

with all the sail they could croud. Captain Jennings, in his turn, pursued them, and in about an hour's time got nearly along-side of the largest. The enemy being in confusion, threw their ship up into the wind; by which accident they lost their main-mast, and fore-top-mast: and on captain Jennings's firing a single gun at them, struck their colours. The prize was called the *New Cherburg*, built purposely, at Marseilles, for a cruiser, and mounting thirty-six guns.

The *Rye* coming up soon afterwards, captain Jennings left that ship to take care of the prize, and with his utmost expedition made after the consort. He came up with her about one o'clock. Her captain was a person of some consequence, and endued with a bravery, encreased by despair, to a pitch bordering almost on romantic. Finding all farther attempts to escape would be vain, he resolutely brought to, and engaged the *Plymouth* for the space of three hours: nor did he at last surrender, till thirty-three of his people were either killed or wounded. This second prize was called the *Dolphin*, a privateer belonging to St. Maloe's, mounting only twenty-eight guns, but manned with a chosen crew, consisting of one hundred and ninety-six men.

Captain Jennings lost no longer time than was necessary to convoy his prizes into port. Sailing immediately with his old consort, the *Rye*, he met with the *Severn* man of war, which was at that time employed also on the cruising service. They all three stood over to the coast of France; and, on the 25th of the same month, got sight of a French convoy of twelve ships, laden with wine from Bourdeaux. The *Plymouth* out-sailing her companions, soon came up with the sternmost of the merchant-ships, which captain Jennings left to be secured by the *Rye* and *Severn*. He himself pursued the convoy, which consisted of two small private ships of war belonging to Dunkirk, one mounting twelve the other eight guns. The latter captain Jennings captured, as he afterwards did two of the merchant-ships; his consorts taking four more.

The peace at Ryfwic taking place in a few months after this time, we meet with nothing memorable relative to this excellent commander till after the accession of queen Anne. He continued to be employed during the greatest

greatest part, if not the whole of king William's reign. But the time of peace, as we have already frequently taken occasion to remark, affording very few interesting particulars for the memoirs of the greatest characters in his line of life, this breach in our narrative is the less to be wondered at, though we have not been able to give even the name of the ship or ships he commanded during this period.

On the recommencement of the war with France, in 1702, he was appointed to command the *Kent*, of seventy guns, and sailed soon afterwards, under sir G. Rooke, on the expedition against Cadiz. At the attack on Vigo he assisted as one of the seconds to vice-admiral Hopson, who led the assault with his division. After his return he was promoted to the *St. George*, a second rate of ninety-six guns. In this station he accompanied sir C. Shovel, in the year 1703, on his fruitless voyage to the Mediterranean, for the relief of the Cevenois. During the next year (1704) he still continued captain of the same ship, and was present, under sir G. Rooke, at the capture of Gibraltar, and the battle off Malaga, in which last he was stationed as one of the seconds to the commander-in-chief. His conduct and gallantry, on this occasion, were so remarkably conspicuous and praise-worthy\*, that, on the 9th of October following, he received the honour of knighthood, as an express reward for the service he rendered in that encounter.

On the 24th of January 1704-5, he was promoted to be rear-admiral of the blue; and being appointed to command in that station, under sir C. Shovel, joint-admiral of the main fleet, with the earl of Peterborough, was ordered†, as it is said by Lediard, to collect the ships of war at Spithead, previous to Shovel's arrival. This, although it is a circumstance almost too trivial to merit dispute, we are inclined to disbelieve, as we find, in the

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\* He had forty-five men killed and ninety-three wounded. In the account given, published by authority, of this battle, it is particularly said, "several ships of the admiral's, rear-admiral Byng's, and rear-admiral Dilkes's divisions being forced to go out of the line for want of shot, the battle fell very heavy on the admiral's own ship, the *St. George*, and the *Shrewsbury*."

† On the 7th of April.

Gazette, No. 4123, that sir John, in all probability, had no flag hoisted till the 13th of May, at which time he accompanied admiral Shovel to Portsmouth, and immediately repaired on board the Royal Anne. He appears to have sailed, with a strong detachment of the fleet, under the command of vice-admiral sir George Byng, a few days before sir Cloudesley, with the remainder, was ready for sea. The chief object of the cruise was to reconnoitre the harbour of Brest, in order to discover whether the enemy had any squadron in that port ready for sea. Having received information that the French had eighteen ships of the line there, completely equipped, these commanders repaired to the rendezvous assigned them, where they were joined by sir Cloudesley Shovel on the 27th of May.

A council of war was immediately held, in which it was determined, that sir G. Byng, and sir J. Jennings, should be left behind, with twelve ships of the line, a frigate, and a fireship, to watch the motions of the enemy. A discretionary power was vested in sir George either to dispatch rear-admiral Jennings after the fleet, to the bay of Wares, or to retain him in soundings, according to the intelligence he might afterwards receive relative to the motions of the enemy. It was thought most prudent to adopt the latter measure, and sir John removed his flag into the Mary, a third rate. But the French ships continuing in port, we do not meet with any thing more remarkable performed by this squadron than the capture of a few privateers\*, which had for some time infested the coast of Ireland. Sir John returned into port, for the winter, about the middle of November, having, as his last piece of service during this naval campaign, convoyed, from Ireland, an East India fleet, which had put in there some time before.

The year 1706 affords us some particulars, relative to the life of this brave and able commander, that are rather more interesting than the foregoing. He was sent out, in the month of April, as second in command, under sir G. Byng, of the reinforcement dispatched to sir John Leake

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\* "One of twenty-two guns, one of sixteen, and one of fourteen, captured in the month of October."—Gazette, No. 4171.

at Lisbon. That admiral having sailed from thence before their arrival, they proceeded after him to the Mediterranean, and joined him on the 30th of April. The first service undertaken by the fleet was the relief of Barcelona. Sir John Jennings, with sir George Byng, and several of the ships which came from England with them, carrying a press of sail, being also prime sailers and just off the ground, arrived off that city some hours before their comrades, and were very near surprising and capturing several of the enemy's ships, the rear of whose fleet they got sight of, as it quitted Barcelona: road in great disorder. The siege being effectually raised, and the soldiers embarked, the fleet sailed, on the 7th of May, for Valencia, where the troops were immediately landed. It was afterwards resolved to proceed to Alicante: but information being received, while the fleet was on its passage thither, that the inhabitants of Carthagena wished only for the presence of the fleet, and an opportunity of declaring for king Charles the Third, it was immediately determined to steer thither. The fleet arrived on the 1st of June, and the conditions of surrender\* were finally settled the following day. It may hitherto be thought, this short detail of the operations of the fleet, in which sir John Jennings appears to have had no particular concern, has been unnecessarily introduced here. But it has been necessary, in order the better to connect the narrative, as we shall now find him entering into a more active scene of life.

On the surrender of Carthagena, and the sailing of the main body of the fleet from thence, sir John Jennings was left behind, with a small squadron of four ships of the line, to arrange the civil government, and secure the future internal tranquillity of that city. This task he very diligently and judiciously fulfilled, to the satisfaction of all the inhabitants, and in so short a time, that in less

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\* The author of the Life of sir John Leake informs us, that when the fleet first arrived off Carthagena there appeared some hesitation as to the surrender on the part of the Spaniards: and that on this account sir John Jennings was appointed, with the English and Dutch ships of the line, to cannonade the city, an attack, the submission of the inhabitants afterwards prevented.



than six weeks he was enabled to quit it and join sir John Leake, who was then engaged in the siege of Alicant. Sir John Jennings arrived off that place on the 24th of July; and several breaches having been made in the fortifications next the sea, by a furious cannonade from the ships, a general assault, both from the sea, and the land-side, was resolved to be made on the 28th. The former of these was commanded by sir John, who having overcome every impediment, notwithstanding the attack from the land was at first repulsed, succeeded in making himself master of the town, with the very inconsiderable loss of thirty, or, as some say, only seventeen men. During this very spirited encounter he had a very narrow escape, lieutenant-colonel Petit being killed by a musket-shot, from a window, while standing close by him. The castle, into which the garrison retired, having surrendered about the middle of August, the fleet sailed for Altea bay, where it arrived on the 22d. Sir John was detached from thence for Lisbon with nine or ten ships of the line\*, two frigates, and a fire-ship, which he was ordered to refit there, and from thence to sail for the West Indies.

The greatest possible dispatch was used by him, after his arrival, in getting his squadron ready for sea, insomuch that he was enabled to sail by the 15th of October. Contrary winds much impeded his voyage, prevented his getting into Madeira, and compelled him to bear away for Santa Cruz, where he discovered five ships hawled close in under the forts. He attempted to take or destroy them, but was unfortunately obliged to desist, finding it impracticable, except by incurring the risk of disabling some of his ships, an hazard he was certainly not warranted in venturing on, for so trivial a prospect of advantage.

Having obtained a supply of fresh provisions and water at St. Jago, where he arrived on the 4th of November, he sailed for Barbadoes, and anchored in Carlisle bay on the 29th. On the 5th of December he departed for Jamaica,

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\* These were the Devonshire and Cumberland, of eighty-guns; the Northumberland, Essex, Resolution and Firme, of seventy; the Monk, Canterbury and Mary, of sixty; the Garland and Falcon frigates, and Hunter fire-ship.

in order, from thence, to carry into execution the remaining part of his instructions, which part, indeed, constituted the principal object of the voyage. This was to induce, by the appearance of a formidable naval force, capable of protecting them, the Spaniards in that part of the world, to declare in favour of king Charles. In this hope, sir John having arrived at Jamaica on the 2d of January, soon afterwards dispatched the *Mary* to Carthagena, with a letter to the governor, in which, after having given him a very circumstantial account of the various successes of the allied powers in Europe, and particularly in Spain, he used every possible argument to induce him to put himself under his protection, by renouncing the duke of Anjou. He offered also to take the galleons under his convoy, and see them in safety to Europe. The governor civilly declined accepting the offer, and modestly enough excused his compliance with the former part of the proposal; informing sir John at the same time, that he had just before received advices from Spain, by which he was assured that the scale had again turned in favour of king Philip, who was once more in possession, not only of Madrid, but all those posts which had lately been in the hands of his opponents.

Unfavourable as this answer was, sir John was resolved to try, as his last hope, whether the appearance of his fleet before the port of Carthagena would not induce the governor and council to alter their resolution; he accordingly proceeded thither with his whole squadron, except the *Northumberland*. The Spaniard, however, persisting in his refusal, and sir John not being authorised by his instructions to use violent or compulsive measures, no alternative was left him but to return to Europe. Having taken a necessary supply of water, and fitted his ships, as well as circumstances would admit of, he sailed from Bluefields on the 25th of February, and arrived at Spithead, after a very favourable passage, on the 22d of April.

The want of success on this occasion roused not that clamour which rarely fails to attend it; the people and the sovereign, both perfectly convinced of the ability, as well as integrity of their commander, commiserated his disappointment as much as they did their own. Sir John does not appear to have had any command during the remainder of this year; but, on the 10th of

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December following, was promoted to be rear-admiral of the white; as he was, on the 8th of January ensuing, to be rear-admiral of the red: he had served some years as rear-admiral of the blue: and at that day it was rather extraordinary for so active and well-esteemed a commander to remain in the same station so long without experiencing promotion; but now the current had once found its channel, it appeared to rush on him like a torrent, for, on the 26th of the same month\*, he was still farther advanced, to be vice-admiral of the red. When the French, in the month of March following, meditated the invasion of Scotland, he was appointed commander-in-chief in the Thames and Medway, in order to expedite the equipment of all the ships that could be fitted out from Chatham and Woolwich. On that extraordinary emergency he acquitted himself with the greatest credit.

Towards the latter end of the year 1708, he was sent out, under the orders of sir George Byng, to Lisbon and the Mediterranean. Although nothing very consequential happened during this expedition, we find ourselves obliged to consume some time in relating such circumstances as we have been able to collect. When sir George sailed, on the 27th of December, from Lisbon for the Mediterranean, with part of the fleet, he left sir John with the remainder to guard the mouth of the Straights. In the latter end of May 1709, he sailed for the Mediterranean, to join the commander-in-chief, with a squadron of sixteen ships of war, and about forty transports, which he had under his convoy, laden with stores and provisions. The junction was effected at Barcelona on the 8th of June; and a council of war being held, it was there determined to be necessary to send back a sufficient squadron for the protection of the coast of Portugal. This service was allotted to sir John Jennings, who sailed accordingly, about the middle of June, with ten ships of the line and three frigates. We find no notice taken of any thing material that occurred during the time he held this command; nor do we know precisely the time when he returned to England: however, on the 9th of November following, he was promoted to be admiral of the blue.

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\* January 1707 8.

Early in the year 1711, having been advanced to be admiral of the white, he was appointed commander-in-chief in the Mediterranean. He sailed from St. Helen's on the 7th of January, and arrived at Lisbon on the 23d. He staid here some weeks to collect the ships he was to convoy to the Mediterranean; and arrived with them at Barcelona on the 26th of March. Repeated defeat and misfortune had long since convinced the French of the folly of equipping large fleets: these had always been unable to contend with those of the allied powers. Their system of naval war was completely changed; and they contented themselves with sending out, occasionally, small squadrons, and single ships, to keep the spirits of the people alive by the depredations these desultory cruises enabled them to commit on our commerce. The attention of the British commanders were, therefore, principally directed to its protection, and in properly guarding the reinforcements of troops, as well as stores and provisions, to their several places of destination. We are not, therefore, to be surprised at frequently finding exploits, during this period, more interesting in the lives of private captains, than in those of the most celebrated commanders in a higher station.

But to return to sir John. Having regulated and dispatched the necessary convoys from Barcelona, he sailed from thence for Port Mahon, where he was joined, on the 19th of May, by vice-admiral Baker, and several ships, he returned to Barcelona on the 1st of June. After a short stay in that port he sailed for Toulon, in hopes of intercepting some of the enemy's corn ships from the Levant. On his return to Barcelona, after a short cruise, he received intelligence of an event which occasioned a new arrangement of the future operations: this was the death of the emperor Joseph; in consequence of which king Charles became the presumptive heir to the Imperial crown. Sir John received orders from the British court to convoy his majesty back to Genoa in case he should think proper to return to his hereditary dominions; and to provide for the tranquillity of the city of Naples, against any commotion that might probably arise during the then critical situation of affairs. The king himself appeared, at first, very irresolute, not wishing to quit Catalonia



talonía till he had positive information of his being actually elected emperor; and at the same time appearing very unwilling to suffer the fleet to depart, as the very safety of the Spanish cause, and all hopes of future success, were principally to be sustained by it. In this state were affairs when sir John found it absolutely necessary to proceed to Mahon in order to refit; and in this, king Charles at last acquiesced, after having exacted from him a positive promise that he would return to Barcelona as soon as he had obtained the necessary supplies, and put his ships into a proper condition for service. Sir John strictly adhered to it, returning to Barcelona road on the 26th of July\*, with fourteen English and Dutch ships of the line. The rest of the ships of his squadron, amounting to eight or ten ships of the line, being detached on different services, with orders to rendezvous at Barcelona, he did not think it proper to sail from thence till they had all rejoined him. His force, however, being completely collected by the beginning of September, the king, who had now resolved to depart for Germany, embarked with sir John, who sailed from Barcelona on the 16th; and, after a passage of ten days, landed his majesty in safety at Genoa.

Sir John sailed almost immediately afterwards for Leghorn, in order to procure cables, and several other stores, of which he stood much in need. Having supplied himself with these, he repaired to Vado bay on the 2d of November; where having caused the troops, destined for Catalonia, to be embarked, he put them under the protection of captain Swanton, with five ships of the line and two fireships; accompanying them himself, for their better security, as far as Cape Roses; and intending, afterwards, to proceed, with the remainder of the squadron, for Minorca. Off that island he encountered a dreadful storm; in which several of his ships sustained considerable damage in their masts and rigging; but had, however, the good fortune to get into Port Mahon, on the following day, without having sustained any more serious injury. The remainder of the year was spent in sending

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\* This date is taken from Campbell, who, we believe, is the most accurate of all our naval historians, in his account of this matter.

out, from time to time, small squadrons, on short cruises, for the purpose of distressing the enemy's commerce.

About Christmas the admiral received intelligence that the French were busily employed in equipping a squadron of eight ships of the line and four frigates, at Toulon, which were intended for sea early in the ensuing spring, and destined for the West Indies. This armament being of too much consequence to be disregarded, and he himself too modest to trust his own judgement, a council of war was called on the 22d of February; in which, after having carefully enquired into the state of the ships, it was found they could not proceed to sea till they had procured a supply of provisions. A frigate was, in consequence, dispatched to vice-admiral Baker, at Lisbon, with instructions to take every possible precaution for the safe conduct of the fleet of victuallers soon expected from thence, as the future service of the fleet so materially depended on their arrival.

The necessary recruit of stores and provisions having reached Mahon, a second council of war was held on the 11th of March, in which it was determined to put to sea immediately with all the ships that were at that time in a condition for service. These amounted to eleven ships of the line, four frigates, and two fireships; they stretched over to Cape Toulon, off which it was intended to cruise until some certain advice could be collected relative to the enemy. But information being received, a few days afterwards, from captain Walpole, of the *Lion*, that he had seen nine large ships to the north-west of Minorca, it was resolved to proceed to the southward of Majorca and Yvica, in order, if possible, to intercept the enemy in their passage down the Straights. This measure proving unsuccessful, the admiral came to an anchor, on the 1st of April, off the island of Formentura; and, after having dispatched two of his best sailing frigates to look into the several ports and bays, where it might be most probably presumed the French ships had taken shelter, sailed to Barcelona to wait their return. No satisfactory or interesting intelligence being procured by these means, sir John continued in that port till he was joined, in the month of May, by the Dutch vice-admiral, having under his convoy a fleet of transports, with near six thousand troops on board. These being disembarked, and the

emperor, as well as count Staremberg, very desirous of having a large body of cavalry escorted from Italy to Catalonia, the admiral sailed to Vado; from whence, having the troops just mentioned under his protection, he returned to Barcelona on the 7th of August.

In about a month after this he received official information of the suspension of arms; and, at the same time, special instructions from lord Bolingbroke, then secretary of state, to suffer a large corn fleet, bound for France, to pass unmolested. This had been long expected; and, but for these orders, would, from the precautions he had taken, have certainly fallen into the admiral's hands. The operations of war being now closed, it might naturally be supposed a life of ease and inactivity would have succeeded to those fatigues of watchful service, in which he had, for so many years, been engaged, and in which care and diligence, being the only exertions that were, on his part, necessary, coldly supplied in the opinion of the people, the more attractive, though not more valuable pursuits of enterprise and glory.

He cannot, however, be said to have remained in a state of useless inactivity, notwithstanding hostilities had ceased between the allied powers. The Salletine corsairs had of late committed some acts of violence: these sir John, during the ensuing winter, not only took care properly to repress, but also to prevent the repetition of. In the spring he had the honour of convoying the empress from Barcelona to Genoa. At his departure she presented him with her picture set with diamonds; and, as an additional mark of her personal esteem, gave his nephew a very valuable diamond ring.

The other services he was engaged in during the year 1713, were the conveyance back to Italy, of the troops, that had been employed in the service of the allies, amounting to thirty thousand men; an undertaking of much difficulty, though not of danger. He afterwards conducted the duke and dutchess of Savoy from Villa Franca to Sicily, their new kingdom. Having then completely fulfilled all his instructions, he obtained permission to resign his command and return home, by land, through France. He arrived at Paris on the 16th of November, and in England a few days afterwards.

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During the remainder of queen Anne's reign he appears to have sought, in retirement, some rest and refreshment, after the fatigues of mind as well as body he had so lately endured. The convulsions of the domestic government of country, and the rancour of party, which probably never were carried to a greater height than at this period, in all likelihood contributed not a little to his having, in some degree, quitted the service, for a short time, as, at the accession of George the First, he was not upon the list of admirals.

Immediately, however, after that monarch landed, an almost complete change took place in the naval department; and, in consequence, sir John Jennings, who stood among the highest in the royal favour, was appointed one of the commissioners of the admiralty, an office in which he continued during the whole of this reign. Early in the year 1716, he was again called into active service as admiral of the white, and appointed to command a squadron of ten ships of the line, sent to the Frith of Edinburgh, in consequence of the pretender having, a short time before, landed in Scotland. Sir John repaired by land to Edinburgh, and hoisting his flag on board the *Oxford*, took upon him the command on the 1st of February. He immediately detached several ships to attend the motions of the king's forces, and render them every assistance in their power where necessary or possible, and at the same time to distress the rebels by harrassing their posts near the coasts and intercepting their supplies. It is next to impossible for any man, however meritorious his conduct, who is invested with a high and consequential command, to escape the malignity and envy of those who affect to be of, what is called, an opposite party. The escape of the pretender afforded them what they thought sufficient ground for clamour against a man, whose known zeal for the opposite interest raised him far above suspicion, had his activity in this service been less conspicuous than it really was. But the sovereign, and his ministers, did ample justice to their own choice by refuting this ungenerous calumny, in an account, published in the *Gazette*, of the several operations previous to the complete suppression of the rebellion, and in particular of such as the naval force was more immediately concerned in.



From this it appeared, that the pretender put to sea in a clean tallowed French snow, with her sails furled; that she rowed close along shore till she had cleared all the British cruisers; that the night was so dark when this vessel escaped\*, that it was impossible to discern any object at the distance of a quarter of a mile; that the Royal Anne galley, the Port Mahon, the Pearl, the Deal Castle, and the Phoenix, were at the very time stationed off the harbour of Aberdeen, whence it got out; and that their commanders used every possible diligence and endeavour to intercept the Pretender, as well as on every occasion to promote the general service. In proof of this we find, in the Gazette alluded to, the following remarkable sentence: "All the ships kept the sea diligently, when wind and weather would permit, and observed the motions of his majesty's army so carefully, that the duke of Argyle did not pass through any port town without finding some ship ready, to carry into execution any service he might have to propose."

From this time we meet with nothing very interesting relative to sir John, till the 28th of August 1720, when he was appointed ranger of Greenwich park, and governor of the hospital; of which noble institution he proved a most worthy ruler and protector†. A greater compliment, perhaps, could not at that time have been paid him, than in having appointed him successor to so good and worthy a man as lord Aylmer; and it is but bare justice to his memory to assert, he did not derogate from the well-known virtues of his predecessor. In the month of November he was appointed to command the convoy which

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\* On the 3d of February, three days only after sir John had taken the command.

† A noble statue, of George the First, cut out of a block of white marble, taken in a French ship, by sir George Rooke, was presented by him, and is erected in the center of the great square of the hospital. An exceeding good portrait of him, at full length, painted by Richardson, is preserved in the council room there: we know not, however, so well to associate our ideas, at the present day, as to persuade ourselves of its being a representation of the admiral and commander-in-chief of the British fleet. This is occasioned by his being painted in the whimsical habit of the times; a full dress suit of brown velvet, rolled up stockings, and immense square toed shoes.

attended the king from Helvoetsluys to Margate: after which he does not appear to have been employed in the line of active service till the year 1726, when he was appointed to command a Squadron of nine ships of the line, which the intrigues of the Spanish court induced the British government to send to the Mediterranean. He sailed from St. Helen's on the 20th of July; but was obliged, by a contrary wind, to put into Torbay, where he continued till the 23d. On the 3d of August he arrived in the bay of St. Anthonio, where he found two Spanish ships of war, one of seventy, the other of sixty guns; to which he never offered the smallest violence.

The Spaniards themselves were in the utmost agitation and consternation. All the regular troops in the neighbourhood of St. Anthonio were drawn thither, as in expectation of an immediate descent; which, indeed, was sufficiently warranted by the unprovoked conduct of the governor, who ordered several shot to be fired at the headmost ships, as though they had been declared enemies. The prudent, cool conduct of the admiral prevented any farther ill consequences: he contented himself with sending an officer ashore to expostulate on the impropriety of such behaviour; and an handsome apology, on the part of the aggressors, instantly healed the breach. On the 8th the admiral sailed for the Groyne, and on the 25th reached Lisbon. Here he was received with the utmost politeness, attention, and honour; the king of Portugal giving him an audience, and issuing orders that the Squadron should be immediately supplied with whatever stores or refreshments the ships, or their crews, stood in need of.

The admiral quitted the Tagus on the 25th of August, and anchored in the bay of Bulls, near Cadiz, on the 31st. He was here received with the utmost civility, notwithstanding it is said the people were every where in the utmost consternation, and actually retired several leagues up into the country. The alarm was extensive, for a strong reinforcement was immediately marched to augment the garrison of Cadiz; and the most vigorous measures were immediately used to put that city into the best possible state of defence. The very appearance of this Squadron, for that time effectually intimidated the

Spaniards from all hostile designs. This being the sole end of its equipment, sir John quitted Cadiz the latter end of September; and, after a very short stay at Lisbon, returned to Spithead, where he arrived, after a long passage, on the 22d of October.

With this expedition ends the naval life of sir John Jennings. He continued to live ever afterwards in peaceable and honourable retirement, quitting the office of commissioner of the admiralty on the accession of king George the Second, and resigning also his rank as an admiral, which he had till then retained, in the year 1734. The honorary civil appointment of rear-admiral of England was given him in the month of January 1732-3; but that appears to have been bestowed only as a respectable mark of the sovereign's hearty approbation and esteem for his former services, inasmuch as, being a mere sinecure, it interfered not with that repose from the fatigues of duty which he continued to enjoy happily, unenvied, and uninterrupted, till the time of his death, which happened on the 23d of December 1745, at which time he had attained a very advanced age.

Few men, through so long and active a service, ever enjoyed less opportunity of distinguishing themselves; yet what did fall within his power he improved to the utmost advantage, and on such occasions afforded the world as strong a proof of his bravery, and contempt of danger, as he did, at all other times, of his prudence and ability as a great commander. Campbell very justly pays him the compliment of having been one of the greatest seamen of the age; and his political integrity none have, we believe, ever dared to question. Without entering into the factious views of party, or supporting the ambition of a corrupt administration, he always proved himself the honest faithful subject of his sovereign, and the sincere friend of his native country. In short, he was, as an officer, brave, cool, diligent, and determined; as a statesman, honest and unsuspected; and, as a private gentleman, friendly, generous, and humane.

KIGGINS, William,—was appointed commander of the *Nathaniel* fireship on the 19th of November 1689; in 1693 he commanded the *Greyhound*, of sixteen guns, a ship employed merely as a packet between Harwich and

Helvoetsluys, but which, nevertheless, ranked as a frigate of war. In 1694 he was promoted to the *Montague* of sixty guns, a ship employed as a cruiser to the northward. This station affording but little opportunity of acquiring fame, we meet with nothing more remarkable than his capturing, in the month of June a large French ship laden with corn, and mounting twenty-eight guns. In 1695, he was made commander of the *Arundel*, of thirty-two guns, a new ship just off the stocks. In the command of this ship he died, on the 16th of September 1698.

MARSHALL, Thomas,—was appointed captain of the *Thomas* and *Elizabeth* fireship on the 3d of April 1689; and died, as it is supposed, in the same command on the 29th of August 1690\*.

MARTIN, Henry,—was appointed, by lord Dartmouth, first lieutenant of the *Dreadnought* on the 19th of December 1688. On the 16th of June 1689, he was promoted to the command of the *Berwick*, of seventy guns, a ship which he continued captain of many years, and in which he very much distinguished himself, both in the battle off Beachy Head, and that off La Hogue. In the months of January, and February 1693-4, he was employed as a single cruiser, and met with singular success in re-capturing a number of very valuable English merchant-ships, which had been taken by the enemy's privateers. In 1694 he sailed, under the command of admiral Ruffel, for the Straights: and in the month of February 1694-5, was sent home from Cadiz with a convoy, which he conducted in safety to Spithead, where he safely arrived on the 19th of March. At this time he quitted the command of the *Berwick*. He continued in constant commission, notwithstanding the peace which took place at Ryswic in 1697. In the year 1701 he was promoted to the rank of rear-admiral, and sent to the West Indies, having hoisted his flag on board the *Defiance*. He did not long enjoy this appointment, dying on the 19th of February 1701-2.

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\* This information, although it is the best we have been able to procure, we much discredit; as we believe this gentleman to have lived a considerable time after this, and to have even commanded the *isle of Wight yacht* in 1692.



MEES, George,—was appointed lieutenant of the *Swan* on the 7th of July 1686; on the 6th of April 1689, he was promoted to the command of the *Jersey*, of forty-eight guns; and early in the following year was still farther advanced to be captain of the *Exeter*, of seventy guns. He commanded this ship at the ever memorable battle off Beachy Head, where he behaved with great gallantry, and exerted himself much, though unfortunately, without success, to save the *Ann*, which being totally dismasted in that action, afterwards went ashore and was destroyed. In 1691 he was made captain of the *Ruby*, a fourth rate, and employed principally on the cruising service.

In the month of April 1692, he was appointed commanding officer of a small squadron of six ships of war, sent to convoy a fleet of coasters and merchant-ships to the northward. He did not, however, long continue on this service, returning in time to join the main fleet previous to the engagement off La Hogue: after which he was sent express, by sir Ralph Delaval, to England, with the news of his having burnt the *Soleil Royal*, the count de Tourville's flag ship, together with his two seconds, the *Conquerant* and *Admirable*.

On his return to the fleet he was detached, by admiral Ruffel, with eight English and Dutch frigates, to reconnoitre the port of St. Maloe's; a service he very diligently executed, having acquired a perfect knowledge of the disposition of the French ships of war at that port, and authentic information that all the transport ships, which had been collected at Havre de Grace for the purpose of invading England, were completely dispersed. Soon after this he was made captain of the *York*; and in the month of January 1692-3, being then on a cruise, in company with the *Dover*, fell in with and captured two large French privateers; one of them called the *St. Anthony*, of Nantes, carrying twenty-six guns, six patararoes, and one hundred and thirty men; and the other, called the *Mariana*, of St. Maloe's, carrying sixteen guns and one hundred and four men. He continued in this kind of service during the ensuing spring, and met with that success which might naturally be expected to attend activity and diligence; particularly in the month of April, he captured

captured a fine new privateer, of fourteen guns, called the prince of Wales, having one of the late king James's commissions.

On the 23d of May following he was promoted to the *Ossory* of ninety guns, one of the ships belonging to the main fleet. He did not long continue in this command, being, in the following month, appointed, by the joint-admirals, Killegrew, Delaval, and Shovel, to command under them, their flag ship, the *Britannia*. Having, for three years after this time, always commanded some large ship attached to the main fleet, we have, during that period, nothing memorable to relate of him. In 1696 he was appointed to command the *Sandwich*, of ninety guns, which was stationed to lead the English division of the fleet. In the month of July he was detached, by lord Berkeley, at that time commander-in-chief of the combined fleet, with a squadron of ten ships of war and several bomb-ketches, to bombard St. Martin's, on the isle of Rhè; a service he very effectually performed as appears by the annexed account \*. Soon after his return from this expedition he was sent, with a small squadron, to cruise in soundings; in which he, if possible, encreased

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\* " Whitehall, July 25, 1696. On the 3d instant lord Berkeley detached sir Martin Beckman, with the bomb-vessels and a squadron of ten ships of war, under the command of captain Mees. On the 5th they arrived before St. Martin's, in the isle of Rhè, going in under French colours, which they struck as soon as they had anchored. In the evening they began to bombard the town, and continued to do so all that night and the following day; in which time they expended 2230 bombs and carcasses, which did such execution, that the best and richest part of the town, where the most considerable warehouses were, were burnt down and destroyed by the shells. The front of the town, towards the sea, is in a strait line, fortified with several works capable of mounting 120 pieces of cannon; but some of the embrasures had no guns in them. On the 6th the enemy drew several cannon from other parts of the town, and many mortars; from which they fired briskly against the assailants, but did them very little damage. On the 7th the squadron sailed for Olonne, where it arrived the same evening, and immediately began to bombard that place, which was continued till next day. The enemy had a battery of eight guns upon a point of land going into the harbour, but fired very seldom after the first hour, the bombs having dismounted some of their guns. One thousand nine hundred and ninety-six bombs and carcasses were expended with all the effect that could be expected. The ships of war and bomb-ketches then rejoined the fleet, which is since come into Torbay."

that reputation he had already acquired, by his very great diligence and attention to the protection of trade. During this short cruise he had the good fortune to capture three large French privateers; one of them mounting thirty-eight, a second thirty-six, and a third fourteen guns.

In the month of February 1696-7, he was appointed commodore of a small squadron destined for the West Indies, to reinforce vice-admiral Neville, who was ordered thither from the Mediterranean. Mr. Mees is erroneously said, by some, to have been promoted to be rear-admiral of the blue on the 3d of February 1696-7. This is most certainly a mistake: he never attained any higher rank in the service than that of commodore, altho' he is called a rear-admiral, by Campbell, who is in general very accurate in those points. He only had the privilege conferred on him, of wearing the blue flag at his mizen-top while in the West Indies.

But to return to the expedition itself. The commodore, with the ships under his command, sailed from the Downs on the 16th of February, but was compelled to put back on the following day by a contrary wind. On the 22d he again put to sea; and, after having staid two days at St. Helen's to collect his convoy, sailed from thence on the 26th. The appointed place of rendezvous was off Madeira; but the fleet separating in a fog, soon after it had passed the Isle of Wight, no vessels but the Bristol and the Lightning fireship kept company with the commodore to that island; the others made the best of their way to Barbadoes, where the vice-admiral and Mr. Mees arrived on the 17th of April. The several combined operations of this unfortunate squadron having been already given in the life of Mr. Neville, no farther notice need be taken of them here. About the latter end of June Mr. Mees was detached, with nine ships, to destroy the settlement of Petit Guavas. The disposition made by him for this attack was masterly in the highest degree; and nothing but the misconduct of the men, which it was not in the power of the commodore to prevent, deprived him of the most brilliant success.

A detachment of nine hundred men being formed from the ships, two hundred and fifty of them were put on board a sloop, one hundred on board a fifth rate, and the remainder

remainder into the boats belonging to the Squadron, with the last the commodore himself proceeded, leaving the two vessels about sixteen leagues from the place, with orders to lay to, so long as not to reach Petit Guavas before the next morning; and, afterwards, finding himself unable to reach the port himself during the night, he dispatched instructions for the captains of the vessels to wait till the following day. Hitherto every thing wore a most favourable aspect. The commodore reached the place of destination, with his fleet of boats, undiscovered; and landed, at half past three in the morning of the 23d, about a mile to the eastward of Petit Guavas.

His little army consisted of four hundred men; he himself acting as commanding officer, assisted by several of the captains of the Squadron\*. They marched directly forward for the town; and although the vessels, just mentioned, were not yet arrived, and several of the boats, having on board about an hundred men, were unable to keep up with the commodore, he thought it more prudent to attempt the place by a coup-de-main, with his small force, than to give the enemy time to collect, by discovering himself, and waiting till his rear should come up. This measure being unanimously agreed to, he entered the town at day-break, and immediately attacked and forced the grand guard. This being accomplished, he detached a body of one hundred men to take possession of two batteries of four guns each; which being effected, without opposition, the enemy evacuated the town.

As the day advanced, and no farther opposition on the part of the enemy being dreaded by the assailants, they were no longer to be restrained from plundering, notwithstanding the commodore, and the rest of his officers, took every possible means in their power to prevent, and put a stop to it. The consequence of this breach of order was, that in two hours the principal part of them were so drunk as to be utterly incapable of service, and the commodore was under the necessity of ordering the town to be fired, while he was able to collect fifty sober

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\* One of them was the well-known captain, or colonel, Kirkby, who behaved on this service with the greatest gallantry, although, in the next reign, he was shot for cowardice.



men to cover his retreat. Thus were the officers and men deprived of the pecuniary reward their bravery, spirit, and activity so justly deserved, and which the latter afterwards forfeited merely by their imprudence.

The loss to the enemy was, nevertheless, equally consequential, and must have been very considerable, as it was confidently reported, that four mules, loaded with gold and silver, had arrived in the town only two days prior to the attack, being part of the plunder the Buccaneers had just before acquired at Carthagena. As for the captors, they gained no other booty than a few negroes, and some inconsiderable articles of merchandize scarcely worth mentioning. The sailors being embarked without the smallest molestation on the part of the enemy, the commodore proceeded to sea in search of vice-admiral Neville, whom he joined on the following day. It was now resolved that the whole squadron should make the best of its way for the Havannah, for which they accordingly steered; but which Mr. Mees unfortunately lived not to reach; dying at sea on the 17th of July 1697, of some disorder contracted from the unwholesomeness of the climate, and most probably too much encreased by his late disappointment, and the chagrin he felt in consequence of it.

Few men, whose service had been so short, had been favoured with so many opportunities of distinguishing themselves; and no man had ever more eagerly seized or improved them. His nautical abilities, as well as his personal bravery, were ever held in the highest estimation, and failed not to procure him the most consequential commands. In his last, in which alone he was unfortunate, he had, at least, the consolation of having his ill success pitied; and died as generally lamented as he had, when living, been universally beloved.

PRICE, John, — was appointed commander of the *Sapphire* hired frigate of war, of thirty guns. On the 30th of July 1689, he was employed, in conjunction with captain Whetstone, of the *Europa*, to convoy the victualers, destined for the support of the army, in Ireland, under the command of the duke of Schomberg. In this service he continued, during the remainder of that year, and also in that which ensued, rendering himself much distin-

distinguished for his activity and enterprising spirit, and grievously impeding the cause of the enemy by the number of important captures he had made from them. In 1691 he was removed into the *Smyrna Merchant*, but still continued to be employed on the same station; and, in 1693, was promoted to the *Assurance* of forty-two guns. This ship was put under the orders of the superintendant of transports, and stationed in the German Ocean, between Harwich and other places or ports of embarkation, and Ostend. He was, in the following autumn, removed to the *Centurion*; in which ship he had considerable success against the enemy's small privateers, having captured several of inferior note. On the 24th of February 1694, he had the good fortune to make prize of the largest of four privateers, belonging to Dunkirk, who resolutely resolved to attack and board him; this the enemy were fully able to have accomplished, had they possessed spirit and gallantry equal to that of captain Price, as they carried upwards of six hundred men, and his compliment was only two hundred. He continued to command the same ship many years, as we find him, in the year 1698, captain of her in the Mediterranean. He remained, we believe, in commission during the rest of king William's reign.

Not long after the accession of queen Anne, that is to say, in the latter end of the year 1703, he was promoted to the command of the *Somerset* of eighty guns; in this ship he was present, in 1704, at every operation during that interesting year, in which the battle off Malaga is to be particularly remembered. He led the van of the English fleet, and is to be noticed as having suffered more than any other commander of his division, having had thirty-one men killed, and sixty-two wounded. A note relative to him occurs in Lediard's *Naval History*, which is too singular to be omitted, although, in point of chronological accuracy, it ought to have been taken notice of somewhat before this time.

"The fleet, on the 8th of May, fell in with six French ships of war, off Cape Palos, a little to the eastward of Carthagena, which were chased, by signal from the admiral, by two ships of eighty guns, four of seventy, one of fifty, and one of forty, among these were the *Somerset*, com-

commanded by captain Price, and the Grafton, by sir Andrew Leake. In the course of the chase three of the ships had considerably neared the enemy; but two of them (the forty-gun ship, and the Berwick, of seventy) shortened sail, as thinking it too hazardous to engage the enemy on such unequal terms. The headmost, which was the Tyger of fifty guns, was, consequently, obliged to put about and stand from the enemy.\* To this error in judgment was added a second, which is related by Lediard as extracted from the Complete History of Europe†. Captain Price continued to hold the same command many years, and we find him, in 1706, sent to Lisbon as commodore of a squadron‡, sent thither to escort an outward-bound fleet. His force consisted of four third and two fourth rates, English, together with six Dutch ships of the line. Having taken on board, at Lisbon, major-general Stanhope, the queen's envoy to king Charles the Third, colonel Richards, with two English regiments, and several companies of Spanish deserters, he proceeded to Gibraltar in order to join sir John Leake, who was, at that time, commander-in-chief in the Mediterranean. He was, consequently, present at the relief of Barcelona, together with the capture of Carthagena, Alicant, and the islands of Ivica and Majorca.

During this service a circumstance occurred too singular to be omitted: the earl of Peterborough, to whom, although no naval officer, a commission had been formerly granted of commander-in-chief of the fleet in the Medi-

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\* "At four o'clock in the afternoon, sir Andrew Leake, in the Grafton, leaving off chase, made a signal to the captains to come on board him; and, accordingly, our headmost ships near the enemy were likewise obliged to do the same. But captain Price, in the Somerset, coming up in half an hour, kept on chasing; only in passing by the Grafton, he called to sir Andrew, asking him the reason why he left off chase so near the enemy, having a long day before them? to which he replied, if he would come on board he should know his reasons; which Price refused, being an elder officer. This made it an unpardonable presumption in sir Andrew, to make any signal. But Price seeing they were all brought to, and would not follow him, could not help doing the like."

† "He sailed from Spithead, with only five ships of war, on the 25th of February; the remainder joined him at Lisbon."

See Lord's Add. to Q. A. 1707.

terrestrial,

terranean, jointly with sir C. Shovel, now thought proper to put that commission in force, by hoisting the union flag at the main-top-mast head of the Somerset, and assuming a command, for which neither nature designed, nor his education fitted him, and which he soon afterwards had the prudence to quit. At the attack of Alicant this ship was one of those sent in, under sir G. Byng, to cannonade that city. When sir John Leake returned to England with part of the fleet, in the month of October following, captain Price was left, under sir G. Byng, for the purpose of protecting commerce; and, if necessary, co-operating with the army in Spain during the ensuing winter. It is almost needless to add of a man, whom we have, on no occasion whatever, seen acting otherwise than with the strictest attention to his duty, that he continued to render every service, diligence united with zeal and activity, could suggest, or enable him to perform. In the month of April he had the good fortune to make prize of two valuable French ships, bound from Marseilles to Guinea: and the inactivity of the count De Thoulouze, who persisted in keeping his ships confined to the harbour of Toulon, prevented his achieving any more considerable exploit. In the following summer sir C. Shovel arrived from England and assumed the chief command. With him he returned in the following winter, and fortunately without sharing his unhappy fate. After this escape he does not appear to have again gone to sea; but, in reward of his long, faithful, and diligent services, had a pension of 182*l.* 10*s.* a year, settled on him for life; and, certainly, the strictest national economist cannot think that provision either to have been exorbitant or ill-deserved. He did not long enjoy it, dying on the 1st of April 1709.

RAINS, Thomas,—was, on the 10th of May 1689, made commander of the Coronation hired ship of war. Nothing farther is known of him than that he afterwards went into the service \* of the East India company, and died in India on the 5th of May 1702.

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\* Notwithstanding which he still retained his rank in the navy. He commanded some ship of the line after the Coronation, but we have not been able to discover its name.



REYNOLDS, Robert,—was appointed second lieutenant of the Plymouth on the 23d of April 1677; and, on the 12th of August 1678, was promoted, by sir John Narborough, to be first lieutenant of the same ship. He is not known to have received any commission after this time till the 10th of April 1689, when he was appointed commander of the James galley. We believe him to have afterwards commanded a ship of the line; but have not been able to collect any farther particulars relative to him, or to ascertain the time of his death. We know him to have been alive, and unemployed, in 1699.

ROACH, Jeremiah,—was appointed lieutenant of the Antelope as early as the year 1665; but for some reason, not to be investigated by us, does not appear to have been again commissioned till after the revolution, when he was, on the 4th of April 1689, appointed commander of the Charles galley; and, in the month of August following, was appointed, by commodore Rooke, to be commander of a Squadron of small vessels, left to co-operate with the army under the duke of Schomberg, and keep open the communication, as well as facilitate the passage of supplies between England and Ireland. He died on the 6th of June 1690\*.

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\* In the address, relative to the mismanagement of the navy, presented, by the house of peers, to queen Anne, on the 1st of March 1707-8, the following mention is made of a captain Roach. We entertain no doubt but that this gentleman died at the time we have stated; nevertheless, as we cannot find any certain proof of any other gentleman, of this name, having held a naval command, we have thought it incumbent on us to insert it here. "The Wallingham galley, Peter Roberts master, arrived from Barbadoes about the same time (the year 1705) though he had several of his men impressed at Barbadoes, and only nine men and two boys left, with himself, on board: yet captain Roach, of the Fox, impressed three of his best men, his boatswain being one, although the master told him how weak he was; and that he had but one anchor on board. Captain Roach told him, if he was saucy, he would take him and all his ships company aboard, and whip him at the jeers. Captain Roach sent him three Italians, who could speak no English; and they, the next night, in a storm, ran away with the ship's boat, which was flayed: and the ship herself ran ashore; and so continued, about thirteen days, to her damage of 4 or 500 l. besides great prejudice to the merchant's goods: upon which account the master protested at Plymouth. The protestation was delivered to their lordship's and laid before the house."

ROBINSON,

ROBINSON, Henry.—The first information we have of him is, his having been appointed commander of the *Sampson* hired ship of war on the 17th of June 1689. He was, in the latter end of the year 1690, promoted to a more consequential command; and, in the year 1693, commanded the *Hope*, of seventy guns, one of the ships belonging to the main fleet. In this command he continued till the 16th of April 1695, when he had the misfortune to fall in, singly, with five French ships of war. He resolutely engaged them, notwithstanding the inequality of force, from five o'clock in the evening until twelve at night; when, having had eighty men killed and wounded, and the ship being also very much disabled in her masts and rigging, captain Robinson was obliged to surrender, and was carried into France. Immediately after he was exchanged, he was appointed commander of the *Hampton Court*, a ship of the same force with that in which he had been taken. He continued in the same station, attached always to the main fleet, till the peace of Ryswic took place. After which he does not appear to have held any command. He died on the 11th of July 1701.

ROOPE, Anthony,—is known only as having been appointed commander of the *Charles* fireship on the 19th of November 1689. He died on the 25th of June 1692.

SINCOCK, Robert,—is one of those characters who, in point of intrinsic merit, stands equally well intitled to the gratitude of a nation with those greater, and better-known personages, whose advantages of education and birth, which first brought them forward into public notice, being diligently improved by repeated acts of gallantry, has, in a variety of instances, raised them, very deservedly indeed, to the highest pinnacle of popular favour.

None of these advantages were possessed by Mr. Sincock. He was born of very humble, honest parents, who sent him to sea, early in life, as the best means they possessed of making any provision for him: after having continued many years in the service of the merchants, and deservedly attained the character of a very diligent, honest man, he entered into the royal navy, and was, after some time, appointed boatswain of the *Non-such*.

such. This promotion, humble as it was, aided by his own gallantry, laid the foundation of his so-meritedly attaining that rank he afterwards reached. The *Non-such*, mounting thirty-six guns, was commanded by captain Roome Coyle; and being stationed as a cruising ship off Guernsey, and from thence up the Channel, in the month of March 1689, fell in with two French ships of war off that island, one of them mounting thirty guns, the other sixteen, and six pateraroes, having under their convoy about twenty small merchant-ships bound for Newfoundland. Captain Roome Coyle \* immediately engaged them, but was unfortunately killed soon after the action commenced, together with the master. To add, if possible, to the misfortune, the *Non-such* had, at that time, no lieutenant on board, so that the command, of course, devolved upon Mr. Sincock, who continued the action, with the utmost spirit and best conduct, upwards of three hours, when both the French ships struck †. Mr. Sincock was, in consequence of this brave and exemplary conduct, officially promoted, on the 27th of June, to the command of the *Non-such*, the very ship he had so bravely defended.

From this time he was progressively advanced in command, so that, in 1693, he was captain of the *Tyger Prize*, of forty-eight guns, one of the Spanish convoy sent out in that year, in company with the unfortunate *Smyrna* fleet and sir G. Rooke's Squadron. We have not been able to discover in what particular service he was employed during the year 1694. In 1695 we find him commodore of the Turkey convoy; and, in the month of March 1696, appointed to command the *Berwick* of seventy guns ‡. He was

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\* See his life, vol. i. p. 175.

† "Plymouth, June 9. Yesterday sailed their majesties ship the *Non-such*, Robert Sincock commander, with his two prizes to the eastward."—*Gaz.* 2461.

‡ Among the Shovel papers is the following order to captain Sincock, dated April the 2d, 1696.

"You are hereby required and directed to receive, on board his majesty's ship under your command, captain John Leader, late commander of his majesty's ship the *Chatham*, and bear him as part of the ship's company till farther orders, for which this shall be your warrant.

"C. S.

"Captain R. Sincock commander of his majesty's ship the *Berwick*."

We

was one of the captains sent, during this month, under commodore Wyvill, to block up the ports of Dunkirk and Calais. On his return from this service he joined the grand fleet, with which he continued during this and the following year, till hostilities were happily closed by the peace at Ryswic. It is not positively known whether he ever had any command after this time. His death, indeed, which happened on the 12th of October 1702, prevented his having any share in the war, which took place immediately after the accession of queen Anne. It is needless to expatiate on the character of a man who owed his exaltation merely to his own merit.

TICHBORN, William, — was appointed commander of the Lively Prize in the year 1691. He was removed into the Crown Prize; in which vessel he was unfortunately lost\* on the 9th of February 1691-2.

TOWNSEND, Bryant, — was appointed captain of the Swift Prize on the 7th of August 1689, and died on the 14th of January 1690-1.

WARD, James, — was appointed lieutenant of the Royal Prince, and afterwards of the Golden Phoenix, in the year 1665, being soon after the commencement of the first Dutch war. He retired, after this, for many years from the service, which he did not return to till some time after the accession of king William. On the 17th of December 1689, he was made commander of the Falcon. He was afterwards captain of the Dunkirk, one of the

We have inserted the foregoing as containing a piece of information which may probably be curious, and entertaining to such as are unacquainted with the rules and regulations of the navy. In like manner, as the journal of a foreign privateer, captured by an English frigate, is said to be still preserved at the admiralty, on account of the following whimsical minute in it.—N. B. *The first LIEUTENANT was ducked this day for sleeping on his watch.*

\* The following account of this accident is given in a letter from Plymouth, dated February the 16th. "On the 7th instant, captain Tichbourne, in the Crown Prize, came to an anchor, in very bad weather, off Dartmouth, and the next morning fired a gun for help; but the sea running very high, none could get to him till the tide of flood came, when the captain had cut his cable and went out to sea towards the start. On the 9th instant the ship was driven on shore and went to pieces: the captain and about twenty of his men were drowned, the rest being saved."



squadron sent to the West Indies, under the orders of sir Francis Wheeler. In this ship he died on the 31st of May 1693.

WARREN, Thomas,—was appointed commander of the *John of Dublin*, a fireship, on the 28th of May 1689. In the year 1693, he commanded the *Grafton*, of seventy guns, one of the ships belonging to the main fleet. In the year 1695, he was removed into the *Windsor*, a ship of sixty guns, just launched, which was employed, during that and the following year, under the admirals Benbow and Shovel, in the desultory attacks made on the French ports. In 1697 he was commodore of a squadron, from Cadiz, consisting of sixteen English and Dutch ships of war, having under his convoy a fleet of merchant-ships bound from thence, with which he safely arrived, at Deal, on the 29th of October. He was soon afterwards appointed to the *Harwich*, and sent to Madagascar commander-in-chief of a small squadron, and commissioner to treat with a number of pirates who had formed a kind of settlement there. They had done considerable mischief to our commerce in that part of the world, and through the treachery of those who had been employed, particularly of one Kidd, who had himself turned pirate, force had hitherto been in vain employed against them.

Negotiation was rather more successful. A proclamation prudently issued, a measure devised, as Campbell says, by Mr. Burchett, at that time secretary to the admiralty, detached the common sailors from their chiefs, and their chiefs from each other. Commodore Warren lived not, however, to see the good effects of this conduct; dying at Madagascar on the 12th of November 1699, he left the command, and the completion of the business, to captain James Littleton, of whom hereafter.

WATERS, Joseph,—was appointed third lieutenant of the *St. Michael* on the 2d of May 1678. He had no other commission till after the accession of king William; when he was, on the 29th of May, appointed commander of the *Hannibal* hired ship of war. It is not known whether he ever was captain of any other vessel. He died on the 25th of January 1693-4.

WHETSTONE, sir William.—The first information we have been able to acquire relative to this gentleman,

man, is, that he was appointed captain of the *Europa* hired ship of war on the 30th of July 1689. He was employed, during the remainder of this year, in conjunction with captain Price of the *Sapphire*, in convoying the victuallers belonging to king William's army in Ireland. He continued in the same line of service during the following year also. He much distinguished himself both by his great attention, as well to the general protection of commerce, as of those ships which were specially entrusted to his care, and also by his activity in distressing the enemy by capturing several of their ships. In the year 1692 he was made commander of the *Crown*, a small fourth rate; and, in the month of June 1693, we find him promoted to the *York* of sixty guns, one of the ships attached to the main fleet. How long he remained in this station does not appear; but, in 1696, we find him captain of the *Dreadnought*, a ship of the same rate as the former, and employed on the Newfoundland station during the season, for the protection of the fishery. On his passage back to England he encountered a dreadful storm, which had nearly proved fatal to him. He continued in commission during the remainder of king William's reign, but we have been unable to discover in what particular ship, or service.

Immediately on the accession of queen Anne he was appointed to command the *Canterbury*, and sent out commodore of a small squadron to reinforce vice-admiral Benbow in the West Indies. Being the senior officer on that station, next to the admiral, he had the privilege granted him of local rank as a rear-admiral, while he continued in that part of the world. The melancholy fate of the vice-admiral we have already had too much occasion to lament. On the demerits of the authors of it Mr. Whetstone was appointed to act as judge; or, in plainer English, was deputed, by Mr. Benbow, to sit as president of the court-martial, which so justly condemned them to an ignominious death. There has been much cavilling among those who are fond of starting doubts, concerning the legality of the poor maimed admiral's delegating that authority to another, which, they say, belonged only to him, and which he could not properly divest himself of. On the propriety of this sceptical objection we shall not pretend to decide, contenting ourselves with saying, that as

no men certainly ever more justly deserved the fate they met, so did none ever experience more candour and fairness in the investigation of their criminality. For although Mr. Whetstone certainly possessed too much honour himself to suffer such delinquency to escape unpunished, he, at the same time, had too much honesty to pass on it an hasty, unconsidered sentence.

After the death of the vice-admiral, the command, of course, devolved on Mr. Whetstone, who, having refitted his Squadron, sailed from Port Royal on a cruise; during which he, however, had no opportunity of effecting any thing memorable. Soon after his return a most dismal fire destroyed the whole of the town of Port Royal; and nothing tended so much to alleviate the general distress, occasioned by so melancholy an event, as the exertions of the admiral during the conflagration, and his humanity after it. Encouraged by his personal example, the seamen exerted themselves with all that characteristic intrepidity and activity which ever marks their conduct in the hour of danger, and saved a considerable part of that moveable property which must otherwise have inevitably fallen a prey to the flames. The fire having subsided for want of buildings to consume, the inhabitants were left totally devoid of shelter. This lamentable hour of distress Mr. Whetstone, with a most benevolent attention to the miseries which surrounded him, did every thing in his power to relieve. He received on board the ships of the Squadron, all those whose necessities, or inclinations led them to accept the temporary and hospitable refuge. The admiral, his officers, and people submitting to every inconvenience that they might contribute to the preservation of the ruined inhabitants, and using every possible means in his and their power to provide them with some other shelter, when the necessities of the service should render them no longer able to afford them his.

Mr. Whetstone sailed again from, what had been, Port Royal, the latter end of February. He had received information of a considerable fleet of merchant-ships daily expected from France; and his inclination, as well as duty, induced him to use his best endeavours to intercept them. These were, unfortunately, unsuccessful: and, after having fruitlessly cruised five weeks in search of them,



them, he resolved to sail for Petit Guavas and Leogane. The better to ensure his success against the enemy, he divided his squadron and detached captain Vincent, with one part, to enter the harbour from the southward; while he himself, with the remainder, should stand in from the westward. He was induced to adopt this measure from the failure of vice-admiral Benbow's attack on the same place; as when that commander entered on one side, the enemy made their escape on the other. On the first appearance of attack, three privateers\*, which were laying there, endeavoured, in vain, to put to sea. The two largest being driven ashore, and burnt, the third taken. The other division was equally successful, as will be hereafter seen in the life of captain Vincent. This expedition, trivial as it may appear, frustrated a buccaneering attack, the enemy then meditated on the north side of Jamaica; which, although it might have done little towards the conquest of the colony itself, might have ruined a multitude of private individuals.

He does not appear to have undertaken any thing of moment after this time; nor could it be expected that he should, as he received orders, soon after his return into port, to keep the squadron collected against the arrival of vice-admiral Graydon from Europe, he having been sent out to take upon him the chief command. This officer arrived at Jamaica on the 5th of June; and the subsequent events which took place have been already taken notice of in his life†. Although the people were in general much irritated at the disappointment their hopes of success experienced on this occasion, and threw much unmerited odium on Mr. Graydon, the most clamorous of them had discretion and justice enough to be silent as to Mr. Whetstone. He returned to Europe with Mr. Graydon, and arrived safely in the Downs on the 22d of October. So highly did prince George approve of captain Whetstone's conduct during his last command, that, in the month of January following, he advanced him to be rear-admiral of the blue, as a permanent rank. This promotion being rather contrary to the general rules of the service, gave

\* One of fourteen guns, one of twelve, and one of ten.

† Vol. ii. p. 161.



much deserved umbrage to sir George Rooke, as will be seen in the life of sir James Wishart. Nevertheless, although the propriety of the appointment may be, in a great measure, impeached, the awkward apology of prince George, for having made it, and done a manifest act of injustice, is, perhaps, one of the most honourable testimonies that could be borne to the conduct of Mr. Whetstone.

In the month of March 1703-4, he was appointed to command a small squadron, in the Channel, left for the protection of the coast, during the absence of the main fleet, under sir George Rooke: but no occurrence took place that is worth commemorating here. On the temporary retirement of sir James Wishart, Mr. Whetstone was advanced, on the 18th of January 1704-5, to be rear-admiral of the white. On the 22d of February he received the honour of knighthood, and was appointed commander-in-chief in the West Indies, in consequence of which he hoisted his flag on board the Montague, at Spit-head, on the 24th. The squadron equipped, in order to accompany him, consisted of five ships of the line and two frigates: with this force, having a fleet of merchant-ships under his protection, he sailed about the middle of March; and, without having experienced any sinister accident, arrived at Jamaica on the 17th of May, with two small vessels he had taken during his passage. The utmost expedition being used in refitting the ships, Mr. Whetstone sailed again on the 6th of June, intending to cruise off the Spanish main. On the 17th he gave chase to a large ship of war, of forty-six guns; which, in endeavouring to escape, ran through a very dangerous cluster of rocks and shoals, called the Sambah Keys, and the whole squadron nearly entangled among them. The Bristol, of fifty guns, struck, but was happily got off with very little damage. At last the Mermaid, a fifth rate, got within gun-shot and began to engage the enemy. Night, however, came on: the action was discontinued; and the enemy had almost effected his escape into Carthagena. On the following morning he was re-attacked and captured, after a very brave and desperate defence of two hours. The French commander was killed before the ship surrendered. And he is said to have declared his firm resolution to have blown the ship up rather than to have struck his colours: a degree of ferocity that

that excites our admiration, but cannot be said, among civilized nations, properly to command applause.

The rear-admiral, after this success, stood to the eastward. But the coast being alarmed, and the enemy every where upon their guard, he was constrained to return to Jamaica without having effected any other service than that of destroying a large privateer off the river Grande. He, however, took the precaution to leave three of his best sailing ships to cruise for twenty days off Anigada, in the windward passage: but this measure also failed of success.

Sir William put to sea again the 16th of August, intending to cruise in his old station; but on the 19th encountered a dreadful storm which forced him to return into port, his ships having sustained considerable damage in their masts and rigging. The hurricane season, now approaching, it was deemed prudent the squadron should continue in port during that dangerous period. This state of inactivity was afterwards prolonged by the miserable want of naval stores, and a dismal accident which befel the *Suffolk*, the ship on board which the admiral had shifted his flag. Owing to some carelessness or neglect, which never was explained, the after powder-room blew up, and consequently destroyed the quarter deck, killing thirty of the people, and scorching seventy more so dreadfully that the major part of them died: it was, indeed, almost next to a miracle, that the ship itself was not totally destroyed.

This misfortune being repaired, and the most pressing wants of the squadron in some measure supplied, the rear-admiral once more got out to sea in the month of March. His intention was to stretch over to Carthagena, in order again to make the attempt of inducing the governor of that city to declare in favour of king Charles. The same cause which, on every experiment of this nature, had caused its failure was, in all probability, equally prejudicial in the present instance. He was disappointed in his endeavour to win him over by entreaty; and, as he commanded too slender a force to flatter himself with the hopes of conquest, so was he compelled, as all his predecessors had been before him, to return to Jamaica, without having, in the smallest degree, fulfilled the object of his cruise.

Campbell very properly remarks that nothing appears, in any account of this transaction, which can, in the least degree, attach the smallest odium to sir William, either on the ground of neglect, or any other species of misconduct. Early in the month of June, having received information that some French ships were laying at Petit Guavas, he put to sea with three ships of the line, two frigates, and a fireship, in the double hopes of surprising them, and intercepting Du Casse before he was reinforced, as he was then in hourly hope of being joined by the count D'Iberville with a squadron, which would render him truly formidable \*, and put all the British possessions, in that part of the world, to the utmost hazard. In both these meritorious attempts the rear-admiral was unfortunately disappointed. Contrary winds, and a strong lee current, compelled him to put back; and he soon afterwards had the mortification of learning, that the junction above mentioned had actually taken place.

To balance, in some measure, this stroke of ill-fortune, sir William was joined, on the 25th of July, by commodore Kerr, from England, with six ships of the line, four frigates, and a fireship. A council of war was immediately held; and in that it was decided to renew, once more, the attempt on Carthageua. The two commanders sailed on the 8th of August, and reached the scene of intended action after a passage of ten days. A flag of truce was immediately sent with a letter to the governor, inviting him to submit and declare in favour of king Charles. He at first appeared to hesitate, on being informed of the late successes of the allied powers in Spain. But the hope caused by this appearance of half-minded inclination to accede to the admiral's proposal was of short duration; for, after having two or three evasive answers to the messages sent him, when at last pressed fairly to declare his intentions, he peremptorily replied, "He knew no sovereign but king Philip, and him only would he obey."

There were at that time fourteen galleons, unrigged, laying in the harbour, but close under the walls of the city; and the admiral very spiritedly proposed to attempt their destruction. The pilots, however, who were ne-

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\* As it would then consist of sixteen ships of the line.



cessarily consulted, unanimously declared it would be impossible to force a passage into the harbour, unless Boca-chica castle, and the other forts which defended the entrance were first taken, as well on account of the narrowness of the passage, which was entirely commanded by their guns, as of the shoal water, which rendered it extremely doubtful to them, whether ships of the third or even fourth rate could work in\*, were they even unopposed.

Under these discouraging circumstances this attempt was again obliged to be given up; and nothing now remained for sir William but to make the best of his way to Jamaica, and prepare accordingly to convoy the merchant-ships to England†, with such ships as were in the worst condition for service, leaving the command of the remainder with commodore Kerr. He accordingly sailed the latter end of October, and arrived safely at Plymouth on the twenty-third of December, with the Suffolk, Bristol, Reserve, and Vulcan fireship.

Sir William's next command was, that of a small squadron intended to watch the count De Forbin, who was then laying in Dunkirk. He received this appointment, as successor to sir Edward Whitaker, the latter end of May. But, notwithstanding his vigilance, which has never been impeached, even by the most clamorous, the French commander got out to sea soon after. In the month of June the rear-admiral, who had hoisted his flag on board the Dreadnought, was ordered to convoy the Archangel fleet as far as the isles of Shetland. This precaution was taken in consequence of Forbin's being at sea, and in order to satisfy the Russia company of the attention of government to their protection, as the escort was otherwise only to have consisted of one ship of fifty

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\* Actual experiment, in the year 1740, proved this opinion unfounded.

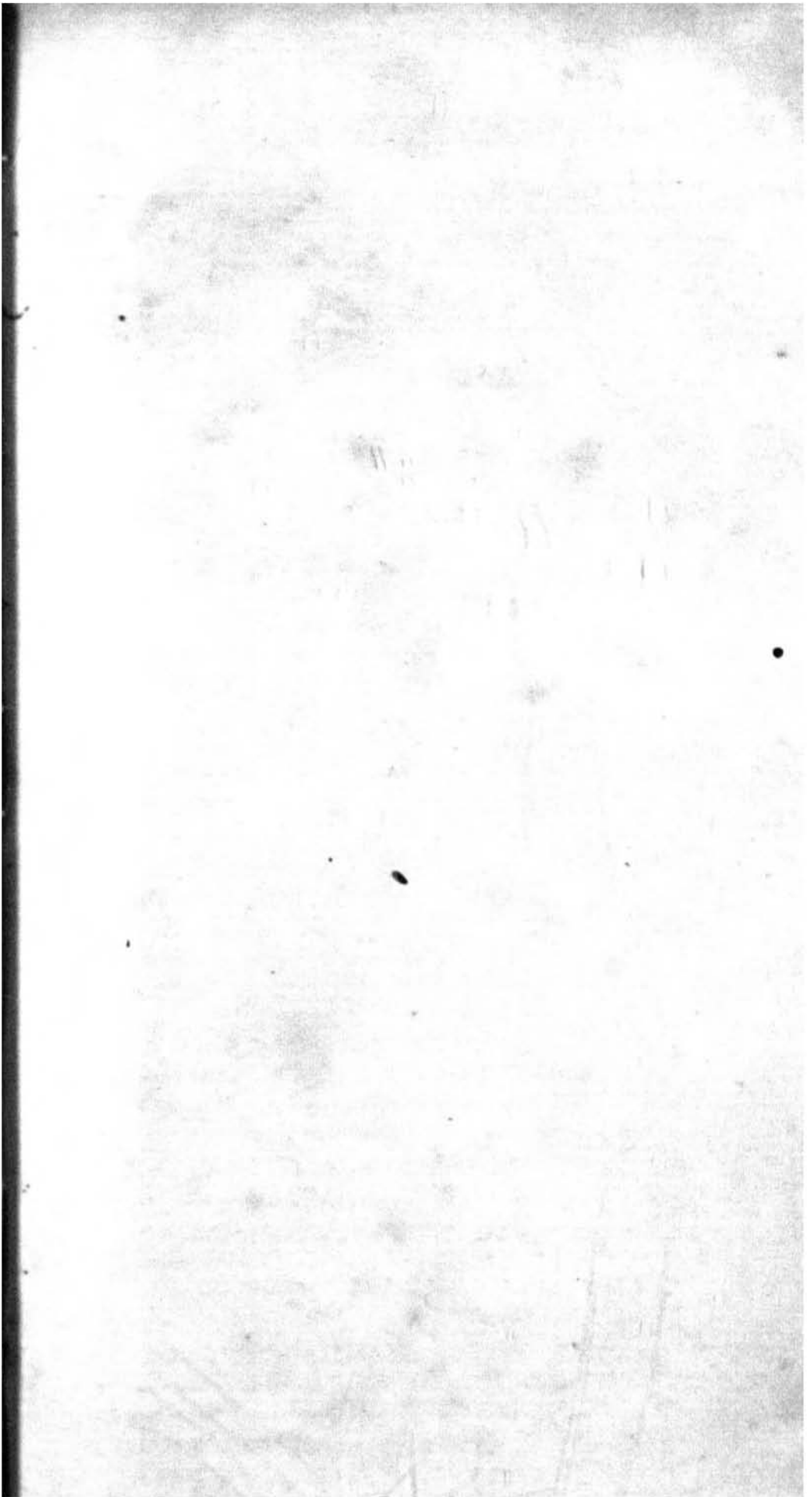
† We must not, however, forget to remark, that, although the main object of this expedition miscarried throughout, the ships, under sir William's command were, as separate cruisers, singularly active and remarkably successful, having captured a number of prizes, and in particular two very rich Spanish ships, which had on board two hundred thousand pieces of eight, and a very considerable quantity of valuable goods.



guns, and two frigates, under the command of captain Haddock. Sir William having literally fulfilled his instructions parted company with the fleet, having seen them in safety out of sight of the Shetland islands. Two days afterwards the French commodore fell in with them, and unfortunately captured fifteen of them.

It will easily be admitted that it required no common share of malevolent ingenuity, to affix on sir William the smallest imputation of having been, in any degree, accessory to this misfortune: but these were not wanting, because, as Campbell expresses himself, "admiral Whetstone was a man not beloved; and people were very desirous of fixing an imputation in order to get him laid aside!" The interest and malice of his enemies formed, when united, too powerful a force to be withstood: and when it was found impossible to attach to him any charge of criminality, his enemies were reluctantly compelled to be content that, for the sake of quieting their clamour, he was no longer employed. The time of his death is unknown.

Of all those unfortunate persons who have, at different times, been subject to national censure, none, according to the evidence before us, appear to have been less deserving of it than sir Will. Whetstone; nor any man, through the whole of his service, as an admiral, more truly unfortunate. It was his ill fate to be always employed on a disadvantageous station. When acting under vice-admiral Benbow, whose conduct no man ever impeached, he was not, in the smallest degree, more successful than afterwards, when he attained the chief command himself. But it is the unhappy lot of some men to be always blamed for mere misfortune, or the want of success, which many are not able to distinguish or separate from misconduct. When his real merit had alone procured him, in 1705, a re-appointment to the West India command, his former ill fortune failed not to attend him. This Campbell has, in great measure accounted for, by ascribing it to the neglect of the admiralty in not providing a sufficient force, and to the numberless disputes which were perpetually arising between the governors, the commanders, and the people themselves. These so convulsed the internal concerns of the colonies, and pallied that cordial acquies-





SIR JAMES WISHART,

*From an Original Drawing the Property of Vice Admiral Hingemill.*

*Pub. at the Art Shop by R. Foulkes New Bond Street.*

acquiescence which is always necessary to add energy to enterprise, as to render them all abortive. The formidable fleets which it was annually necessary to equip for the European service, and to keep the enemy in complete check in that part of the world, rendered it impossible, after Benbow's misfortune, to send abroad a fleet capable of crushing, or even encountering the enemy; so that, would the people have condescended to consider candidly the situation of affairs, they would have been rather induced to applaud that care and prudence, which preserved to Britain her own colonies, instead of reprobating it as inactivity or ill success because unable to effect the conquest of the enemy. Campbell himself, equitable and impartial as he is on most occasions, suffers himself to be betrayed, by popular prejudice, into the following sarcastic remark and implicated censure. "Sir William returned having performed little, though no man in the service had shewn a greater spirit of activity before his being sent on this West India expedition."

The misfortune which befel the Russia fleet, *after he had quitted it*, was, as we have already observed, strangely added to the catalogue of his crimes. What there was so obnoxious in his conduct that could not only form against him such an host of enemies, but could also raise in them such an inveterate spirit of unjustifiable malignity we have not been able to discover. But it is a necessary piece of justice to his memory to declare, that, whatever may have been his errors, none of them have been transmitted to posterity; their insignificance sinking them into oblivion, while his unmerited ill treatment has raised him to a consequence he otherwise, perhaps, would not have attained.

WISHART, Sir James,—the descendant of a very respectable family in North Britain, was appointed commander of the Pearl on the 4th of July 1689. We have not been able to collect any very interesting information relative to him during the early part of his naval service. We find him captain of the Mary galley of thirty-four guns in 1691, and principally employed in the unenviable service of convoying the Russian and coasting trade. His care and diligence, however, in this occupation procured the notice and esteem of his superiors in command, and caused his promotion, in the following year, to the Oxford, a fourth



a fourth rate, of fifty-four guns. This ship was, in all probability, employed in the same line of service as the former; for though he does not appear to have been employed on any foreign situation, it did not belong to the main fleet. Be that as it may, we have not been able to procure any farther information relative to him till the year 1696; at which time he was captain of the Dorsetshire, of eighty guns, one of the ships belonging to sir G. Rooke's division in the main fleet.

In the month of March 1696-7, still continuing in the same ship, he was appointed to command a small squadron employed in the north sea, principally in the escort of the trade to, and from Holland. The peace of Ryswic taking place in a few months after this time he had a temporary retirement from the service, not appearing to have again received any commission till after the accession of queen Anne, when he was made captain of the Eagle, of seventy guns, and sent on the expedition to Cadiz under sir Geo. Rooke. This great commander having observed in him all the qualities necessary to form a good officer, as well as a constant attention to render those virtues conspicuous, conceived for him the strongest love and attachment, which the worthy conduct of the latter proved not to have been, in the smallest degree, misplaced.

When the fleet was on its return to England, after the failure of the attempt on Cadiz, captain Wishart was detached, with two other ships of the line, and some transports, to take in water in Lagos bay. This measure happily proved the means of first procuring intelligence of the arrival of the Spanish galleons in the harbour of Vigo. Captain Hardy, of the Pembroke, having first made this discovery, immediately imparted it to captain Wishart, who was the senior officer of the detachment. He instantly dispatched the Pembroke itself, being the best sailing ship, to carry this important information to the commander-in-chief. The attack, and the success which attended it, is well known.

In the year 1703 he was taken by sir G. Rooke, who was again appointed commander-in-chief, to be his first captain; but no enemy appearing in the Atlantic for the fleet to encounter, the plan of operations was changed. The fleet returned into port; and a considerable part of

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it sailed, early in the month of July, under sir C. Shovel, for the Mediterranean. Captain Wishart did not accompany him: and, as sir George himself continued on shore till the month of January ensuing, is not believed to have received any other commission till that time. The promotion of captain Whetstone, who was a junior officer to Mr. Wishart, occasioned much concern to sir George; and, as will appear from the letters \* which passed between him

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\* " January 23, 1703.

" May it please your royal highness,

" It is with all the grief and confusion of mind imaginable, that I find myself obliged to address your highness in terms that may be, by the malicious, deemed disrespectful or remonstrative; but when I conceive the queen's service, or my own honour concerned, I cannot, for my life, be tacit.

" I am informed captain Whetstone is preferred to be rear-admiral of the blue, in prejudice (pardon my expression, sir,) to captain Wishart, who is a senior officer, and captain to the admiral of the fleet. I have been always of opinion, that where seniority and merit meet in the same person, it would be of the worst consequence to the service to discourage officers so qualified. Possibly captain Wishart's, being a Scotchman, may be a reasonable objection with some to his preferment at this time: but I think that circumstance should have been set in its true light before the queen and your royal highness; for though he be of that country by birth he is an Englishman by interest, which I take to be the best security her majesty can have from any of them, for some years since he sold what he had in Scotland, added to it what he acquired in the crown's service, and, with his wife's fortune, purchased, and now enjoys, a very good estate in Yorkshire. He has ever had the character of a good officer, and a very honest man; and I think, in my conscience, deserves it: and he has always had right and justice done him in his preferment in the fleet, till he has had the misfortune of coming under my particular care and protection. In the thirty years that I have commanded in the navy, my principal consideration and regard has ever been the service and honor of my prince and country; and, next to that, the advancement and interest of my own reputation.

" I cannot, sir, but with humble submission reflect and conclude, that by this neglect of captain Wishart, my services to her majesty are not very well received or misunderstood, though I take God to witness I could not exert myself with greater diligence or zeal, nor wish to be more successful in it than I have been: so that, sir, since my interest is fallen so low, that I cannot do justice to her majesty's service, nor my friend, in the fleet, I do, with the humblest respect and duty, beg of your royal highness to intercede and prevail with the queen, that I may, without her displeasure, obtain her majesty's leave and permission to resign my command, and retire to my poor patrimony; where I may,

him and prince George of Denmark, had nearly caused him to quit the service. The business was, however, soon

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without interruption, and my days in repose and devotion, which I wish may not tend to the saving of my own soul, nor the prosperity of my family, whenever I neglect to pray that the choicest blessings of heaven may descend on her majesty and your royal highness; and that the Almighty may bless and preserve you long together, I am, in all duty, royal sir,

"Your most, &c.

"G. ROOKE."

The admiral soon after received the following letter from the Prince:

"St. James's, 26 January, 1703.

"I had so much concern for you, that I did not shew the queen your letter of the 24th. You may believe her majesty, and I have all manner of confidence in you, when we put the greatest trust of England into your hand: and that therefore rear-admiral Whetstone's promotion was not intended as a slight to you, or disesteem of your services, for which we have a just value. I think that all sort of encouragement ought to be given to those who have been forward to go to the West Indies; and Mr. Whetstone's carrying the flag there with approbation was the occasion of his having it here. I should have asked your advice in this matter had you been in town; but I remember, upon making the flags last year, all my council were of opinion that the crown never tyed itself to seniority in chusing their officers. You may be confirmed of my esteem, by the regard I have always had for yourself, and services; and will be satisfied, by the continuance of my kindness, that I am your affectionate friend,

"GEORGE."

To which the admiral immediately wrote the following answer to his royal highness:

"May it please your royal highness,

"I have received the honor of your highness's letter of 26th inst. for which I cannot be sufficiently thankful. It is not fit for me to reply to your royal highness but with the greatest submission and duty; and it is in that I humbly take leave to inform your royal highness, this is the only instance, since that office has been constituted in the navy, that the first captain to the admiral has been rejected in favor of a younger officer; and this neglect of mine has so impaired my credit and interest in the fleet, that I cannot think myself qualified to execute the great trust her majesty is pleased to repose in me. I have nothing to value myself upon but the reputation I have acquired in my country's service; and when I think that suffers I am touched in my tenderest part, in which I am so sensible, on this occasion, that I must beg your royal highness to lay my letters before the queen; and that you will be pleased

soon accommodated so as to satisfy the demands of sir George, and the honour of captain Wishart, by promoting the latter to be rear-admiral of the blue, with that precedence he was justly entitled to, to rank before Mr. Whetstone. He still retained his original station, though promoted to be a flag officer. This was unusual, but not wholly unprecedented in the service; as, during the first Dutch war, vice-admiral sir William Penn served as first captain to the lord high admiral: nevertheless, in the following year, this was much complained of in parliament, as an act of misconduct in prince George.

On the arrival of the fleet at Lisbon king Charles presented him with his picture richly set with diamonds, and a compliment of two hundred guineas for the purchase of a piece of plate. Although he held the station of first captain to sir George Rooke, while that commander continued at Lisbon, sir James Wishart, who, in addition to his promotion, had received the honour of knighthood, was detached, on a short cruise, with ten English and Dutch frigates and ships of war. Nothing material, however, occurred except his falling in with six large French ships, supposed to have been the same which had been ineffectually chased a few days before by a stouter detachment under sir Andrew Leake. The ships under sir James, although superior in point of numbers, were much inferior in actual strength; so that although the enemy, when they first fell in with each other, appeared very resolute, and to have a fixed intention to come to action. But they soon afterwards hawled their wind, and having evidently the advantage, in point of sailing, effected their escape. Sir James rejoined sir George Rooke on the 18th of May.

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pleased to prevail with her majesty in granting me my desired repose and retirement.

" I am, with all imaginable duty,

" Royal sir,

" Your most, &c.

" G. ROOKE."

Copied from the original MS. in the possession of vice-admiral Kingmill.

On the 5th of February following Captain Wishart received the prince's commission to be rear-admiral of the blue, and hoisted his flag on board the Suffolk, at Spithead; but, at the king of Spain's request, he continued first captain to the admiral for that expedition.

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The other operations of the fleet, during the expedition of the year 1704, have been already given at some length in the life of sir George Rooke; and as from the station he held it is impossible to discriminate or discover the services of the rear-admiral from those of the commander-in-chief, all that can be said is, that there be no farther commendation bestowed on his conduct than that it merited, in the fullest sense, the cordial approbation of sir George, whose esteem for him rose, if possible, with the length of their acquaintance. When the ships returned to England, sir James, on the removal of sir George from the chief command, laid down his commission, and retired for a time from the service.

We meet with nothing relative to him after this time, till we find him, in the month of November 1707, one of the admirals assembled, with five other flag officers, under prince George, the lord high admiral, to examine the proceedings of the court-martial, and its decision, on the trial of sir Thomas Hardy, as will be more fully related hereafter, in the memoirs of that gentleman. On the 20th of June 1708, sir James was appointed one of the council to prince George, as lord high admiral; but his royal highness dying on the 28th of October following, that commission of course terminated. On the 20th of December 1710, after the great political convulsion, which just before took place, had subsided in some measure, sir James was made a lord of the admiralty; and, on the 7th of February 1711-12, was appointed the commissioner to go to Holland, as successor to sir David Mitchel, to regulate the marine quota, pursuant to the treaties between her majesty and the states-general, for the service of the year 1712. The treaty of Utrecht having closed all hostilities, little interesting information is to be expected relative to him in the line of service. His seat at the board of admiralty he retained through several commissions; and, in the month of December 1713, was advanced to be admiral of the white, and commander-in-chief in the Mediterranean.

On the accession of George the First, the interest of those men, with whom he had ever lived in the strictest terms of intimacy and friendship, began visibly to decline; and a complete change taking place soon afterwards in every

every department of administration, sir James was consequently involved in it. On the 14th of October a new commission was made out for executing the office of lord high admiral. This was a prelude to his final dismissal both from his civil employment and from the service; sir Charles Wager being sent, in the month of January following, to supercede him in his Mediterranean command. After his return he lived totally in retirement till the time of his death, which took place some time in the year 1729\*.

A more violent and scandalous proof of the unwarrantable rage of what is called party, is not, perhaps, any where to be met with than in the treatment of this gentleman. Of the most irreproachable manners as a man, as well as exemplary conduct as an officer, he became the object of political persecution, constructed on such grounds that it was impossible for him to obtain any redress, or legally to complain of. The great character and consequence of sir George Rooke, together with the necessities of the state, which would not at that time admit of the retirement of so great a man in disgust, procured him, in the first instance, an act of justice from his enemies, which, probably, was a violence to their very natures. Too mild and unassuming to force himself into political consequence in his civil capacity, with the death of his friend and patron his interest sunk at once. To his own intrinsic worth was owing that countenance and employment he experienced during the latter part of queen Anne's reign; and, perhaps, no greater encomium can be bestowed on him, than to proclaim to the world the name of his great patron, except it is to add, that, even after the decease of that patron, sir James continued to be respected, honoured and trusted by able ministers and moderate men.

WRIGHT, William,—was appointed captain of the *Nathaniel* fireship on the 29th of September 1689, and died on the 9th of November following.

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\* In rear-admiral Hardy's *List of Naval Officers*, he is said to have died on the 30th of May 1723; but this we apprehend to be a mistake.

1690.

ASHBY, Arthur,—is *supposed*, by some, to have been the son of Thomas Ashby, esq; of Lowestoffe, in the county of Suffolk, brother to admiral sir John Ashby, of whom we have already given some account. This, however, is far from being established as a positive fact. As to what concerns him as an officer we have nothing farther to relate, than that he was appointed commander of the *Mermaid* on the 18th of June 1690, and died on the 30th of November 1691.

BANKS, Sir Jacob.—We have found nothing relative to this gentleman till he was appointed commander of the *Cambridge* on the 26th of August 1690. He did not long continue in this station, being in a short time afterwards succeeded by captain Foulks, and removed into another ship. Nor is this to be considered as the smallest affront to his character, or reproach to his conduct, it being exceedingly unusual to continue so young an officer in the command of such a powerful a ship, except as captain to a flag, it being a third rate of seventy guns. In 1693 he was captain of the *Carlisle* of sixty guns, one of the ships belonging to the main fleet; and, in 1696, of the *Russel*, of eighty guns, employed in the same line of service. The poverty of events, which attended the operations of this branch of our naval defence, precludes us from having any thing memorable to relate during these years of those officers who commanded such ships as, strictly speaking, composed it. Even the attack of the French ports, which occasionally took place during this period, was committed to detachments; and these were principally formed from the lighter ships of the line. We do not, after the strictest enquiry we have been able to make, find this gentleman ever noticed as a naval commander, after the peace at Ryswic. He received the honour of knighthood from queen Anne, but on what particular occasion we are ignorant. He died on the 22d of December 1724.

BRIDGES,

**BRIDGES, William,**—was appointed captain of the *Swallow* on the 9th of May 1690. In 1693 he commanded the *Portland*, of forty-eight guns, a ship stationed in the Downs for the protection of that part of the coast. In the following year being promoted to the *Montague*, in the month of December he assisted in the capture of a French ship of war, of fifty-four guns, called the *Temeraire*. This success he did not long survive, dying on the 21st of January 1694-5.

**BUCK, James,**—was appointed second lieutenant of the *Hampton Court* on the 12th of November 1688: he was promoted to the command of the *Play Prize*, of thirty guns, on the 26th of July 1690. He was soon afterwards removed into the *Charles* galley, a ship of superior force. In the month of June 1691, he was sent, in company with captain James Wishart, who then commanded the *Mary* galley, to escort a fleet of English ships to *Elfinore*. When on their return from thence with a convoy, on the 20th of July, they fell in with eight ships, to which captain Buck immediately gave chase, while his companion continued with the merchant-ships for their better protection. About noon captain Buck got up with and found them to be four French privateers, with four English merchant-ships, their prizes, which they had captured two or three days before in company with a squadron of small French ships of war. Captain Buck retook the largest of their prizes, the *Tyger*, which was a very stout ship mounting thirty-four guns, together with one of inferior note. He continued to chase the rest for some time, but unfortunately without effect. With this spirited act he gloriously closed his life, dying on the 9th of the following month.

**CHAMBERLAIN, Clifford,**—was appointed commander of the *Griffin* fireship on the 18th of March 1689, and died, on the 6th of November 1691, captain of the *Forelight*.

**CRAWLEY, Thomas,**—was appointed second lieutenant of the *Elizabeth* on the 1st of October 1688. On the 7th of February 1690, he was promoted to the command of the *Richmond*. In 1693 he was made captain of the *Reserve*, of forty-two guns, and sent to convoy the outward-bound fleet to Newfoundland. His diligence and strict attention to every point of his professional duty



excited the notice, and procured him the patronage of sir C. Shovel. He was strongly recommended by that great commander, to the commissioners of the admiralty, as an officer most remarkably assiduous, even in those minutiae of his duty which some, though with the best intentions and most eager zeal for the service, have disregarded. The particular circumstance which appears to have interested sir Cloudesley in his favour was, his having, at a very short notice, equipped for sea the Cambridge, a third rate, of eighty guns.

Through this very strong recommendation captain Crawley was, in the month of June 1695, promoted to the temporary command of the Neptune, of ninety guns, from which, in the month of August following, he returned to the Cambridge. The admiral appears only to have contrived this as a mark of respect to him, in procuring him the command of a superior ship, while he himself found it necessary to hoist his flag on board the Cambridge, during captain Crawley's continuance in the Neptune. He remained in this ship during the rest of the war, and was still retained in commission after the peace was signed, as it is believed, till the time of his death, although the particular ship is not known. He died on the 16th of February 1700-1.

CONDON, David,—was appointed second lieutenant of the Unicorn in 1672, and of the Foresight in 1673. On the 28th of July 1678, he was promoted, by sir John Narborough, to be first lieutenant of the Portsmouth. On the 4th of March 1681-2, he was appointed to the same station on board the Dragon; as he was also, on the 14th of April 1685, on board the Rose. On the 25th of May 1690, he was promoted to the command of the same ship: he was afterwards made captain of the Heart Ketch; in which vessel he was unfortunately killed on the 9th of June 1692. We have diligently searched for some authentic particulars relative to this action, but without success. We know only, that the ship itself was taken after being very gallantly defended, for a considerable time, against a very superior force.

DAVIDSON, James,—was appointed captain of the Bonadventure, hired ship of war, of fifty guns, on the 18th of June 1690. He continued in this command nearly during the whole war, and appears to have been principally employed

employed in convoying those inferior fleets of merchant-ships which were not thought of sufficient consequence to require a more formidable protection. In the month of April 1693, he escorted a small fleet from Bilbao. In the summer of the year 1696 he was sent to Iceland for the protection of the whale fishery off that coast; a service he not only effectually performed, but had also the good fortune to capture four French armed vessels, sent thither for the double purpose of fishing and privateering\*. In the following year he was made captain of the *Assistance*, and sent on the same service. During this expedition he captured a large French ship which had been sent to Iceland, on the same two-fold kind of service with those which were captured in the preceding year. He continued to command the *Assistance*, as it is supposed, during the whole of king William's reign. After the accession of queen Anne no mention is made of him; nor do we know whether he continued in actual service. In the year 1704 he had a pension settled on him of 123l. 8s. 9d. per ann. which he enjoyed till the time of his death, which happened on the 12th of July 1709.

DEAN, Robert,—was appointed commander of the *Pearl* on the 1st of April 1690: in 1693 he was made captain of the *Ruby*, a fourth rate of forty-two guns, one of the Squadron sent, in the early part of that year, to the West Indies, under sir Francis Wheeler. After his return from thence he was promoted to the *Sterling Castle* of seventy guns, and continued in commission after the conclusion of the war, even to the time of his death, which happened on the 6th of January 1699, but in what particular ship we have not been able to discover.

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\* In a manuscript note to a navy list, in which we have found many interesting as well as authentic anecdotes, he is said to have been dismissed from the *Bonadventure* in 1696, for breach of orders, &c. We think it our duty, however, to declare the charge rests on this testimony only, and that we are much inclined to disbelieve it, more especially as we find him, so immediately afterwards, appointed to a ship superior to that from which he is said to have been dismissed. We have thought it necessary to observe on this memorandum, lest having been seen by others, our silence should be construed either into careless or wilful omission.

**DORRIL, Robert**,—was appointed commander of the *St. Andrew*, of ninety guns, on the 20th of February 1690. He was captain of this ship at the unfortunate action off Beachy Head, where he served as second to sir Ralph Delaval who commanded the blue squadron; in which station he appears to have behaved with much becoming spirit. It is, therefore, very singular we never find him holding any other command, nor meet with any mention made of him, in the service, after this time. No notice is taken even of the time of his death; and were it not that we find his name inserted in an official list of the captains of the navy as alive in the year 1699, we should have supposed him to have died soon after the period above alluded to.

**EDWARDS, Richard**,—was appointed second lieutenant, of the *Plymouth* on the 3d of September 1688; on the 10th of March 1690, he was promoted to the command of the *Greenwich*; in 1693 he was captain of the *Kent*, of seventy guns, one of the ships belonging to the main fleet. In 1695 he commanded the *Chichester* of eighty guns, one of the ships belonging to the small squadron sent under the command of lord Berkeley and sir Cloudesley, to attack the smaller French ports. In 1696 he removed into the *Severn*, of fifty guns. He continued in commission during the peace, which took place soon after this time, but it is not known in what particular ship.

After the accession of queen Anne he was appointed to the *Berwick* of seventy guns. This ship was one of the fleet sent, under the command of sir George Rooke, on the expedition against Cadiz. On this occasion he acted as one of the seconds to rear-admiral Graydon; and in the subsequent attack on Vigo, was stationed as one of the seconds to sir Stafford Fairborne, who commanded the third division.

In the year 1703 he still continued in the *Berwick*, and sailed for the Mediterranean, under sir C. Shovel, being stationed to lead the van of the British on the star-board tack. On his return from the Mediterranean in the following autumn he quitted the command of the *Berwick*. It is not known into what ship he removed, nor have we been able to collect any thing farther relative to him till  
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the year 1707, when we find him commanding the Cumberland of eighty guns, and appointed commodore of the convoy sent to escort the outward-bound Lisbon fleet. His force was by no means despicable, but thought perfectly competent to the defence of its charge, which, in point of intrinsic value, was considerable; and, considered in a national light, was, from the quantity of horses and stores intended for the use of the army in Spain, of still much greater moment. The escort consisted of the Cumberland and Devonshire, of eighty guns each; the Royal Oak, of seventy-six; and the Chester and Ruby, of fifty. The two latter, indeed, could only be called the convoy, as the remainder of the force, under commodore Edwards, was to return after seeing the fleet safe fifty leagues to the westward of Scilly. The French having, as it was believed at that time, no force at Brest of sufficient consequence to be dreaded, the precautions taken by administration for the defence of this great object were thought fully competent. Such, however, was the want of information at home, aided by the treachery and treason of some individuals, who gave accurate and constant information to the enemy of the equipment, force and destination of this squadron, that, on the 10th of October, being the very day after it sailed, it fell in with the combined squadrons of the count De Forbin, and M. Du Guai Trouin, off the Lizard. The commodore immediately took every measure prudence could suggest and gallantry support, both in the protection of his convoy and the maintenance of his country's honour. He first formed his line; and having made a signal to the merchant-ships to make all the sail they could, dropped in between them and the enemy, with whom a desperate action commenced. The French force consisted, according to our best historians, of, at least, twelve ships of the line. Against these very unequal numbers the English contended with determined valour, and with, at least, the success of facilitating the escape of that fleet they were unable to protect.

M. Du Guai Trouin himself, supported by his two seconds, attacked the commodore, in the Cumberland, about noon. He resisted, like a man fully impressed with a true sense of the national charge committed to his care;



but what can the most romantic bravery effect against such superior numbers: in fine, the Cumberland was taken; but the commander had that noblest consolation, to a man of honour, that all men were unanimous in founding the praises of his valour, and in pitying his misfortune. He did not return from captivity till the following year, and, consequently, was not tried for the loss of his ship till the latter end of October 1708. The judgment of the court-martial confirmed the opinion his countrymen had ever, before this investigation, conceived of his conduct: suffice it to say, he was most honourably acquitted. He does not appear to have gone to sea after this event: but, in the year 1711, was appointed commissioner of the navy at Plymouth, an office he held only till the year 1714; when he retired altogether from public life, with a pension of 250*l.* a year, which he enjoyed till the time of his death, on the 2d of March 1723.

FAIRFAX, Robert,—was appointed commander of the Conception Prize, of thirty-two guns, on the 15th of November 1690. He received no fresh commission after this for a considerable time, as we find him employed, in the latter end of the year 1693, as captain of this ship on the New England station. In the month of April 1694, he commanded the Ruby, at that time stationed as a cruiser in the Irish Sea, and gained considerable credit by capturing, after a very gallant action, a large French privateer, called the *Entreprenant*, belonging to Brest, and mounting forty-six guns. In 1695 he was promoted to the Newark, of eighty guns, one of the squadron sent under the command of lord Berkeley and sir C. Shovel, to attack the French ports. He remained in the same ship, we believe, during the whole of the war; but during the peace which succeeded, does not appear to have been employed. In 1703 he was appointed commander of the Kent. We find him detached, on the 10th of May, with a small squadron, consisting of four ships, to reconnoitre the port of Brest. In consequence of the information he collected while on this service, particularly of all the French ships having escaped out of Conquet road, and Camaret bay, sir George Rooke, with the body of the fleet at that time under his command, sailed for Bellicille; but no prospect of rendering any service appearing,

ing, and the time of the cruise being expired, the fleet returned into port towards the end of June. In the following month captain Fairfax was ordered out, under rear-admiral Dilkes, to attack a considerable fleet of merchant ships, and their convoy, which were said to be collected in Cancalle bay. The squadron sailed on the 22d, and on the 26th, at day-light, got sight of the enemy, then laying at anchor about a league to the westward of Granville. Twenty-four of the enemy's ships were taken and destroyed in the course of that day, and seventeen more, together with the convoy, which consisted of three sloops of war,\* on the following. Captain Fairfax appears to have eminently distinguished himself during this enterprize; and is said to have received a gold medal, purposely struck on the occasion, to perpetuate the memory of so signal a service, and very deservedly bestowed on the rear-admiral, and those officers who had fortunately born a conspicuous part in it.

After this time we meet with no information relative to his holding any command. On the 20th of June 1708, he was appointed one of the council to prince George of Denmark, then lord high admiral, an office he held till his highness's death, on the 28th of October following. From this time till his death, an event which happened on the 7th of October 1725, he appears to have retired altogether from public life.

FOWLER, or FOULIS, Thomas, — is supposed, by some, to have been the son of the captain Fowlis of whom we have given some account\*. He was, on the 12th of April 1690, appointed commander of the Vulture fireship. He continued in this line of service some time, and acquired considerable credit at the battle off La Hogue, in an attempt made by him to burn the Royal Sun, Tourville's ship; an attempt bravely and judiciously made, meriting the highest commendation, notwithstanding the shot of the enemy firing his ship before it could take effect, unfortunately rendered his great endeavour abortive. Soon after the return of the fleet into port he was promoted to the command of the Deptford, of fifty guns, one of the ships belonging to the main fleet. He was, in

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\* Vol. I. p. 223.

the year 1694, made commander of the *Restoration*, a third rate, of seventy guns. He continued in commission during the peace, and, as it is believed, till his death, which took place on the 24th of July 1703, being soon after the accession of queen Anne. He then commanded the *Britannia*.

HAILES, John,—was, on the 1st of May 1690, made commander of the *Half Moon* fireship; he was soon afterwards promoted to a frigate of thirty-two guns, called the *Virgin's Prize*. This ship appears to have been chiefly employed as a cruiser in the Channel. Captain Hailes was unfortunately drowned, at Kinsale, on the 9th of December 1693, at the same time with captain Gillam, in whose life we have already given an account of that melancholy accident.

HARLOW, Thomas,—was, on the 19th of March 1690, N. S. appointed commander of the *Smyrna Merchant*. He was, not long afterwards, promoted to be captain of the *Burford*, of seventy guns, one of the ships belonging to the grand fleet. In 1696 he commanded the *Torbay*, of eighty guns, and led the van of the commander-in-chief's division. He continued in this ship till the conclusion of the war; and being detached, in the month of August 1697, with a small squadron, consisting of the *Torbay* and *Devonshire*, of eighty guns; the *Restoration*, of seventy; the *Defiance*, of sixty-four; and the *Betty*, a small frigate hired from the merchants. He fell in with a French squadron of superior force, which he resolutely, and, in some degree, successfully engaged: but the enemy, after an action of some hours continuance, finding themselves incapable of gaining any advantage against so determined a foe, prudently declined any farther contest, which their superiority, in point of sailing, soon put it out of the power of the English to continue \*. This seems to be the fair and impartial

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\* The following is the account, given by authority, of this little transaction, which, from a number of concurrent circumstances, soon afterwards made a very considerable noise.

" On the 14th, Scilly bearing N. E. 248 miles distant, the *Defiance* being a-head, between six and seven in the morning, descried several ships to windward, and made the signal to give notice: where-  
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impartial state of this action; but although, candidly judging at the present distant period, we cannot discover the least criminality, or ground for reprehension in captain Harlow's conduct during the preceding business, it is certain his reputation suffered much in the opinion of his cotemporaries, more particularly of those who were *not* seamen.

The French Squadron was commanded by Monsieur Pointi, whom we have already had occasion to speak particularly of in the life of admiral Neville. It had escaped almost a myriad of encounters and dangers, and was returning to Europe laden with the plunder of the Western world. The wealth he bore off, and the frequent hope and supposed chance of recapturing it had tantalized both the English and Dutch so, that repeated disappointment could obtain no satisfaction, but that of venting itself in

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upon captain Harlow with the other men of war made all the sail they could and plyed to windward, supposing they might be the West India ships; but as the day came on we discovered them to be great ships, and saw them bearing down towards us in a line. We put ourselves in a readiness for a fight. About two in the afternoon the enemy brought to, being five in number, one with a white flag, swallow tail, at the main top-mast, and bore down nearer to us. About three we engaged, and the fight continued till about six in the evening, when the enemy tacked. We made all the sail we could after them, but found they much outailed us; and about ten at night lost sight of them. The fifteenth, about four in the morning, very clear weather, we again discovered the enemy about four leagues from us; we followed the chase, and continued it all night with all the sail we could: on the 16th, in the morning, had sight of them again, about five miles from us; whereupon they let out their reefs, and set their top-gallant sails; and, in a watch and an half, with a fresh gale, wherein we tried every way of sailing, they gained so much from us that we saw no probability of coming up with them; and some of our ships being a great way a-stern, and the weather thick, we gave over the chase. In the fight the Torbay had one man killed and five wounded; the Restoration six killed and fourteen wounded; the Devonshire eleven killed and eleven wounded; the Defiance sixteen wounded; and the Betty one wounded. The enemy's Squadron was composed of one ship of about ninety, two of seventy, one of sixty, and one of fifty guns."

On the foregoing action Campbell shrewdly remarks, "On the following day they, the French Squadron, entered the harbour of Brest, having as happily and as strangely escaped a variety of dangers as any Squadron that ever went to sea."

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a violent and unwarrantable clamour\*. This was increased, and with some degree of industry, by popular speakers, whose supposed patriotism had conferred on them, by long usage, a right of saying with impunity whatever they pleased, and of some others who had not the courage to avow the charge † they had the baseness anonymously to advance.

The result, however, of their united endeavours was, that captain Harlow ceased to be employed any more during the reign of William the Third. The rage of popular disfavour having, in some measure abated, he was, soon after the accession of queen Anne, appointed to command the *Grafton*, of seventy guns, one of the ships sent, under sir G. Rooke, in the year 1702, on the expedition against Cadiz. Nothing memorable can be expected, relative to the life of a sea-officer, in an enterprise in which his department of the service was not at all concerned. In the subsequent attack on Vigo he was stationed as one of the seconds to vice-admiral Hopson who led the attack with his detachment, on which, without wishing to diminish the merits of those who followed and sustained him, the principal weight of the action lay. Thus, happily and successfully, captain Harlow closed his naval life. He continued at Vigo till the remainder of the fleet and prizes returned to England, with sir Cloudesley Shovel, in the month of November 1702; after which time we do not believe he ever went to sea.

On the 7th of February 1704-5, he was appointed a commissioner of the victualling office, a station in which he continued till the 13th of November 1711. He is said to have been appointed master-attendant at Deptford, but

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\* A Dutch author quaintly said, "Ill luck had put on leaden boots to pursue the French."

† Admiralty Office, September 21, 1697. Whereas the lords commissioners of the admiralty did receive a letter by the post, signed A. B. which contains several things relative to the late action of captain Harlow, these are to give notice, that if the person who wrote the said letter, will apply himself to one of the secretaries of the admiralty, his name shall not be made known without his own consent, and he shall likewise be rewarded and preferred by their lordships."

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in what year we have not been able to ascertain. He died, in a very advanced age, in the year 1741.

HAWKINS, Charles, — was appointed, by king James, second lieutenant of the *Sedgmore* on the 10th of May 1687. On the 10th of March 1690, he was promoted to the command of the *Milford* frigate. In the year 1692 he was promoted to the *Advice*, of forty-two guns, one of the ships sent to the West Indies, in the following year, under the command of sir F. Wheeler. While on this service he had the fortune, call it on the present occasion good or ill, to acquire, in an eminent degree, the notice and good opinion of his commanding officer, who being, immediately on his return to Europe, appointed commander-in-chief of the fleet sent to the Mediterranean, procured the promotion of captain Hawkins to the *Sussex*, of seventy guns, the ship on board which he intended to hoist his flag; its melancholy fate we have already had occasion to relate in the life of sir Francis: suffice it to say, captain Hawkins was included in it, on the 19th of February 1693-4.

HUBBARD, John, — has been unfortunately confounded with the John Hubbard, of whom we have given a short account\*. He was in all probability the son of that gentleman. He was appointed second lieutenant of the *Forelight* on the 13th of July 1688, and promoted to be first lieutenant of the same vessel on the 16th of August following. He was made captain of the *Bonadventure*, of forty-eight guns, on the 18th of June 1690, and continued in the same command some years; during which he appears to have been principally employed in convoying the smaller fleets of merchant-ships. In 1695 we find him commanding the *Dorsetshire*, of eighty guns, one of the seconds to lord Berkeley in the desultory attacks made by him, during that year, on the French ports. In 1696 he was captain of the *Devonshire*, of seventy guns, one of the leading ships of sir C. Shovel's division in the main fleet. We do not believe him to have born any commission during the reign of king William after the peace at Ryswic; but soon after the commencement of the war with France, in 1702, he was appointed captain of the

Essex, of seventy guns, one of sir G. Rooke's fleet; a ship of which he continued for a long time commander. In the following year he sailed for the Mediterranean with sir C. Shovel; and, in 1704, eminently distinguished himself, under sir George Rooke, both in the attack of Gibraltar and the engagement with the French fleet off Malaga.

In the following year he was made captain of the Panther, and returned to the Mediterranean, under the command of sir C. Shovel, with whom he continued to serve during his expedition against Toulon. Having escaped shipwreck at the time his brave and unfortunate admiral perished, he, soon after his arrival in England, was commissioned to the Elizabeth; and returning to the Mediterranean station in the following year, was, in the month of July, detached, by sir John Leake, at that time commander-in-chief there, with his own ship, the Elizabeth, three other English ships of war, and three Dutch, to cruise between Peniscola and Tortosa, in order to cover the attack then meditated upon the island of Sardinia. We find him, while thus employed, to have rendered himself remarkably conspicuous, by his great diligence and attention to every thing which appeared, in any degree, likely to promote the cause of the allies.

By his spirited co-operation with lieutenant-general Stanhope, he laid the first foundation of that successful expedition which took place, in the month of August, against Minorca; and in this we feel it our duty to dwell longer on his merits, as he appears, in consequence of this conduct, to have attached to himself a responsibility in case of ill success, few wish to encounter, except urged by the most spirited motives of gallantry and zeal. We believe him to have, in great measure, retired from the service after he quitted the command of the Elizabeth, which he did in the year 1709. On the 17th of March 1710, he was appointed superintendant at Plymouth, an office which, however, was abolished at the conclusion of the war; after which he had a pension settled on him of 250*l.* a year. The time of his death we have not been able to investigate.

HUGHES, Gabriel,—was appointed commander of the Griffin fireship on the 5th of August 1690: in the  
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year 1692 he was made captain of the *Rochester*, of fifty guns, one of the ships belonging to the main fleet. How long he continued in this vessel we have been unable to ascertain; but, in the month of June 1696, we find him captain of the *Defiance*, of sixty-four guns, a ship employed in the same line of service as the former. He continued in commission till the time of his death, which happened on the 4th of May 1699; but we are ignorant what particular ship he commanded after the *Defiance*.

JOHNSON, John,—was appointed commander of the *Kingsfisher* on the 27th of May 1690. In 1692, he was promoted to the *Edgar*, of seventy-two guns, one of the ships belonging to the main fleet. In this vessel he continued till the month of July 1693, when he was made captain of the *Neptune*, of ninety guns, on board which ship Mr. Neville had hoisted his flag as rear-admiral of the blue. We have not been able to collect any farther particulars relative to this gentleman, or the service in which he was engaged, till the year 1696, when we find him, in the month of March, commanding the *Suffolk*, of seventy guns, and sent as commodore in this ship, with the *Monk*, of sixty; the *Chatham* and *Woolwich*, of fifty-four each; the *Deptford*, of fifty; the *Marygold*, *Portsmouth*, and *Biddeford* frigates; with five Dutch ships of war, to block up the ports of Dunkirk and Calais, and more particularly to prevent the sailing of that well-known naval partisan, Du Bart. He appears to have been employed on this station during the remainder of the year, as neither his own, or any of the ships which had composed his squadron, are found, during this period, to have been engaged in any other service. He was not commissioned during the peace which shortly after succeeded; but, on the commencement of the war with France, in 1702, was made captain of the *Sterling Castle*, of seventy guns. In this ship he sailed, under admiral Rooke, on the expedition against Cadiz; and, in the following year, under sir C. Shovel, on that to the Mediterranean, undertaken for the relief of the Cevenois, a service fruitlessly attempted through the want of sufficient attention at home, and the lateness of the equipment. Captain Johnson as well as his ship scarcely survived their return, being lost, on the 26th of November 1703, in that  
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tremendous hurricane, emphatically distinguished by the appellation of the Great Storm. The Sterling Castle was stranded on the Goodwin Sands; but seventy of her crew, among whom were four marine officers, the remains of upwards of three hundred men, were almost miraculously saved amidst that dreadful contending jar of elements.

KEMPTHORNE, Rupert,—is supposed to have been the son of a captain Simon Kempthorne, and nephew to the gallant sir John Kempthorne, of whom we have already given some account. This gentleman was appointed commander of the Half Moon fireship on the 18th of October 1690. He was prevented, by a very untimely death, from pursuing that path to posthumous fame and renown which his brave relatives had acquired, being unhappily killed at a rencounter, in a tavern, on the 28th of October 1691.

KERCHER, Thomas,—was appointed commander of the Hunter fireship on the 29th of April 1690. In the beginning of the year 1693 he was promoted to be captain of the Dolphin, of twenty-six guns. He was stationed off the western coast of Ireland to prevent the Introduction of any arms from France, for the use of such of the late king James's adherents as still continued an inferior and desultory kind of warfare in that part of the kingdom. He continued on the same station till the month of July 1694, when he had an opportunity of displaying as much gallantry on an occasion almost generally unnoticed, as, falling to the lot of a better-known character, would have been sufficient to have immortalized his fame. A French privateer of thirty-four guns and two hundred and forty men, had, by cruising out of the general track, fallen in with and captured a valuable prize from Antigua, a single ship, which, running without convoy, hoped to escape danger by coming round the northern coast of Ireland. Captain Kercher fortunately fell in with both the privateer and the prize. The former he instantly engaged; and, notwithstanding the disparity of force, the Dolphin having only one hundred and fifteen men, compelled the captor to abandon his prize, and also consult his own safety by flight. This very gallant behaviour procured him, immediately on his return into port to resist, the  
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command of the *Rupert*, of sixty-four guns; a promotion he did not long live to enjoy, dying on the 17th of October 1694.

KERR, William,—was appointed second lieutenant of the *Pendennis* on the 13th of September 1688: on the 14th of May 1690, he was promoted to the command of the *Deptford*, of fifty guns. While commanding this ship he had, in the month of November 1691, in company with the *Chester*, the good fortune to capture a large privateer of twenty-two guns, which had, for a considerable time, infested the Channel. He afterwards met with considerable success in this species of service, having, in the month of Oct. 1692, captured another large French privateer belonging to Nantz, called the *Fortune*, carrying twenty-four guns, eight patararoes, and one hundred and eighty men; and in the following month, in company with the *Portsmouth*, commanded by captain Britiffe, a third, called the *Hyacinth*, of still superior force to the last. In 1693 he was made captain of the *Lenox*, of seventy guns, one of the ships belonging to the main fleet. In 1693 we find him commanding the *Burlington*, in which station he had the *misfortune* to incur the censure of a younger officer, (captain Stephens of the *Solebay*) a censure, however, which attached not to him an atom of disgrace\*, as he was most honourably acquitted by a court-

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\* In justice to his memory, and to explain this matter very fully, we shall insert a letter, written by sir C. Shovel to the board of admiralty, relative to captain Kerr's conduct in this affair; and shall only remark, that no man could ever with a more complete and honourable justification than the honest and unbiassed opinion of so great and brave a commander; an opinion afterwards confirmed by a regular and legal enquiry, although in itself sufficiently explicit to satisfy those who entertain even the most rigid ideas of the honour of the service.

“ Montague, in Calais Road, 25 March, 1695.

“ Right honourable,

“ Your lordship's order of the 20th instant, directing me to make a strict enquiry into the matter represented to you by captain Stephens, commander of the *Solebay*, touching captain Kerr's not timely weighing upon fight of some of the enemy's privateers on this coast, I send you, enclosed, a copy of captain Kerr's relation of that affair, to which I have thought fit to add, for your lordship's farther information, that, on Friday the 13th instant, I ordered captain Kerr, in the

court-martial, held for the purpose of investigating his conduct.

Soon after this decision he was sent to Lisbon, to escort from thence the homeward-bound fleet. Nothing remarkable occurred during his passage thither, except his capturing a small French privateer, mounting eight guns, called *La Bergere*. He sailed from Lisbon towards the end of the month of August, and arrived safe in the Downs, with his charge, on the 12th of September. After this time he appears to have been principally employed, during the remainder of the war, as a cruiser. In this service he displayed considerable activity, which was deservedly rewarded by several captures. During the peace he was out of commission; but, on the recommencement of the war with France, was appointed commander of the *Revenge*, of seventy guns. In 1762 he was one of the members of the court-martial held for the trial of sir John Munden; but, for what particular reason does not appear, was the only member who did not sign the sentence. In

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Burlington, with the ships mentioned in the margin, to proceed as near Dunkirk as he should think fit, and there to make what observation he could of the ships in Dunkirk, and in the Flemish road, and to return to me with an account. Upon his return I required a particular report of his proceedings in prosecution of that order.

“He acquainted me, that on Sunday the 15th, he had sight of several French privateers, with their prizes, standing in for Dunkirk; and that he had sent the *Solebay*, the *Lark*, and the *Brigantine* to chase them, who thereupon tacked and stood away over the sands, but that his pilot would not take charge of his ship to stand over after them. Now though, upon strict enquiry into captain Kerr’s conduct and management upon this occasion, I find that it is the general opinion of people that were present, that if captain Kerr and the *Mary* galley had weighed and stood over the banks after the enemy’s ships, it is reasonable to believe they might have retaken their prizes; I cannot find the omission of this ought to be imputed to captain Kerr as a crime or a reflection, since I find, upon enquiry, that it was upon the pilot’s plea of his being unacquainted, and his refusal to take care of the ship, that captain Kerr forbore to weigh; and I cannot but observe to your lordship, *how great a misfortune a commander must needs lay under, if his reputation must depend upon the knowledge or will of a pilot.*

“I am,

“Right Honourable,

“Yours, &c.

“CLOUDESLEY SHOVEL.”

1703 he sailed for the Mediterranean under the orders of sir Cloudesley Shovel; and on his return from thence, at the end of the same year, narrowly escaped destruction in that tremendous storm, in which so many capital ships perished, on the 26th of November. The *Revenge* was at that time laying in the Downs, but was blown from her anchors on the 27th, and driven over the north end of the Galloper: she, however, weathered the storm without having sustained any consequential damage. In the following year he continued in the same ship; and was detached to the West Indies with a small squadron; but nothing memorable, either of censure or praise, appears to have taken place during the time he was employed on this service. In 1704 he had the misfortune to be in company with the *Falmouth* at the time that ship was taken by monsieur St. Paul's squadron; but was declared by a court-martial, of which sir C. Shovel was president, to have behaved very meritoriously, and to have rendered her all possible service. In the year 1706 he was made captain of the *Rupert*, and appointed commodore of a squadron, consisting of one third rate, his own ship, five fourth rates, four frigates and a fireship, and again sent to the West Indies to succeed sir William Whetstone as commander-in-chief on that station. Honours and promotion to some people prove a misfortune; thus did they in the present instance; and captain Kerr, who had hitherto maintained a spotless fame, and had meritoriously attained a most honourable trust, had not the resolution to preserve what he had justly won.

He joined admiral Whetstone at Jamaica on the 25th of July; and on the departure of that officer, for Europe, in the month of October took upon himself the command\*. Previous however to this, they sailed together on a cruise, in hopes of being able to take the city of Carthagena. This was, on maturer deliberation and consultation, found impracticable; nor does any circumstance, worth commemoration, appear to have occurred during the cruise. They returned to Jamaica, and commodore Kerr sailed soon afterwards on an expedition

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\* On which occasion he removed into the *Bredah*.



against the island of Hispaniola. It was first proposed to attack port Louis; but this idea was soon rejected in consequence of his having no pilot with him who was sufficiently acquainted with the entrance of that harbour. It was next determined to attack Petit Guayas. The disposition was actually made for this purpose; and all the boats of the squadron were sent, manned and armed, under the orders of captain Boyce, who was appointed to cover them in the Dunkirk's Prize. However prudently and judiciously these measures were arranged, the attempt unfortunately miscarried, through the inattention or too forward zeal of some of the officers commanding the boats, which running in too near the shore alarmed the inhabitants, and rendered abortive all hopes of success, which was never expected on any other ground than that of surprise. Thus foiled, the commodore again returned to Jamaica to refit his ships, and procure provisions and refreshments, of which his squadron began to be grievously in want.

Here he had to combat with a new species of enemy, which, by no means uncommon in that part of the world, has repeatedly proved more formidable than the sword. It is almost needless to say this was disease, which, though always destructive, proved, at this time, most unusually fatal, the mortality being so great as to utterly disable the squadron from any farther service. The commodore finding all hopes of enriching himself honourably at the expense of the enemies of his country, appears, at this time, to have taken the resolution of avenging himself on the pockets of his own countrymen. We are well aware that nothing irritates the human mind more than misfortune; and that particular species of misfortune too, the deprivation of wealth: so that, notwithstanding we are very ready to admit the justice of the general complaint against the commodore, we think it but candid to conclude, the popular odium under which he fell was greater than his share of delinquency really merited. The following appears to have been the outline of the transaction.

The inactivity of the squadron at Jamaica necessarily induced by the mortality which then prevailed, subjected commerce to much interruption and heavy losses, particularly from the Spaniards, who, in that part of the world,

were unanimous in favour of the duke of Anjou, and whose guarda-coastas, and privateers, were remarkably active and successful. The armament, in point of numbers, had never, perhaps, been competent to the protection of the extensive trade carried on in the face of an enemy, whose situation peculiarly enabled them to disturb it; much less was it equal to the task in its reduced state. The merchants of Jamaica had, for a considerable time, been in the habit of encreasing this loss by a particular species of commerce, detrimental to the mother country itself, and hateful even to the Spaniards themselves, at least to those who were not specially engaged in it. This was a contraband trade with certain districts in the possession of the enemy, who were by these means supplied with many articles of which they stood in want, not excepting those stores which were absolutely necessary to the equipment of their private vessels of war. When the ship, thus freighted, escaped detection and capture, the returns were lucrative in the extreme; and the chance of abundant profit daily procured fresh, and more intrepid adventurers.

Occasional loss damped, indeed, but could not subdue the avaricious spirits of these bold and enterprising men. Each appears to have been eagerly striving before his fellow to insinuate himself into the good graces of the commander, and *purchase* his protection. The honour of the service, as well as his own, sunk before the dæmon of avarice. A merchant, of the name of Wood, appears as the principal complainant against Mr. Kerr: he was engaged deeply in the species of commerce just described; and Mr. Kerr was resolved, as it seems, to abridge it, unless he himself was permitted to have a share in the profits. From the tenor of the complaint laid before the house of peers, by Mr. Wood, it must evidently appear, not that the complainant had any injustice done him, but that the reputation of the service, disgraced in the hands of the person to whom it was at that time confided, had been bartered away for profit; that the commodore and the merchant were two *brokers*, each striving to enrich himself and out-wit his neighbour. In this kind of traffick all *advantages* appear to be held as fair; and we have only to lament that a man, who ought to have ever maintained

the character of a person of honour, should descend to such meanness as to become a partner in so disgraceful a trade.

On the 22d of August commodore Kerr, being succeeded in his command by commodore, afterwards sir Charles Wager, sailed for England in the *Bredah*, having with him the *Sunderland*, a fourth rate; the *Experiment* frigate, and the *Hawke* fire-ship, with a fleet of merchant-ships, under their convoy. He conducted them to England in safety. On the 7th of February 1707-8, the address of the house of lords, against captain Kerr, was presented to the queen\*.

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\* The tenor of it was, that " Captain William Kerr, late commander of a squadron of her majesty's ships at Jamaica, had refused to grant convoys for their ships to the Spanish coast of America; and in particular, that Mr. Thomas Wood had offered to captain Kerr the sum of six hundred pounds, *as a gratuity*, if he would order one of the ships of war under his command to go as convoy to the *Nep-tune* sloop and *Martha* galley, laden with woollen and *other goods*; that the said captain Kerr at that time seemed much pleased with the proposal, and said the *Windsor* should be the ship, and ordered Mr. Wood to make what dispatch he could in getting the galley and sloop ready. *On which encouragement* he got ready to sail, and bought three hundred negroes to put on board; and then acquainted captain Kerr therewith, and with the great charge he was at in maintaining the negroes, together with his fear of their sickness. Captain Kerr then said he feared he could not spare a man of war, but the next day sent Mr. Tudor Trevor, captain of the *Windsor*, to acquaint Mr. Wood, that captain Kerr said, he thought Mr. Wood could not have offered less than two thousand, or, at least, fifteen hundred pounds: whereupon Mr. Wood declared the sum was too great, *that the trade could not bear it*; so that the said sloop and galley proceeded on their voyage without convoy: and in their return the sloop, loaded with great wealth, being pursued by French privateers, and having no convoy, and crowding too much sail to get from the enemy, was unhappily overset and lost.

" The said Mr. Thomas Wood also complained that, upon a farther application to the said Mr. Kerr, for three sloops bound to the said Spanish coast, he promised to give the *Experiment* man of war, commanded by captain Bowler, as a convoy; for which the said Mr. Wood agreed to give eight hundred pounds; four hundred pounds, part whereof, was paid to the said Bowler; and the other four hundred pounds was made payable, by note, to one Mr. Herbert, for the use of Mr. Kerr; which note was sent in a letter to Mr. Kerr, and by him put into Mr. Herbert's hands; and besides that, as a farther encouragement for allowing the said convoy, Mr. Kerr had an adventure of fifteen

The charge legally turned on the following point, that Mr. Kerr had unwarrantably demanded, and actually received a considerable sum of money as a recompense for the service he had partially rendered individuals, by protecting their property from the enemy. This being fairly proved, the house entreated the queen to dismiss Mr. Kerr from her service. So reasonable a request could not be refused. And that man who had uniformly, till this last act, maintained the character of a person of honour, was dismissed with an ignominy exceeded only by that attached to cowardice or treachery. The time of his death is unknown.

KILLEGREW, James,—was appointed lieutenant of the Portsmouth on the 5th of September 1688. He was promoted to the command of the Sapphire on the 11th of April 1690, and was principally employed on the cruising service during this, and the following year. We know not any thing memorable relative to him, during this period, except his having, in the month of July 1691, captured a large French privateer after a long running fight. Early in the year 1692 he was made captain of the York, of sixty guns. In the beginning of the year 1693 he was removed into the Crown, as he was into the Plymouth of sixty gun, in the month of July, and sent, under admiral Russel, to the Mediterranean in the following year. He held the same station, in the

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fifteen hundred pounds in the said sloop without advancing any money."

This was the sum of the charge, the whole of which was certainly very fairly proved. But the admitted delinquency of Kerr by no means places Mr. T. Wood in the light of an honourable trader, or an highly injured man. He had engaged in an illicit commerce, the profits of which must have been immense to have enabled him to pay so enormous a sum for its protection. After having consented to this very scandalous extortion, and actually received his remainder of the profits, like a man thoroughly versed in *all* the principles of a contraband trade, he informed against his coadjutor, in order to repossess himself of that money he had paid for the connivance and assistance; which he was before very ready to receive on the terms above-stated, rather than forego *his share* of the profits. Between two traders there would have been nothing unfair in this transaction; between an officer and a trader there was much dishonour, added to that species of criminality arising from his bartering away the reputation of the office he held for this his own private and paltry emolument.



month of January 1694-5, when he bravely fell while engaging, singly, two French ships, one of sixty-four, and the other of fifty guns. Historians rather vary in their particulars relative to this very gallant action. The following we honestly believe the most authentic relation of it.

Captain Killegrew, at that time commander either of the Medway or the Plymouth, was detached, by admiral Russel, with a squadron, consisting of six or seven fourth and fifth rates, in search of some French ships of war, said, at that time, to be cruising off the island of Malta. At the time he first got sight of them, which was early in the morning of the 27th of January, off the island of Pantalarea, he was considerably a-head of any of the ships which composed his squadron, so that he was singly engaged, for a considerable time, against two ships, the smallest of which was of nearly equal force with himself. In this unequal encounter Killegrew was killed together with a considerable part of his crew: but the other ships carrying a press of sail, at last got up to take their share in the action: soon after which the French ships both surrendered. The largest, called the *Content*, was commanded by the count De Caulard, mounted sixty guns, and had a crew of four hundred men: her companion was called the *Trident*, commanded by the count D'Aulnoy, mounting fifty-two guns, and carrying three hundred men\*. The latter

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\* The following account was published as authentic immediately after the action.

"That captain Killegrew, having with him a squadron of seven English ships of war, had, on the 27th of January 1694-5, detached three of them to cruise off Cape Passaro, and three in the Channel of Malta, while he himself remained, with his single ship, off the Phare of Messina. Quickly after captain Killegrew fell in with two French ships of war, one of sixty-four, the other of fifty guns, and engaged them both for the space of four hours; when, upon the report of the guns, one of the detached English men of war came in to his assistance, who so well seconded captain Killegrew, that the French betook themselves to a running fight, and, in a short time, the ship of fifty guns surrendered, and soon after sunk; the other, having all her masts shot by the board, yielded also, and was carried to Messina. There were on board the two French ships of war above seven hundred men, of which almost one-half were killed and wounded: captain Killegrew was likewise killed in the fight, and about fifty of his men killed and wounded."

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is said, by some, to have sunk soon after she surrendered. This is a mistake; she got safe into Messina, and was afterwards enrolled in the English navy. Characters like that of captain Killegrew need no encomium.

KIRBY, Richard,—was appointed commander of the *Success* hired ship of war on the 7th of February 1690. He continued captain of this vessel till the year 1692, being chiefly, if not entirely, employed in convoying the

The French made a considerable merit of the courage with which these two ships were defended; and, according to their usual romantic mode of relating all actions in which they themselves were concerned, recorded a thousand prodigies of valour which never existed. True gallantry needs not the embellishment of fiction to render it attractive. The French were very spiritedly attacked by an inferior force: they defended themselves courageously, and when assistance came up were compelled to submit.

The account given by Campbell affords us some few particulars which reconcile the contradictions of other historians, and some also which are not elsewhere met with. He makes, indeed, in common with almost all of them, the force of the French ships greater than it really was. The *Content*, when taken, carried sixty guns only, and the *Trident* fifty. This information we give as authentic: it is taken from a manuscript list of the French fleet in this year, found among the Shovel papers, for the communication of which we hold ourselves very much indebted to lord Romney. It is said that the French ships of war, at first, mistook the English ships for merchant-men, and bore down upon them; but quickly discovering their mistake, put about and endeavoured to get away. That the whole English squadron, consisting of six ships, were together; and the Plymouth being so much disabled as to be obliged to bear away for Messina as soon as the other five ships got up, three of them, the *Carlisle*, *Newcastle*, and *Southampton* pursued the *Content*; and the *Falmouth* and *Adventure* the *Trident*; both which ships at length surrendered, after having made a running fight during the night and part of the next day, in which they lost a considerable number of men.

The *Trident*, it appears, being very leaky in consequence of the great damage she had received in her hull, was obliged to be sent away immediately to Gorgoni: which circumstance, probably, occasioned the premature report, of her having sunk soon after the action was over. Campbell also adds an anecdote too honourable to be omitted, or to have the reinsertion of it charged to the account of national vanity.

"When captain Killegrew came up with the *Content* the whole French crew were at prayers; and he might have poured in his broadside with great advantage; this, however, he refused to do, adding the following remarkable expression, *It is beneath the courage of the English nation to surprize their enemies in such a posture.*"

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