying this peaceable repose, from those singular and trying fatigues he had encountered in the service, dying on the 21st of July 1752.

COCKBURN, George,—was promoted from the rank of lieutenant, to be commander of the *Drake* sloop of war in March 1741. He was appointed captain of the *Gibraltar* on the 11th of June 1741: this frigate was one of those attached to the fleet under the command of sir John Norris, who ordered him, in the month of July, to accompany captain Harrison, in the *Argyle*, on the little expedition he had planned, and with so much gallantry executed against the Spaniards, the particulars of which have been already given at some length in his memoirs*. In what particular services he was employed, from this time till the month of June 1742, when he was promoted to the *Medway* of sixty guns, does not appear. In this ship he very gallantly supported captain Windham in attacking the town of Santa Cruz, as already related in the life of that gentleman†; but owing to some disagreement with captain Windham respecting the cruise, he thought proper, on his return to England, to resign his command, and was not appointed to any other ship during the war; after the conclusion of which he was made captain of the *Glory*, on the African station. Being a person of great interest, the *Yarmouth*, a third rate of sixty-

* Vide vol. v. p. 29.

† See vol. iv. p. 251.

four guns, and at that time a guardship at Chatham, was reserved for him against his return, captain Palliser being appointed to command her in the interim. Captain Cockburn had long been in the habit of frequently requesting leave of absence; and the board of admiralty, wearied at length with solicitations which it was extremely injurious to the discipline of the service to comply with, signified to him at last that he was not to expect any farther indulgence: he, in consequence, immediately resigned his command. This happened early in 1755, just after which time the guardships were ordered to complete their complements for service. He immediately applied for a ship, and was appointed to the Nassau, a third rate also, but very inferior to the Yarmouth in size, weight of guns, &c. In this vessel he made only one cruise, and another officer was appointed to command the ship *pro tempore*; but on its being ordered on foreign service he again thought proper to resign. On the 22d of June, 1755, he was appointed extra-commissioner of the navy; and in December following was promoted to the office of comptroller. He continued in this station till the time of his death, an event which happened, on the 20th of July 1770, at Brighthelmstone. Mr. Hardy imagines him to have retired on a pension in 1769, but in this circumstance he is evidently mistaken.

COLEBY, Charles, — was a lieutenant belonging, in the year 1740, to one of the ships on the Jamaica station, under the command of vice-admiral Vernon; who promoted him, previous to his sailing on the expedition against Carthage, to be commander of the Eleanor fire-ship. He was advanced, by the same admiral, on the 12th of January 1740-1, to be captain of the Boyne, under commodore Lestock, who hoisted his broad pendant on board as commander of one of the divisions of the fleet. He in all probability returned to Europe with Mr. Lestock, as we do not find any other mention made of him till June 1742, when he was appointed to the Falmouth. In this ship he continued a considerable time being ordered for the West Indies, where he served with the greatest reputation under sir Chaloner Ogle. In June 1744, he was sent, with captain Knight of the St. Albans, to demand restitution from the governor of Porto Bello, of a British vessel which had been seized and carried in there, though trading under a Spanish pass. The particulars of this trans-

transaction, as well as of the spirited behaviour of these two gentlemen, have been already given at some length in the memoirs of captain Knight*. He returned to England in the month of May 1745, having, previous to his departure from the West Indies, been removed into the Experiment frigate, and sent home express by sir Chaloner Ogle, whose arrival he only preceded two or three days. He sat immediately afterwards as one of the members of the court-martial, held on board the Sandwich, at Portsmouth, on the 17th of June, for the trial of captain Green, commander of the Lizard sloop.

In 1746 he was one of the members of the court-martial held for the trials of the admirals Lestock and Mathews; but, strange as it may appear, we do not find any mention made of him as a captain in actual service, after his quitting the Experiment, till the year 1755; when he was made captain of the Torbay, a ship of seventy-four guns, equipped at Chatham in consequence of the rupture which was daily expected to take place with France. The Torbay was very soon afterwards sent, under Mr. Boscawen, to North America, and was taken by that admiral for his flag-ship, Mr. Coleby serving as his captain. In the following year he quitted the service as a naval commander, being appointed, on June 22, commissioner resident at Gibraltar, with a salary of 1000*l.* *per annum*. He retained this office till the conclusion of the war, and the consequent recal to England of nearly all the ships on that station, rendered its continuance unnecessary. He retired, in the year 1763, on a pension of 400*l.* a year, as a superannuated commissioner, and enjoyed that honourable testimony of his past services till his death, which took place on the 9th of February 1772.

DANDRIDGE, William,—The first information we have relative to this gentleman is, that, in 1740, he was commander of the Wolf, a small sloop of war on the American station, and was present in the early part of the war at the fruitless attack made on the town of St. Augustine, by general Oglethorpe. Not long after its failure he was sent to the West Indies with orders to join Mr. Vernon. He attended that admiral on his expedition against

* See vol. iv. p. 293. Some accounts make the name of the largest prize to have been the Couillandean, instead of the Tamerlane, as asserted in the life of captain Knight.

Carthagena, but was detached ahead of the fleet for the purpose of reconnoitering Port Louis. He rejoined the admiral with an account of his having discovered nineteen sail of large ships in that harbour, one of them with a flag at the main-top-mast head, and a second with a broad pendant flying. An immediate signal was accordingly made for the flag-officers and generals to assemble; and the information received being communicated to them, it was unanimously agreed to steer for the isle of Vache, as well for the purpose of observing the motions of the French, as of procuring more perfect intelligence of their force and particular destination. On the 12th of February the greater part of the fleet came to an anchor under the island abovementioned, two leagues to the westward of Port Louis; and it was soon found that captain Dandridge had been deceived by the thick haze, through the medium, of which he had made his observations.

Erroneous as his report was, he was not in any degree deemed reprehensible for the mistake, but on the 19th of the same month was promoted, by Mr. Vernon, to be captain of the South Sea Castle. He does not, nevertheless, appear to have been confirmed in that command, by the board of admiralty, till the month of November following. No mention is made of his services during the time he continued in this ship, except that he was, about the month of May, ordered to America; and in the month of July was sent from Virginia* to Savannah, in Georgia, where general Oglethorpe was then vigorously attacked by the Spaniards. We do not find any other mention whatever made of him till the year 1744, when, in the month of July, having previously returned to England, he was appointed captain of the Mary galley, a fifth rate of forty guns. We are totally ignorant of any other particular concerning him, except that he died in England on the 17th of October 1747.

DENNIS, Henry, — was, in the early part of the year 1740, commander of one of the small vessels attached to the fleet

* There is some, but not positive, reason to suppose this gentleman commanded the *Tilbury*, of sixty guns, at the time that ship was unfortunately burnt, at Navassa, in the month of September 1742; if so, he had, in all probability, received this appointment a short time before, on the indisposition of captain Dent, who had previously commanded that vessel.