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Admiralty-Office, December 26, 1780.

CAPTAIN Hartwell, of His Majesty's Ship *Brune*, who left Antigua the 12th of last Month, and landed in Baltimore in Ireland the 18th Instant, arrived this Morning, with Letters from Commodore Hotham and Commissioner Laforey to Mr. Stephens, of which the following are Extracts.

Vengeance, Carenage, St. Lucia, October 23, 1780.

ON the 10th in the Morning, the *Blanche*, which was charged with my Letter to you of that Date, sailed with the *Alcmene* for Antigua; a short Time made a great Change in our Situation; for on the Night following, (viz. the 10th) there arose a Hurricane at N. E. which increased by the Morning to a Degree of Violence that is not to be described. The *Ajax*, *Montagu*, and *Egmont*, which had been anchored before the Entrance of the Harbour, were, before Day-light, all forced to Sea, as was the *Amazon* soon after; and the *Deal-Cattle* and *Camelion*, which had been stationed in Gros Ilet Bay for the Protection of the Hospitals, shared the same Fate. The *Vengeance*, with the *Ætna* and *Vesuvius* Bombs, and the *San Vincente Snow*, were moored within the Carenage, and prepared with every Caution that could be taken to withstand the Tempest, which had already put several of the Transports on Shore, and by this Time blew with an irresistible Fury, attended with an incessant Flood of Rain. A little after Twelve o'Clock, the *Vengeance* parted her Cable, and tailed upon the Rocks. It now became absolutely requisite to cut away her Masts, the Loss of which, with the Help of a Number of Guns that were got forward, eased considerably the Force with which she struck; and by the Wind fortunately shifting two or three Points farther to the Eastward, her Stern swung off the Rocks, and she was, beyond every Expectation, saved; for it now blew, if possible, with redoubled Violence, and nothing was to be seen or expected but Ruin, Devastation, and Destruction in every Part. The *San Vincente Snow*, with many of the Transports, Victuallers, and Traders, were dismasted and mostly all on Shore; in short, no Representation can equal the Scene of Distress that appeared before us.

The Storm continued with incredible Vehemence during the whole Day; but the Weather about Midnight became more moderate, and by the next Morning the Wind was totally abated. The Direction of it was from N. N. E. to E. S. E. of Twenty-nine Hours Duration.

On the 13th the *Montagu* anchored before the Harbour, without a Mast or Bow-sprit standing, Eight Feet Water in her Hold, and all her Powder damaged: Every Assistance was given to get her into the Carenage, where she is now secured in Safety. The *Ajax* returned to this Anchorage on the 21st, with the Loss of her Main Yard, Main Top Mast and Mizzen-Mast. The *Beaver's Prize*, being on her Passage to Barbadoes, was unfortunately wrecked on the Back of this Island near Vieux Fort; and it gives me Pain to add, that all her Officers and Crew, except 17 Men, perished.

The Preservation of the *Amazon* is so singular and extraordinary, that I herewith transmit a Copy of the Account given of it by Captain Finch.

I am, &c.

W. HOTHAM.

Amazon, English Harbour, Oct. 17, 1780.

S I R,

IAM at a Loss whether to express in the strongest Terms my Regret for the Misfortunes that

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have happened to His Majesty's Ship under my Command, or my Satisfaction in having got her in Safety to this Port.

I flatter myself you saw the Necessity we were under of putting to Sea the Morning after the Commencement of the Gale. We then stood under our Storm Stay-sails W. by N. from the Carenage; it was but for a short Time the Canvas held; after that the Ship behaved perfectly well, and appeared to every Person on Board as capable of standing the Gale that ensued, as was possible for any Ship. About Seven o'Clock at Night the Gale increased to a Degree that can better be conceived from the Consequences, than any Description I can give. There was an evident Necessity of doing something to relieve the Ship, but I was unwilling to cut away the lower Masts till the last Extremity, and accordingly ordered the People up to cut away the Main Top-Mast; my Orders were attempted to be put in Execution with the utmost Alacrity, but before it could be accomplished, I found it necessary to call them down to cut away the Main Mast. Whilst I was waiting for the Men to come down, a sudden Gust overfet the Ship; most of the Officers, with myself and a Number of the Ship's Company, got upon the Side of the Ship; the Wheel on the Quarter-Deck was then under Water. In that Situation I could perceive the Ship settle bodily some Feet, until the Water was up to the After-Part of the Slides of the Carronades on the Weather-Side. Notwithstanding the Ship was so far gone, upon the Masts, Bow-sprit, &c. going away, she righted as far as to bring the Lee Gunwale even with the Water's Edge. By the Exertions of all the Officers and Men we soon got the Lee Quarter Deck Guns and Carronades overboard, and soon after one of the Forecastle Guns, and Sheet Anchor cut away, which had so good an Effect, that we were enabled to get to the Pumps and Lee-Guns on the Main-Deck; the Throwing them overboard was in our Situation a Work of great Difficulty, and I could perceive the Ship was going down by the Stern: This arduous Task was accomplished under the Direction of Lieutenant Pakenham, whose great Experience and determined Perseverance marked him out as perhaps the only Individual to whom (amidst such great Exertions) a Pre-eminence could be given; and I do not think it possible for greater Exertions to be made. The Water was above the Cables on the Orlop-Deck, with a vast Quantity between Decks; and the Stump of the Main-Mast falling out of the Step occasioned one of the Chain-Pumps to be rendered useless, as was the other soon after; by the great Activity of the two Carpenters Mates they were alternately cleared; upon my representing this to Commissioner Laforey, he has appointed them both to act as Carpenters, (one in the *Amazon*, the other in the *Antigua*) till your Pleasure is known. Besides the Loss of our Masts, &c. the Ship has suffered considerable Damages, the Particulars of which I cannot send until a Survey has been held upon the Ship. The Books and Papers are totally destroyed, so that it is not in my Power particularly to ascertain the Loss we have suffered in Men; I believe Twenty drowned, besides a Number wounded, for further Particulars I refer you to the Gentleman who will deliver this Letter to you.

The Carpenter was the only Officer lost upon this Occasion.

I have the Honor to be, &c. &c.

WM. CLEMENT FINCH.

To Commodore Hotham.

