

To be Captains of Companies,

Lieutenant Benjamin Wainman, from the Half-Pay of Lord Strachan's Corps.
 Lieutenant William Johnson, from the 71st Foot.
 Lieutenant James Williamson, from the Half-Pay of an Independent Company.
 Lieutenant John Nunns, from the Half-Pay of the late 72d Foot.
 Lieutenant Thomas Lidderdale, from the Half-Pay of Etford's Corps.
 Lieutenant Robert Smart, from the 50th Foot.
 Lieutenant H. Whitehall Sockett, from the 117th Foot.

To be Lieutenant,

Ensign John Erasmus Spiers, from an Independent Company.

To be Ensigns,

George Ward, Gent.
 Henry Davies, Gent.
 ——— Gilbert, Gent.
 ——— Hellings, Gent.
 Samuel Troughton, Gent.

To be Adjutant,

George Ward, Gent.

To be Quarter-Master,

Pierce Power, Gent.

B R E V E T.

Lieutenant-Colonel Commandant William Earle Bulwer, of the 106th Foot, (temporary Rank) to be Major in the Army.

Commission in the Royal Carnarvonshire Militia, signed by the Lord Lieutenant.

Richard Edwards, Gent. to be Major-Commandant. Dated April 24, 1795.

Commission in the Royal Anglesey Militia, signed by the Lord Lieutenant.

Richard Jones, Gent. to be Ensign. Dated April 2, 1795.

Richard Jones, Gent. to be Surgeon. Dated as above.

Commission in the Norfolk Militia, signed by the Lord Lieutenant.

Eastern Regiment. Edward Frere, Gent. to be Lieutenant. Dated May 1, 1795.

Admiralty-Office, May 9.

Extract of a Letter from Captain James Cotes, late of His Majesty's Ship Phoenix, dated G'fors, April 9, 1795, to the Secretary of the Admiralty.

THURSDAY, 24th October, 1793. Lat. 47 deg. 2 min. N. Long. 7 deg. 22 min. W. standing upon a Wind to the Southward, the Wind at W. S. W. at Half past Nine o'Clock, A. M. saw a Sail bearing South; she hoisted a Blue Flag at the Fore Top-mast Head, as a Signal to a Brig (as I suppose) that accompanied her, and then bore away before the Wind. It came on very thick; upon it's clearing up, at a Quarter past Ten o'Clock, we perceived she had hauled her Wind, and made Sail for us; cleared Ship; at Half past Ten o'Clock she fired a Gun to Windward, and hoisted French National Colours. We were soon close, passing on contrary Tacks; she fired her Bow Guns, and then a Broad-

side, when she wore, and an Action commenced, which continued until Twenty Minutes past Two, P. M. when the Ship (which proved to be a French Frigate) hauled off to the Southward, making all the Sail she could, but unfortunately leaving us in a Condition unable to follow her. All our Masts and Bow-sprit were shot through in a Number of Places, all our Stays entirely shot away, all the Main Rigging shot away, and was hanging by the Ratlines, (except Two Sarouls on one Side, and Three on the other) but, on Examination, the Eyes of these were shot away above the Top. The Main Topmast Rigging was still more damaged, and the Mast shot through in Three Places. The Main Topmast Yard was shot away in the Slings by a double-headed Shot, and the Yard Arms came down before the Main Yard, the Lifts, Braces, &c. being all shot away; the Slings, both Iron and Rope, besides the Geers of the Main Yard, were shot away; the Yard hung by the Trusses, about a third Mast down; the Main Sail was cut to Pieces, particularly the Leech Ropes. The Fore Mast had received nearly the same Damage as the Main Mast, with this Difference, that the Slings of the Fore Yard were not all cut away, so that the Yard remained aloft; the Fore Topmast Rigging, except One Saroul on one Side, and Two on the other, was all shot away, with all the Stays, Back Stays, Lifts, Braces, Tyes, Haul-yards, &c. the Bow-sprit shot through in several Places, all the Bob-stays and Bow-sprit Shrouds were cut by shot and Langrage; the Jib Stay and Haul-yards were cut away the first Broadside. The Mizzen Mast was so wounded, and the Rigging so cut to Pieces, that I was obliged to lower the Gaff after the Action, to prevent the Masts going over the Side; the fore Part of the Top was entirely shot away. I cannot pretend to enumerate the shot that was received in the Hull; most Part of the Gangways were shot away, the Main Deck before the Main Mast was torn up from the Waterway to the Hatchways, the Bits were shot away and unshipped, Six Shot between Wind and Water on the Starboard, and Three on the Larboard Side; in short, when the Enemy made Sail, the Ship was perfectly unmanageable, Two Guns on the Main Deck and One on the Quarter Deck were dismounted, almost all the Tackles and Breechings were carried away; in this Situation I was obliged to put before the Wind, to prevent the Masts going over the Side; as it began to freshen from the W. S. W. Whilst we were thus employed, Three Sail (large Frigates) appeared, making all the Sail they could, under English Colours; it was impossible for me to alter our Position, not being able to haul upon a Wind, all our After Sail being shot away, and the Runners being carried forward, were crossed to serve both as Stays and Shrouds, and the Ships had separated to prevent any such Manoeuvre. Fearing they might be Enemies, as I thought they were, I called the remaining Officers together, and asked them that if they should prove Enemies, whether it would answer any Purpose engaging in the Situation we were in; they were all of Opinion that to engage with such a Superiority of Force could answer no other End than the Destruction of the remaining Crew, and that we were cut off from all possibility of an Escape; in this Situation were we when the Head-mast passed us at a considerable Distance (still under English Colours) so if to reconnoitre our