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978-1-108-01862-3 - The Naval Chronicle, Volume 23

Edited by James Stanier Clarke and John McArthur

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vice, as midshipman, on board the *Sea Horse*, Captain Farmer,* with whom he proceeded to India, in 1773. He remained in

* The death of this officer, a few years afterwards, was attended by such remarkable circumstances, that we shall be readily excused for stating them.—Having returned to England, he, in 1779, commanded the *Quebec* frigate, of 32 guns. At day-break, on the 6th of October, in that year, while on a cruise, in company with the *Rambler* cutter, Lieutenant George, about fifteen leagues to the south-west of Ushant, he discovered a large French frigate and a cutter. The frigate proved to be *la Surveillante*, of 40 guns; 28 eighteen-pounders, and 12 six-pounders. By ten o'clock the frigates were close alongside of each other, when they commenced a most furious engagement, which continued for three hours and a half; at the expiration of which they were both totally dismasted, and locked together. Unfortunately, the *Quebec*, by firing through her sails, which were lying over the side, took fire; and, in despite of every effort to extinguish the flames, she continued to burn, with unremitting fury, till six in the evening, when she blew up, with her colours flying, and her brave commander, with most of his gallant-officers and crew, perished.

“ Words cannot describe,” says the editor of the *New Baronetage*, “ the gallantry and magnanimity displayed by Captain Farmer on this occasion, not only in the engagement, but the fatal catastrophe with which it was attended. Having his arm broken towards the close of the engagement, he tied his handkerchief round the shattered part of the bone, and then addressed his men as follows: ‘ My lads! this is warm work; therefore keep up your fire with double spirit; we will die or conquer!’ ”

“ When the ship took fire, the captain, the first lieutenant, and many of the crew, remained on board; but most of the men jumped into the sea, where numbers perished in sight of those on board the ship. The fire now raging with more violence, the captain was requested to attempt saving himself; but he refused every solicitation; and declared he would not quit the ship while there remained another man on board. By degrees the number of his companions grew less and less, and he saw inevitable destruction fast approaching; he entreated the remainder to jump into the sea, whilst he sat on the fluke of the sheet anchor, waiting with heroic fortitude the dreadful explosion, which at last numbered him with departed heroes.”

We have seen another account, however, which states, that Captain Farmer threw himself into the sea, before the explosion took place; but, in consequence of his wound, and the loss of blood, and extreme weakness resulting therefrom, he was incapable of any exertion, and soon perished.—As a proof of the public sense of Captain Farmer's gallant conduct, a pension was settled upon his widow, and his son was created a Baronet.

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India, till some time after the arrival of the intelligence of the general peace of 1783. Of the manner in which he was employed, during this period, we have very little information; a circumstance proceeding, in some measure, from the aversion which he always felt, from speaking of himself, or of his services. It is probable, however, that he was engaged in the action with Traujolly, in August, 1778, and in some, if not all, of the subsequent encounters with the French admiral, Suffrein.

On the 1st of January, 1783, having passed the intermediate ranks of lieutenant and master and commander, he was made post in the Active frigate, of 32 guns.—In the month of April following, when General Stuart's attack upon Cuddalore had been resolved on, Captain Troubridge, in the Active, with Captain Halliday, in the Isis, Captain White, in the San Carlos, Captain Sir R. J. Strachan, in the Naiade, and Captain Buller, in the Chaser, was appointed to cover and protect the Pondicherry, Minerva, and Harriet store-ships, which Sir Edward Hughes, the commander-in-chief, had directed to carry military stores and provisions, for the service of the army.

Captain Troubridge afterwards commanded another ship in India, with the name of which we are unacquainted; and, when

The Rambler brought the French cutter to action at eleven o'clock, and continued closely engaged with her till nearly two, when the enemy set all his sail and bore away. The Rambler's rigging and sails were so much damaged, that it was in vain to pursue; and, perceiving the disabled state of the two frigates, and that the Quebec was on fire, she hastened to her relief; but as she was at some distance to leeward, with little wind and a great swell, she was unable to render her any other assistance, than that of sending her boat, which brought on board two midshipmen and 14 seamen. A Russian vessel, which happened to be passing the wreck, saved thirteen more of the crew.—Lieutenant George mentioned, in his official letter, as a reason for not endeavouring to save more of the unfortunate crew, that the enemy's frigate fired at his boat in passing from the Quebec to the cutter; but this circumstance was soon after cleared up, much to the honour of the enemy, who, while in the act of towing their ship out of the reach of the flames, saved the lives of Mr. Roberts, the first lieutenant, the second lieutenant of marines, the surgeon, and 36 of the crew. Lieutenant George, it appeared, mistook the guns of the Quebec, which went off as they became heated, for those of the enemy.

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Sir Edward Hughes returned to England, in 1784, he accompanied him, as his flag captain, in the *Sultan*.*.

He now enjoyed an interval of relaxation from service; in the course of which (in 1787) he married a lady of the name of Richardson, the relict of H. Richardson, Esq. formerly governor of one of our colonial possessions.

In 1790, Captain Troubridge was appointed to the *Thames* frigate, of 32 guns, in which he proceeded to the East Indies; and, in the autumn of the following year, in consequence of Commodore Cornwallis having received intelligence that some neutral ships, under imperial and French colours, were expected to arrive on the coast of Malabar, from Europe, laden with ammunition and ordnance stores for the use of Tippoo Sultan's army, he was employed in the following squadron, for the purpose of examining all the suspicious vessels that might arrive:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Crown	64	{ Hon. William Cornwallis, Commodore. Captain M. Delgarno.
Leopard	50	—— J. Blanket.
Perseverance ...	36	—— J. Smith.
Phoenix	36	—— Sir R. J. Strachan.
Vestal	28	—— G. A. Byron.
Thames	32	—— T. Troubridge.
Ariel	14	—— R. Moorsom.
Atalanta	14	—— J. Schonberg.

This squadron brought to, and searched several French ships, but without discovering any merchandise or stores of a contraband nature. The *Resolu*, French frigate, with two merchantmen in company, resisted an attempt to board, and discharged a broadside into the *Phoenix*, which led to an action that lasted five-and-twenty minutes; when the *Resolu* struck, having 25 men killed, and 40 wounded. The *Phoenix* had 6 killed, and 11 wounded.†

Captain Troubridge soon afterwards returned to England; and, in 1793, he was appointed to another frigate, the *Castor*, of 32

* The *Superbe*, Sir Edward Hughes's former flag-ship, was forced from her anchors in Tellicherry Road, in a gale of wind, and, drifting on shore, struck upon a rock, and sunk, on the 5th of November, 1783.

† *Vide* biographical memoir of Admiral Cornwallis, *NAVAL CHRONICLE*, Vol. VII. page 18.

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guns.—On the 10th of May, 1794, while convoying fourteen sail of vessels from Guernsey and Jersey, bound to Newfoundland, he had the misfortune to be captured in the Bay, with the whole of the convoy, by a French squadron. His captivity, however, proved of but very short duration; as, on the 29th of the same month, the *Castor* was retaken, by the *Carysfort* frigate, Captain Francis Laforey, then on a cruise in the Bay.*

* The number of men (200) was equal in the *Castor* and the *Carysfort*; but, while the former had 32 guns, the latter had only 28. The action was well fought, for an hour and 15 minutes; in the course of which, the enemy had 16 men killed, and nine wounded: the *Carysfort*, one killed, and 16 wounded.

On the arrival of the *Carysfort* and her prize in port, the principal officers and commissioners of the navy put in a claim for the ship, &c. the same of right belonging to them, for the use of his Majesty. To this claim, an opposition was made on the part of the commander, officers, and crew of the *Carysfort*. The French captain, in answer to the 4th interrogatory, stated, that he had been appointed to the command of the *Castor* by the French admiral, commander of a division of the naval army of the French Republic, by whose orders and commission he took possession of her at sea, as of a ship of war in the service of the Republic; the said admiral having been invested with the power and authority to condemn prizes, and to arm, fit out, and equip such ships as he might take, and think calculated for the purpose as ships of war in the service of the French Republic, without first sending them to France to pass through any formal process; and that the said frigate, the *Castor*, had been so armed, equipped, and fitted out accordingly.—The question therefore was, whether, under the circumstances of the case, the re-captors should have the whole of the prize, or only proportional salvage?

Sir James Marriot, Judge of the High Court of Admiralty, in a speech of some length, in which he made several observations on the unequal distribution of prize-money in like cases between his Majesty's ships of war and privateers, wherein the latter are entitled to a sixth, as salvage for re-captures, while the former have only one-eighth; at the same time instanced, that in former wars, ships belonging to his Majesty, re-taken by his Majesty's ships, were entitled to only a salvage of one-eighth. But as there is a general sweeping clause in the latter part of the section in the present prize-act, which says, "That if any ship or vessel re-taken, shall appear to have been, after the taking of his Majesty's enemies, by them set forth as a ship of war, the said ship or vessel shall not be restored to the former owners or proprietors, but shall in all cases, whether re-taken by his Majesty's ships, or by any privateer, be adjudged a lawful prize for the benefit of the captors."—Sir James Marriot accordingly pronounced, that the whole value of his Majesty's ship the *Castor*, re-captured under the circumstances in question, should be adjudged to be lawful prize to the captors.

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Soon after his liberation, Captain Troubridge was appointed to the *Culloden*, of 74 guns ; in which, in February, 1795, he sailed with the fleet under the command of Earl Howe, to escort the East, and West India, and other convoys, clear of the Channel ; and was then for some time employed in cruising off Brest, and in the Bay. In May, he joined the Mediterranean fleet, at that time under the command of Vice-admiral Hotham ; and, in the indecisive action of the 13th of July, he consequently bore a part.*

Captain Troubridge continued on the Mediterranean station ; and, on the morning of the memorable 14th of February, 1797, he was the first that descried the Spanish fleet ; of the approach of which, Sir John Jervis, the commander-in-chief, had been the day before apprized, by the arrival of Commodore Nelson, in *la Minerve*.† In the action which ensued, the *Culloden* was eminently distinguished. The morning was dark and hazy, when, at half-past six, she made the signal for five sail in the south-west quarter ; a little after eight, the British squadron was prepared for battle ; by forty minutes after ten, it was ascertained that the enemy's fleet consisted of twenty-five sail of the line ; which, soon after eleven, were visible to every ship in Admiral Jervis's squadron. At the time last mentioned, the ships first discovered by the *Culloden* were separated from the main body of their fleet, which was bearing down in some confusion to join them. It is believed to have been Sir John Jervis's intention, at first, to cut off these five advanced ships ; but, in consequence of the near position of the main body, he afterwards formed the fleet in a line-of-battle a-head, as was most convenient and practicable.‡ At about twenty minutes past eleven, the admiral's intention to pass through the enemy's line was communicated ; the signal to engage was then immediately made ; and, in about ten minutes, the *Culloden* began to fire at the enemy's headmost ships, to windward. Sir John Jervis's object of cutting the line was speedily and effectually

* *Vide NAVAL CHRONICLE, Vol. IX. page 355.*

† *Ibid.* Vol. III. page 173.

‡ A comparative view of the force of the British and Spanish fleets, with the order of battle, is given in the fourth Volume of the NAVAL CHRONICLE, page 36.

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accomplished, by the steady fire of the centre of the British line, ordered against that part of the Spanish fleet, which had thus been reduced to the necessity of forming on the larboard tack, the ships of which it was composed were thrown out of the action till the close of the day ; and Sir John Jervis had consequently the opportunity of paying his whole attention to the main body of the enemy to windward, reduced, by the division of the line, to eighteen sail. A little after twelve o'clock, the signal was made for the British fleet to tack in succession, and, soon after, the signal for again passing the enemy's line. Commodore Nelson, perceiving the Spanish admiral's design of joining his ships to leeward, by wearing round the rear of the British line, had no sooner passed the Spanish rear, than he wore and stood on the other tack towards the enemy. In executing this prompt and decisive manœuvre, he found himself alongside of the Spanish admiral, in the *Santissima Trinidad*, of 136 guns, which was supported by a three-decker a-head, and another a-stern. To relieve him from this perilous situation, the *Culloden* and the *Blenheim* pressed forward, and succeeded in attracting a portion of the enemy's attention ; and by the subsequent approach of Rear-admiral Parker, with the *Prince George*, *Orion*, *Irresistible*, and *Diadem*, the Spanish admiral was compelled to relinquish his intention of rejoining his ships to leeward, and to make the signal for his main body to haul their wind and make sail on the larboard tack. The advantage, now evidently in favour of the British, continued so till the close of the action, in the evening. The glorious result is well known ;* but it is proper to state, on the credit of the journal of an officer belonging to Sir John Jervis's fleet, that, in the course of the engagement, Captain Troubridge, in the *Culloden*, of 74 guns, and Commodore Nelson, in the *Captain*, of the same force, turned the whole van of the Spanish fleet, consisting of three first rates, and four 74 or 80 gun-ships.†

The total loss sustained by the English in this engagement, amounted, in killed and wounded, to 300 men ; of which, in the

* Circumstantial accounts of the engagement of the 14th of February, will be found in Vol. III. page 174, and Vol. IV. page 35, of the *NAVAL CHRONICLE*.

† *Vide NAVAL CHRONICLE*, Vol. IV. page 38.

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Culloden, were 10 killed, and 47 wounded. In the Spanish ships which were taken were 693 killed and wounded; and those which escaped must have suffered considerably.

On the 16th of February, Sir John Jervis put into Lagos Bay, to secure his prizes, and to repair the damages which his squadron had sustained. On the same day, he issued his general thanks to the officers of the fleet, declaring, "That no language he was possessed of could convey the high sense which he entertained of their exemplary conduct, and that the late signal victory was entirely to be attributed to their determined valour and discipline."*

On the 16th of February, also, with his official despatch,† Sir John Jervis transmitted the following private letter to Earl Spencer, at that time First Lord of the Admiralty, respecting the conduct of certain officers concerned in the engagement:—

"MY LORD,

"The correct conduct of every officer and man in the squadron on the 14th instant, made it improper to distinguish one more than another in my public letter, because I am confident that had those who were least in action been in the situation of the fortunate few, their behaviour would not have been less meritorious. Yet to your lordship it becomes me to state, that Captain Troubridge, in the Culloden, led the squadron through the enemy in a masterly style, and tacked the instant the signal flew; and was gallantly supported by the *Blenheim*, *Prince George*, *Orion*, *Irresistible*, and *Colossus*. The latter had her fore and fore-top-sail yards wounded, and they unfortunately broke in the slings in stays, which threw her out and impeded the tacking of the *Victory*. Commodore Nelson, who was in the rear on the starboard tack, took the lead on the larboard, and contributed very much to the fortune of the day, as did Captain Collingwood; and, in the close, the *San Josef* and *San Nicholas* having fallen foul of each other, the Captain laid them on board, and Captain Berry, who served as a volunteer, entered at the head of the boarders, and Commodore Nelson followed immediately, and took possession of them both."

We have copied the above valuable and important document from Clarke and M'Arthur's splendid *Life of Lord Nelson*, from two motives: that of shewing the estimation in which Captain Troubridge's services were holden by his commander-in-chief; and

* *Vide* CLARKE and M'ARTHUR'S *Life of Lord Nelson*.

† *Vide* NAVAL CHRONICLE, Vol. IV. page 35.

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that of endeavouring to do away a misconception which has prevailed, respecting that veteran chief, Earl St. Vincent himself. In consequence of his lordship having omitted specifically to notice the exertions of such officers as most effectually contributed to the success of the action, he has been accused of an avarice of praise, of wishing to monopolize the glory of the day, and of a sordid aim to deprive merit of its most gratifying meed—the applause of a grateful nation. The above letter, coupled with the preceding notice of his lordship's general thanks to the officers of the fleet, will, we presume, be thought sufficient to clear the conduct of the noble Earl from any imputation, derogatory to his public or private character, on the point in question.

Captain Troubridge, with the rest of the officers of the fleet, had the honour of receiving the thanks of both Houses of Parliament, and of being presented with a gold medal, emblematic of the victory, to be worn in uniform.

Very soon after the battle off Cape St. Vincent, the commander-in-chief had reason to suspect, that the Viceroy of Mexico, with an immense treasure, had taken shelter in the harbour of Santa Cruz, in the island of Teneriffe, and that the town of Santa Cruz itself was an assailable object. He accordingly detached the *Terpsichore* and *Dido* off Santa Cruz, to reconnoitre, and adopted every other means within his power to obtain the requisite information. Commodore Nelson, too, who was ultimately appointed to command the attack, was indefatigable in his exertions to acquire all possible intelligence relating to the subject. The interest which he took in the affair, the comprehensive energy of his mind, and the enthusiastic *amor patriæ*, by which he was at all times inspired, will best be seen by the following letter, bearing the date of April 12, 1797, which he addressed to Sir John Jervis:—

“ MY DEAR SIR,

“ Troubridge talked to me last night about the Viceroy at Teneriffe. Since I first believed it was possible that his Excellency might have gone there, I have endeavoured to make myself master of the situation and means of approach by sea and land. I shall begin by sea. The Spanish ships generally moor with two cables to the sea and four cables from their stems to the shore; therefore, although we might get to be masters of them, should the wind not come off the shore, it does not appear certain we should succeed so completely as we might wish. As to any opposition, except

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from natural impediments, I should not think it would avail. I do not reckon myself equal to Blake; but if I recollect right, he was more obliged to the wind coming off the land, than to any exertions of his own: fortune favoured the gallant attempt, and may do so again. But it becomes my duty to state all the difficulties, as you have done me the honour to desire me to enter on the subject.

“The approach by sea to the anchoring place is under very high land, passing three vallies; therefore the wind is either in from the sea, or squally with calms from the mountains. Sometimes in the night a ship may get in with the land wind and moderate weather. So much for the sea attack, which if you approve I am ready and willing to look at, or to carry into execution. But now comes my plan, which could not fail of success, would immortalize the undertakers, ruin Spain, and has every prospect of raising our country to a higher pitch of wealth than she ever yet attained: but here soldiers must be consulted, and I know from experience, excepting General O'Hara, they have not the same boldness in undertaking a political measure that we have; we look to the benefit of our country, and risk our own fame every day to serve her: a soldier obeys his orders and no more. By saying soldiers should be consulted, you will guess I mean the army of 3,700 men from Elba, with cannon, mortars, and every implement now embarked; they would do the business in three days, probably much less. I will undertake with a very small squadron to do the naval part. The shore, although not very easy of access, yet is so steep that the transports may run in and land the army in one day. The water is conveyed to the town in wooden troughs: this supply cut off, would probably induce a very speedy surrender: good terms for the town, private property secured for the islanders, and only the delivery of public stores and foreign merchandise demanded, with threats of utter destruction if one gun is fired.—In short the business could not miscarry.

“Now it comes for me to discover what might induce General de Burgh to act in this business. All the risk and responsibility must rest with you. A fair representation should also be made by you of the great national advantages that would arise to our country, and of the ruin that our success would occasion to Spain. Your opinion besides should be stated, of the superior advantages a fortnight thus employed would be of to the army, to what they could do in Portugal; and that of the six or seven millions sterling, the army should have one half. If this sum were thrown into circulation in England what might not be done. It would insure an honourable peace with innumerable other blessings. It has long occupied my thoughts.

“Should General de Burgh not choose to act, after having all these blessings for our country stated to him, which are almost put into our hands, we must look to General O'Hara. The Royals, about 600, are in the fleet with artillery sufficient for the purpose. You have the power of stopping the store-ships; 1000 more men would still insure the business, for Teneriffe never was besieged, therefore the hills that cover the town are not fortified to resist any attempt of taking them by storm; the rest must