



# The London Gazette

## EXTRAORDINARY.

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*Admiralty-Office, June 21.*

**A** Letter, of which the following is a Copy, from the Admiral Earl Howe to Mr. Stephens, supplementary to his Lordship's Letter of the 2d Instant, published in the London Gazette Extraordinary of the 11th, was received late last Night.

**I**N the Extract of the Journal herewith enclosed, the Proceedings of the Fleet are stated from the Time of leaving St. Helen's on the 2d of last Month to that of the first Discovery of the French Fleet on the 28th of the same. For the farther Information of the Lords Commissioners of the Admiralty, I have now therefore to relate the subsequent Transactions not already communicated in my Dispatch of the 2d Instant, to be delivered by my First Captain, Sir Roger Curtis.

Early in the Morning of the 28th, the Enemy were discovered by the advanced

Frigates, far distant on the Weather Bow. The Wind then fresh from the S. by W. with a very rough Sea.

They came down, for some Time, in a loose Order, seemingly unapprized that they had the British Fleet in View. After hauling to the Wind when they came nearer, they were some Hours before they could completely form in regular Order of Battle upon the Starboard Tack; the British Fleet continuing as before in the Order of Sailing.

The Time required for the Enemy to perfect their Disposition, had facilitated the nearer Approach of His Majesty's Fleet to them; and for the separately appointed and detached Part of it, commanded by Rear-Admiral Pasley, to be placed more advantageously for making an Impression on their Rear.

The Signals denoting that Intention being made, the Rear-Admiral, near upon the Close of Day, led his Division on with

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with peculiar Firmness, and attacked a Three-decked Ship, (the Revolutionaire) the Sternmost in the Enemy's Line.

Making known soon after that he had a Topmast disabled, Assistance was directed to be given to him in that Situation. The quick Approach of Night only allowed me to observe, that Lord Hugh Seymour (Conway) in the Leviathan, with equal good Judgment and determined Courage, pushed up alongside of the Three-decked French Ship, and was supported, as it appeared, by Captain Parker of the Audacious, in the most spirited Manner.

The Darkness which now prevailed did not admit of my making any more accurate Observations on the Conduct of those Ships and others concerned in the same Service; but I have since learnt that the Leviathan stretched on farther ahead, for bringing the Second Ship from the Enemy's Rear to Action, as soon as her former Station could be occupied by a succeeding British Ship; also that the Three-decked Ship in the Enemy's Rear as aforesaid, being unsustained by their other Ships, struck to the Audacious, and that they parted Company together soon after.

The Two opponent Fleets continued on the Starboard Tack, in a parallel Direction, the Enemy still to Windward the Remainder of the Night. The British Fleet appearing in the Morning of the 29th, when in Order of Battle, to be far enough advanced for the Ships in the Van to make some farther Impression on the Enemy's Rear, was tacked in Succession with that Intent.

The Enemy wore hereupon from Van to Rear, and continued edging down in

Line ahead to engage the Van of the British Fleet; when arrived at such Distance as to be just able to reach our most advanced Ships, their headmost Ships, as they came successively into the Wake of their respective Seconds ahead, opened with that distant Fire upon the headmost Ships of the British Van. The Signal for passing through their Line, made when the Fleet tacked before, was then renewed.

It could not be for some Time seen, through the Fire from the Two Fleets in the Van, to what Extent that Signal was complied with. But as the Smoke at Intervals dispersed, it was observed that the Cæsar, the leading Ship of the British Van, after being about on the Starboard Tack, and come abreast of the Queen Charlotte, had not kept to the Wind; and that the appointed Movement would consequently be liable to fail of the purposed Effect.

The Queen Charlotte was therefore immediately tacked; and, followed by the Bellerophon, her Second aftern, (and soon after joined by the Leviathan) passed through in Action, between the Fifth and Sixth Ships in the Rear of the Enemy's Line. She was put about again on the Larboard Tack forthwith, after the Enemy, in Preparation for renewing the Action with the Advantage of that weathermost Situation.

The Rest of the British Fleet being at this Time passing to Leeward, and without the sternmost Ships, mostly of the French Line, the Enemy wore again to the Eastward in Succession for succouring the disabled Ships of their Rear; which Intention, by reason of the then disunited State of the Fleet, and having no more than the Two crippled Ships, the Bellerophon

Arcton and Leviathan, at that Time near me, I was unable to obstruct.

The Enemy having succeeded in that Operation, wore round again, after some distant cannonading of the nearest British Ships, occasionally returned, and stood away in Order of Battle on the Larboard Tack, followed by the British Fleet in the same Order (but with the Weather Gage retained) as soon as the Ships coming forward to close with the Queen Charlotte were suitably arranged.

The Fleets remained separated some few Miles, in View at Times on the Intermission of a thick Fog, which lasted most Part of the Two next Days.

The Commander of a Fleet, their Lordships know, is unavoidably so confined in his View of the Occurrences in Time of Battle, as to be little capable of rendering personal Testimony to the meritorious Service of Officers who have profited, in a greater Extent, by the Opportunities to distinguish themselves on such Occasions.

To discharge this Part of my public Duty, Reports were called for from the Flag Officers of the Fleet, for supplying the Defects of my Observance, under the limited Circumstances above-mentioned. Those Officers, therefore, who have such particular Claim to my Attention, are the Admirals Graves and Sir Alexander Hood; the Rear-Admirals Bowyer, Gardner and Pasley; the Captains Lord Hugh Seymour, Pakenham, Berkeley, Gambier, John

Harvey, Payne, Parker, Henry Harvey, Pringle, Duckworth, and Elphinstone. Special Notice is also due of the Captains Nicholls of the Sovereign, and Hope of the Bellerophon, who became charged with, and well conducted those Ships, when the wounded Flag Officers, under whom they respectively served therein, were no longer able to remain at their Posts; and the Lieutenants Monckton of the Marlborough, and Donnelly of the Montagu, in similar Situations. These Selections, however, should not be construed to the Disadvantage of other Commanders, who may have been equally deserving of the Approbation of the Lords Commissioners of the Admiralty, although I am not enabled to make a particular Statement of their Merits.

To the Reports from the Flag Officers are added those required from the several Captains of the Fleet; whereby their Lordships will become more particularly acquainted with the meritorious Services of the several Commanders, and animated Intrepidity of their subordinate Officers and Ships Companies; to which the Defeat of the Enemy, with every Advantage of Situation and Circumstance in their Favor, is truly to be ascribed. To the like Purport, I beg my Testimony, in Behalf of the Officers and Company of every Description in the Queen Charlotte, may be accepted.

