

NAVAL HISTORY OF GREAT BRITAIN.

BRITISH AND FRENCH FLEETS.

OWING to a deficiency of seamen and the disaffected state of those that remained, the Scheldt fleet, numerically strong as it was, gave, during this year, very little trouble to those that blockaded it; nor did the Brest squadron, or fleet, as it now might almost be called, make any attempt to put to sea. On the 27th of August the newly-formed port of Cherbourg was opened, with great pomp, under the eyes of the empress Marie-Louise; and on the 12th of October the 80-gun ship *Zélandais*, the first line-of-battle ship constructed at Cherbourg, was launched: another was also getting ready with all possible despatch. Since the 28th of May the French 74-gun ship *Régulus*, from Rochefort, had anchored in the river of Bordeaux; and, according to the French accounts, she was the first ship of her class that had ever entered the Gironde.

Toulon was now the only French port to be looked to for any operations of importance between the fleets of England and France. The British Mediterranean fleet remained in the able hands of Vice-admiral Sir Edward Pellew, and the fleet in Toulon was still under the command of Vice-admiral the Comte Emeriau. The flag of the latter was flying on board the 130-gun ship *Impérial*, and the flag of the second in command, the Baron Cosmao-Kerjulien, on board the *Wagram*, of the same force. On the 15th of August the 130-gun ship *Héros* was launched; making the sixth three-decker in the port. Not being able to discover the launching of any three-decker in Toulon named *Impérial*, we consider that the *Austerlitz* had recently changed her name; especially as, at the latter end of 1812, the flag of Vice-admiral Emeriau was flying on board of her. The addition of the *Héros* makes the total num-

ber of line-of-battle ships 21; all, except the *Héros* and *Montebello*, at anchor in the inner and outer roads, in company with ten 40-gun frigates and one 20-gun corvette. On the stocks there were two 80s, and one 74, the latter in a very forward state.

Although a dearth of seamen, owing to the draughts sent away to the army, prevented the Toulon fleet, as a body, from making any serious attempt to put to sea during the year 1813, large divisions of it, when the wind would serve also for returning, frequently weighed from the road, and exercised in manoeuvring between the Capes Brun and Carquaranne. In the latter part of October the British fleet was blown off its station by a succession of hard gales, which lasted eight days; and it was only on the evening of the 4th of November, that the in-shore squadron, consisting of the 74-gun ships *Scipion*, *Mulgrave*, *Pembroke*, and *Armada*, Captains Henry Heathcote, Thomas James Maling, James Brisbane, and Charles Grant arrived off Cape Sicie. The main body of the British fleet at this time consisted of the

Gun-ship.		
120	{ Caledonia	{ Vice-admiral (r.) Sir Edward Pellew, Bart.
	{ Hibernia	{ Rear-admiral (w.) Israel Pellew.
		{ Captain Jeremiah Coghlan.
112	{ San-Josef	{ „ Thomas Gordon Caulfield.
		{ Rear-admiral (b.) Sir Richard King, Bart.
		{ Captain William Stewart.
100	{ Royal George	{ T. Fras. Ch. Mainwaring.
	{ Boyne	{ George Burlton.
98	{ Prince of Wales	{ John Erskine Douglas.
	{ Union	{ Robert Rolles.
	{ Barfleur	{ John Maitland.
74	{ Pompée	{ Sir James Athol Wood.

On the 5th, at 9 h. 30 m. A.M., Vice-admiral Comte Emeriau, in the *Impérial*, with, according to the French accounts, 12, and according to Sir Edward Pellew's letter, 14 sail of the line, six frigates, and the *Victorie* schooner, got under way with a strong east-north-east wind, and stood to the usual spot for exercise. Captain Heathcote's squadron was off Cape Sicie; and the main body of the British fleet, consisting, as already shown, of nine sail of the line, had just hove in sight from the southward, standing under close-reefed topsails to reconnoitre the port. At 11 h. 30 m. A.M., just as the French advanced squadron, of five sail of the line and four frigates, under Rear-admiral the Baron Cosmao, had got a little to the south-east of Cape Sepet, the wind suddenly shifted to north-west. This unexpected occur-

1813.] SIR EDWARD PELLEW AND COMTE EMERIAU. 3

rence, while it set the French ships to trimming sails to get back into port, afforded to the leading British ships a prospect of cutting off some of the leewardmost of the former, the names of which were as follows :—

Gun-ship.			
130	Wagram . . .	{	Rear-admiral le Baron Cosmao-Kerjulien.
		{	Captain Francois Legras.
74	{ Agamemnon . . .	;	Jean-Marie Letellier.
	{ Ulin . . .	;	C.-J.-Cesar Chaunay-Duclos.
	{ Magnanime . . .	;	Laurent Tourneur.
	{ Borée . . .	;	Jean Michel Mahé.
Gun-frigate.			
40	{ Pauline . . .	;	Etienne-Stanislaus Simiot.
	{ Melpomène . . .	;	Charles Beville.
	{ Penelope . . .	;	Edme-Louis Simonot.
	{ Galatée . . .	;	Jean-Bapt. Bonafoux-Murat.

The British in-shore squadron immediately stood for the French rear ; and at 34 minutes past noon the leading British ship, the Scipion, opened a fire from her larboard guns upon the nearest French ships, which were then standing on the opposite or starboard tack ; as did also, in succession, the Mulgrave, Pembroke, Armada, and Pompée (who had just joined), as they followed the Scipion in line astern. At 40 minutes past noon, having passed over, the Scipion wore, to bring her starboard broadside to bear ; and in two minutes afterwards the first French shot that took effect carried away part of the Pembroke's wheel. The five British 74s, having wore round and come to, continued the cannonade with their starboard broadsides, and were then not more than a mile distant from the shore near Cape Sepet.

At 45 minutes past noon the advanced squadron filled and stood on ; and at 1 P.M. the Caledonia, Boyne, and San-Josef, who were far ahead of the remainder of their fleet, stood in-shore athwart the bows of the former. In four minutes the Caledonia opened a heavy fire from her larboard guns upon the sternmost French ship, the Wagram ; who, being then on the starboard tack, returned the fire with her larboard guns. The Boyne and San-Josef, as they arrived in succession, also got into action with the French rear. Having reached the wake of the Wagram, the Caledonia wore, and came to on the starboard tack, still engaging ; but the French ships, having the weather-gage, in a few minutes got out of gun-shot, and the firing, in which the batteries had slightly participated, ceased.

The casualties on either side, arising from this skirmish, were

not of any serious amount. The *Caledonia* received one shot through her mainmast and three or four in her hull; had a shroud and some backstays cut, and her launch and barge destroyed, with three seamen slightly wounded. One unlucky shot, which fell on the *San-Josef's* poop, struck off the leg of each of two fine young officers, Lieutenant of marines William Clarke, and midshipman William Cuppage, and slightly wounded one marine and one seaman. The *Boyne* and *Scipion* had each one man wounded slightly; and the latter had another killed by an accident. The *Pembroke* had three men slightly wounded by shot, and the *Pompée* two men slightly burnt by accident; total, 12 wounded by the enemy's fire, and one killed and two slightly wounded by accident. The *Armada* escaped without any loss, but one of the enemy's shot passed through the bows of her launch and lodged in the booms.

The *Agamemnon* appears to have been the greatest sufferer among the French ships: she had her masts, rigging, and sails a good deal damaged, and received several shot in her hull, by which nine men were slightly wounded. The *Wagram* also suffered, but in a less degree, and had only two men wounded. A shot, that entered the roundhouse of the *Borée*, wounded two seamen, and carried away the wheel; a splinter from which slightly wounded Captain Mahé. The *Ulm* had one man severely and another slightly wounded. Of the four advanced frigates, the *Pénélope* and *Melpomène* were the most engaged: both received damage in their sails, rigging, and hull, and the latter had one man wounded; making the total loss on the French side 17 wounded. Leaving a small squadron off Toulon, Sir Edward Pellew soon afterwards steered for Minorca, and on the 15th of the same month anchored in Port Mahon. On the 5th of December the French fleet in Toulon received an accession of force in the new 74-gun ship *Colosse*; and the close of the year left Comte Emericau still at his anchorage in the road.

Light Squadrons and Single Ships.

On the 14th of March, Lieutenant Francis Banks, of the *Blazer* gun-brig, commanding the small British force stationed off the island of Heligoland, having received information of the distressed state of the French at Cuxhaven and of the entrance of the Russians into Hamburgh, took the *Brevdrageren* gun-brig, Lieutenant Thomas Barker Devon, under his orders, and proceeded to the river Elbe, with the hope of intercepting such of the enemy's gun-vessels as might attempt to make their escape.

Early on the morning of the 15th the two brigs entered the river, and found the French flotilla of 20 gun-vessels stationed at Cuxhaven in the act of being destroyed. On the 16th, by invitation from the shore, Lieutenant Banks landed, and with a detachment of 32 troops, which he had embarked at Heligoland, took possession of the batteries of Cuxhaven, and on the next day concluded a treaty with the civil authorities, by which it was agreed that the British flag should be hoisted in conjunction with the colours of Hamburg.

On the 20th, while the two gun-brigs were lying at anchor off Cuxhaven, Lieutenant Devon volunteered, with a boat from each brig, to go up the river in quest of a privateer of which information had just been received. Accordingly, in the night, taking with him the Brevdrageren's gig, containing a midshipman and eight men, and the six-oared cutter of the *Blazer*, containing 11 men commanded by Mr. William Dunbar, her master, Lieutenant Devon proceeded to execute the service he had undertaken.

On the 21st, at daylight, the two boats found themselves off the Danish port of Brunsbittel, situated about 30 miles up the river, and close to two large galliots at anchor. Under the supposition that these were merchant-vessels, Lieutenant Devon, followed by the cutter at some distance, advanced to examine them. On the near approach of the gig, the two vessels were found to be gun-boats; the nearest of which instantly hoisted Danish colours, hailed, and opened a fire, which, luckily for the people in the gig, passed over their heads. In this critical situation, Lieutenant Devon considered that there was no safety but in resolutely boarding. He accordingly dashed alongside, and, in the smoke of the second discharge, which passed as harmlessly as the first, and amidst a degree of confusion among the Danes caused by the explosion of some cartridges Lieutenant Devon, his brother, midshipman Frederick Devon (a youth only 12 years of age), and eight men, captured, without the slightest casualty, the Danish gun-boat *Jonge-Troutman*, commanded by Lieutenant Lutkin of the Danish navy, and mounting two long 18-pounders and three 12-pounder carronades, with a crew of 26 men; of whom two were wounded.

Mr. Dunbar arriving up, the prisoners were secured under the hatches, the cable cut, and sail made after the other galliot, the commander of which, on seeing the fate of his commodore, had cut and steered for Brunsbittel, about four miles distant. The prize-galliot soon gained upon her late consort; and, the wind

being light, the Blazer's cutter was despatched to cut off the fugitive from her port. This Mr. Dunbar gallantly accomplished, and with his 11 men captured, without opposition, the Danish gun-boat *Liebe*, of the same force as the *Jonge-Troutman*, and commanded by Lieutenant Writt, also of the Danish navy. This, it must be owned, was altogether a very gallant exploit, and Lieutenant Devon well merited the praises that were bestowed upon him for his conduct on the occasion.

Early in the month of October, Captain Arthur Farquhar, of the 18-pounder 36-gun frigate *Desirée*, arrived at Heligoland, and assumed the command of the British naval force on that station. By this time the French had regained possession of Cuxhaven. After performing several important services up the Weser and Ems, Captain Farquhar, on the 30th of November, with a small squadron of gun-brigs and gun-boats, successfully co-operated with a Russian force in an attack upon the heavy batteries that defended Cuxhaven. Crossing the Elbe, Captain Farquhar afterwards ascended to Gluckstadt, and co-operated with a detachment of the Crown Prince of Sweden's army in reducing that important fortress. On the 5th of January, 1814, after an investment of 16, and a bombardment of six days, Gluckstadt surrendered by capitulation.

The British squadron which, besides the *Desirée*, was employed on the occasion, appears to have been, the 10-gun schooner-sloop *Shamrock*, Captain John Marshall; brig-sloop (late gun-brig) *Hearty*, Captain James Rose; gun-brigs *Blazer*, Lieutenant Francis Banks; and *Redbreast*, Lieutenant Sir George Morat Keith; and gun-boats, No. 1, Lieutenant David Hanmer; No. 2, master's mate Thomas Riches; No. 3, Lieutenant Charles Henry Seale; No. 4, Lieutenant Andrew Tullock; No. 5, midshipman John Hallows; No. 8, Lieutenant Richard Roper; No. 10, Lieutenant Francis Darby Romney; and No. 12, Lieutenant John Henderson. Captain Farquhar, in his despatch, speaks also in high terms of Captain Andrew Green, who commanded a party of seamen and marines on shore, and of his assistants, Lieutenants Charles Haultain and John Archer, and midshipman George Richardson; likewise of Lieutenant Joshua Kneeshaw. The loss sustained by the flotilla amounted to three men killed and 16 wounded, including Captain Rose, midshipman Richard Hunt, and captain's clerk John Riches.

On the 16th of December, 1812, the French 40-gun frigate *Gloire*, Captain Albin-Réné Roussin, sailed from Havre, with a very strong south-east wind, which carried her as far as the

Lizard, and there left her, on the afternoon of the 17th, entirely becalmed. On the 18th, at daylight, the Gloire found herself nearly in the midst of nine vessels, the greater part of them evidently merchantmen. Two of the number, however, were vessels-of-war: the nearest was the British 18-gun ship-sloop Albacore (twenty-six 32, and eight 12 pounder carronades and two long sixes, with a crew of 121 men and boys), Captain Henry Thomas Davies; and, about four miles to the westward of her, was the 14-gun brig-schooner Pickle, Lieutenant William Figg. At 8 A.M. the Gloire, who had been standing on the starboard tack, wore with a light air of wind, and edged away for the Albacore, then bearing from north-east by north. Each ship soon ascertained that the other was an enemy; and at 9 A.M. the Gloire hauled to the wind on the larboard tack, and made all sail to escape. Judging by this, probably, that the apparent French 40-gun frigate was an *armée en flûte* or large store-ship, Captain Davies crowded sail in chase, followed at some distance by the Pickle; the latter and the Albacore making repeated signals, to apprise the vessels in sight of the presence of an enemy.

At 10 h. 12 m. A.M., having by carrying down the breeze arrived within carronade range on the French frigate's weather-quarter, the Albacore opened her fire; whereupon the Gloire hoisted French colours and fired in return, hauling up a little, to bestow a raking broadside upon her unequal antagonist. To avoid this the Albacore tacked. The breeze soon afterwards fell to nearly a calm; and at 11 A.M., finding her antagonist much too strong for her, the Albacore discontinued the action, with her fore spring-stay shot away, her rigging a good deal damaged, and, what was the worst of all, with the loss of one lieutenant (William Harman) killed, and six or seven men wounded. Strange to say, the French frigate herself did not seem disposed to renew the action, but wore and made all sail to the westward.

At 1 P.M., the Pickle having closed and a light breeze having sprung up from the southward, the Albacore again made sail, and at 3 P.M. was joined in the chase by the 12-gun brig-sloop (late gun-brig) Borer, Captain Richard Coote and 4-gun cutter Landrail, Lieutenant John Hill. At 5 P.M. the Albacore began firing her bow-chasers; as, on coming up, did two out of her three (for the Landrail to have fired her 12-pounder carronades would have been a farce) formidable consorts. To this alarming cannonade, the Gloire replied with her stern-chasers, and con-

tinued running from the “*escadrille*,” as if each of her four pursuers had been a frigate like herself. Thus the chase continued, but without any firing after 7 P.M., until midnight on the 19th; when this dastardly French frigate, who, it appears, did not have a man hurt on the occasion, had run herself completely out of sight. Captain Davies merited great praise for his gallantry and perseverance; and there cannot be a doubt that, by the boldness of the *Albacore* in chasing and attacking the *Gloire*, several merchant-vessels were saved from capture.

On the following day, the 20th, the *Gloire* captured the *Spy* armed store-ship, from Halifax, Nova Scotia, and, disarming her, sent her to England as a cartel. Captain Roussin then steered for the coast of Spain and Portugal, and on the 28th, off the rock of Lisbon, was chased for a short time by two ships-of-war. On the 1st of February he arrived to windward of Barbadoes, and returned soon afterwards to Europe. On the 25th, in the chops of the Channel, the wind blowing a gale with a raging sea, the *Gloire* fell in with the British 14-gun brig *Linnet*, Lieutenant John Tracey. Bearing up under her foresail and close-reefed maintopsail, the *Gloire*, at 2 h. 30 m. P.M., arrived within hail of the *Linnet* and ordered her to strike. Instead of doing so, the brig boldly crossed the bows of the French frigate, and, regardless of a heavy fire which the latter commenced, got to windward of her. As the *Gloire* out-sailed the *Linnet* on every point, all that Lieutenant Tracey could now do, was to endeavour to out-manceuvre her. This he did by making short tacks; well aware that, owing to her great length, the frigate could not come about so quickly as a brig of less than 200 tons. In practising this manœuvre, the *Linnet* had to cross the bows of the *Gloire* a second and a third time (the second time so near as to carry away the frigate’s jib-boom), and was all the while exposed to her fire; but which, owing to the ill-direction of the shot from the roughness of the sea, did no great execution. At length, at 3 h. 30 m. P.M., having succeeded in cutting away some of the *Linnet*’s rigging, the *Gloire* got nearly alongside of her; but the resolute lieutenant would not yet haul down the British colours. The *Linnet* suddenly bore up athwart the hawse of the frigate; and the *Gloire*, had she not as suddenly luffed up, must, Captain Roussin says, have passed completely over the brig. Being now under the guns of the *Gloire*, two of the latter’s broadsides carried away the fore-yard, gaff, and bowsprit of the *Linnet*, and compelled the brig to surrender. Such seamanship and intrepidity, on the part of

Lieutenant Tracey, show where the *Gloire* would have been had he encountered her in a frigate. To do M. Roussin justice, he complimented his prisoner highly for the skill and perseverance he had shown; and all must allow, that the captain of the *Gloire* was an excellent judge of the best means to effect an escape.

On the 27th the *Gloire* and her prize anchored at Brest; and Lieutenant Tracey and his officers and crew remained as prisoners until the spring of the ensuing year. On the 31st of May, 1814, a court-martial was held on board the *Gladiator* at Portsmouth, to try the late officers and crew of the *Linnet* for her loss. On that occasion, Lieutenant Tracey received, with an honourable acquittal, the most unqualified praise for his conduct; and in 11 days afterwards, as we see by the list, was deservedly made a commander.

On the 17th of April, in the morning, the British 16-gun brig-sloop *Mutine*, Captain Nevinson De Courcy, cruising in the bay of Biscay, discovered and chased a strange ship on her lee-bow. At 2 P.M. the ship, which was the *Invincible* privateer, of Bayonne, Captain Martin Jortis, mounting 16 guns (twelve French 18-pounder carronades and four long sixes), with a crew on board of 86 men, partly Americans, hoisted French colours, and commenced a fire from her stern-guns; which disabling the *Mutine* in her sails and rigging, occasioned her to drop astern. The *Mutine* immediately commenced refitting herself, and at 8 h. 40 m. again arrived within gun-shot; when the *Invincible* hoisted a light and opened a fire from her broadside. In this way the running fight was maintained until 10 h. 45 m. P.M.; when, the ship having had her maintopgallantmast and jib shot away, the *Mutine* was enabled to close. Still it was not until after a spirited resistance of 50 minutes, which made it 11 h. 30 m. P.M., that the *Invincible* hauled down her colours. The *Mutine* is represented to have had two men wounded in the action, but the loss, if any, sustained by the *Invincible* appears to have been omitted in Captain De Courcy's letter.

On the 9th of September, at 3 P.M., the British schooner *Alphea*, of eight 18-pounder carronades, and 41 men and boys, Lieutenant Thomas William Jones, fell in with and chased the French 14-gun privateer schooner *Renard*, Captain De Roux, belonging to Cherbourg, and acknowledged to have had on board a crew of 50 men. At midnight the *Alphea* commenced firing her chase-guns; and at 1 A.M. on the 10th a close and spirited action commenced. After a while, the *Alphea*, by the

calm and the heavy swell that prevailed, became forced under the bows of the *Renard*. The crew of the privateer immediately threw into the *Alphea* several hand-grenades, and made an attempt to board, but were gallantly repulsed by the crew of the British schooner; which latter then poured in a most destructive fire of grape-shot, that swept the whole of the *Renard's* fore-castle. A second boarding attempt was made, and the Frenchmen were again beaten off.

The two schooners soon afterwards burst the grappings by which they had been held together, and separated to a short distance; both still maintaining a furious cannonade. At 3 h. 30 m. A.M., owing in a great measure to the number of hand-grenades which had been thrown into her, the *Alphea* blew up, and along with her, perished the whole of her gallant crew. Three or four men were seen on a piece of the wreck, but the *Renard* having had her jolly-boat sunk by shot, as it was towing astern, and her launch cut to pieces as it lay on the booms, could render no assistance; nor could the poor fellows find their way to the privateer, although repeatedly hailed to do so, as they had lost their eyesight by the explosion.

The loss on board the *Renard*, as acknowledged by her officers, amounted to five men killed and 31 badly wounded, including the captain with the loss of an arm, and three of his lieutenants. There was also a fourth-lieutenant, who took the command when Captain Le Roux was wounded. It is not unlikely, therefore, that the "50 men" refer to the sailors only, and that, officers included, the *Renard* had from 70 to 80 men. As mounting "14 guns," this schooner must have been about 200 tons measurement; whereas the *Alphea*, one of the Bermudian vessels, was only 111 tons. The execution admitted to have been done by the *Alphea* to her antagonist was highly creditable to the gunnery of the British crew, and renders it probable that, had not the fatal accident happened, the *Alphea* would have made a prize of the *Renard*, although the latter was so much superior to her in force. It was, indeed, a lamentable occurrence; and, to heighten the misfortune, Lieutenant Jones was a very deserving officer.

In the early part of October the French brig-corvette *Flibustier*, mounting fourteen 24-pounder carronades and two long sixes or eights, and commanded by Lieutenant de vaisseau Jean-Jacques-Léonore Daniel, lay at St.-Jean-de-Luz, about three leagues north-east of the bar of Bayonne, watching an opportunity to put to sea, with treasure, arms, ammunition,