

# The London Gazette.

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From Saturday April 12, to Tuesday April 15, 1783.

AT the Court at St. James's, the 14th of April, 1783,

P R E S E N T,

The KING's Most Excellent Majesty in Council.

**T**HIS Day the Right Honourable George James Earl Cholmondeley, the Right Honourable Richard Fitzpatrick, and the Right Honourable Frederick Montagu, were, by His Majesty's Command, sworn of His Majesty's Most Honourable Privy Council, and took their respective Places at the Board accordingly.

AT the Court at St. James's, the 14th of April, 1783,

P R E S E N T,

The KING's Most Excellent Majesty in Council.

**I**T is this Day ordered by His Majesty in Council, that the Prohibition upon the Exportation or Carrying of Copper Coastwise, which was directed, by Order in Council of the 20th of December last, to be continued for the Term of Six Months from the 22d of the said Month of December, be taken off; and that the several Regulations contained in the said Order shall cease and determine: And the Right Honourable the Lords Commissioners of His Majesty's Treasury, the Commissioners for executing the Office of Lord High Admiral of Great Britain, and the Lord Warden of the Cinque Ports, are to give the necessary Directions herein, as to them may respectively appertain.

*Steph. Cottrell.*

*Whitehall, April 15.*

The King has been pleased to appoint the Earl Fitzwilliam to be Custos Rotulorum for the Soke or Liberty of Peterborough in the County of Northampton.

*St. James's, April 15.*

The King has been pleased to appoint John Lee, Esq; One of His Majesty's Counsel, to be His Solicitor General.

*Admiralty-Office, April 15, 1783.*

**E**XTRACTS of Letters from Vice-Admiral Sir Edward Hughes, Knight of the Bath, and Commander in Chief of His Majesty's Ships employed in the East Indies, to Mr. Stephens, received the 6th Instant, by the Honourable Captain Carpenter, who came Passenger to Ireland in the Rodney Packet belonging to the East-India Company.

*Superb, off Negapatnam, July 15, 1782.*

**I**MENTIONED, in my Letter of the 15th ult. my Intention to embark, in a few Days after, all such Men from Trincomalé Hospital as could be any Ways serviceable on Board, and proceed with the Squadron to this Coast to watch the Motions of that of the French under Mons. Suffrein; and, accordingly, I sailed from Trincomalé Bay on the 24th of last Month, and anchored in Negapatnam Road the Day following.

At this Place I was informed that the French Squadron was then at Anchor off Cuddalore, which had surrendered before to their Land Forces; and that His Majesty's Armed Transports the Resolution and Raikes, on their Passage to join me at Trincomalé with Stores and Ammunition, had very unfortunately been fallen in with by the French Squadron, and captured; and the San Carlos, another of His

Majesty's Armed Transports, with the Rodney Brig, were chased, and very narrowly escaped being also captured, and had returned to Madras Road.

I continued with the Squadron at an Anchor in Negapatnam Road till the 5th of this Month, when, at One P. M. the French Squadron, consisting of 18 Sail, 12 of which of the Line, came in Sight. At Three P. M. I weighed with His Majesty's Squadron, and stood to the Southward all that Evening and Night, in order to gain the Wind of the Enemy.

On the 6th, at Day-light, the Enemy's Squadron at Anchor, bearing N. N. E. distant about Seven or Eight Miles, Wind at S. W. At Fifty Minutes past Five A. M. I made the Signal for the Line of Battle a-breast, and bore away towards the Enemy. At Six, observing the Enemy getting under Sail, and standing to the Westward, hauled down the Signal for the Line of Battle a-breast, and made the Signal for the Line a-head at Two Cables Length Distance. At Ten Minutes past Seven, our Line being well formed, made the Signal to bear down on the Enemy; each Ship in our Line against the Ship opposed to her in the Enemy's Line. At Forty Minutes past Ten the Enemy's Line began to fire on ours. At Forty-five Minutes past Ten I made the Signal for Battle, and at the same Time the Signal for a close Engagement.

From Ten Minutes after Eleven, till Thirty-five past Noon, the Engagement was general from Van to Rear in both Lines, and mostly very close; the Enemy's Ships appeared to have suffered severely both in Hulls and Masts; the Van Ship had bore away out of their Line; and the Brilliant, the French Admiral's Second Ship a-head, had lost his Main-mast. At this Time the Sea Breeze set in at S. S. E. very fresh, and several of the Ships in our Van and Center were taken a-back and paid round with their Heads to the Westward, while others of our Ships, those in the Rear in particular, which had suffered less in their Rigging, paid off and continued on their former Tack. Some of the Enemy's Ships were also paid round by the Sea Breeze with their Heads to the Westward; the Admiral's Second a-head in particular, which I supposed to be the Ajax, but proved afterwards to be the Severe, fell along-side the Sultan, and struck to her; but, whilst the Sultan was wearing to join me, made what Sail he could, fired on and raked the Sultan, without shewing any Colours, and then got in amongst his own Ships. At Fifty Minutes past Noon, finding the Worcester, Eagle and Burford still continuing on their former Tack, and nearing the Body of the Enemy's Squadron very fast, I made the Signal to wear, and hauled down the Signal for the Line, purposing to make the Signal for a general Chase; but the Captain of the Monarca having hailed, and informed me that all his Standing Rigging was shot away, and the Ship otherwise so much disabled as to be unmanageable; and the Hero on the contrary Tack, hauling in with the Land with the Signal of Distress out; and the Enemy's Ships having wore and come to on the Larboard Tack, those least disabled forming to Windward to cover their disabled Ships, and endeavouring to cut off the Eagle, I made the Signal, at Twenty Minutes past One, to wear, and stood to the Westward, the Engagement still continuing partially, wherever our Ships were near the Enemy's, and the Eagle hard pressed by Two of the Enemy's Ships. At Half past One I made the Signal for the Line of Battle a-head on the Larboard Tack, and made the Exeter's Signal to come