

nearer Approach perceived them to be a Convoy of the Enemy steering in for the Land. At Ten A. M. being up with Part of the Merchant Ships, I captured Four, and ordered the Valiant Lugger to proceed with them to the nearest Port. I continued in Pursuit of the Men of War, who were forming in Line a-head to Windward, and kept working to come up with the Enemy, who I soon perceived were endeavouring to preserve their Distance from us, and to avoid an Action, by their tacking at the same Time with our Ships; but being at length arrived within Half Gunshot to Leeward, the Two Squadrons engaged, and passed each other upon opposite Tacks. Immediately upon our Sternmost Ship being clear of the Enemy's Line I made the Signal to tack and gain the Wind, which, by making a very short Board on the Starboard Tack, was obtained; perceiving them rallying round the Commodore close in Shore, and beginning to form again, I made the Signal for our's, in close Order, to endeavour to break their Line, by cutting off the Rear Ships, and directed the Galatea to lead down for that Purpose; but the Enemy bore away, and made all Sail possible from us, and stood into the narrow Part of the Raz de Fontenay among the Rocks; I was, however, enabled to cut off their Rear Ship. Night approaching, and being unacquainted with the Passage, I did not think it proper to continue the Pursuit further, at the Risk of losing some of our Ships in so difficult a Pass.

I have every Reason to be convinced, from the firm Support and Zeal I have always experienced from the Officers and Men of every Ship of the Squadron under my Command, that the Issue of the Contest would have been more compleat if the Enemy had been more disposed to give them an Opportunity of trying their Force.

I have inclosed an Account of the Enemy's Force, together with the Vessels of the Convoy taken; and a List of the Killed and Wounded on Board His Majesty's Ships, whose Damages I shall make all Dispatch possible in repairing.

I have the Honour to remain, Sir,

Your most obedient humble Servant,

(Signed) JOHN BORLASE WARREN.

P. S. A Ship Corvette, Two Brig Corvettes, and a Lugger, remained with the Convoy.

*Evan Nepean, Esq;*

*Esq. &c. &c.*

*A List of Republican Men of War engaged by the Squadron under the Command of Sir John Borlase Warren, Bart. K. B. on the 20th of March, 1796.*

La Proserpine, Captain Dogier, Commodore, 44 Guns, Eighteen-Pounders, 500 Men, escaped.

L'Unité, Captain Durand, 40 Guns, Eighteen-Pounders, 400 Men, escaped.

Le Coquille, 40 Guns, Eighteen-Pounders, 400 Men, escaped.

La Tamise, Captain Fradiée, 32 Guns, Twelve-Pounders, 300 Men, escaped.

L'Etoile, Captain Berthelée, 30 Guns, Twelve-Pounders, 160 Men, taken.

Le Cygnone, Captain Pilet, 22 Guns, Twelve-Pounders, 150 Men, escaped.

La Mouche, Brig, 10 Guns, Six-Pounders, 80 Men, went off with the Convoy at the Commencement of the Action.

(Signed)

JOHN WARREN.

*A List of Vessels taken by the Squadron under the Command of Sir John Borlase Warren, Bart. K. B. on the 20th of March, 1796, being Part of a Convoy belonging to the French Republic.*

Ship, Name unknown, 500 Tons Burthen, from Brest, bound to Nantes.

Brig, Name unknown, 300 Tons Burthen, from Brest, bound to Rochfort.

Brig, Name unknown, 200 Tons Burthen, from Brest, bound to L'Orient.

Brig, Name unknown, 150 Tons Burthen, from Brest, bound to L'Orient.

JOHN WARREN.

La Pomone, Falmouth,

March 24, 1796.

*An Account of Officers and Men killed and wounded on Board the Squadron under the Command of Sir John Borlase Warren, Bart. K. B. on the 20th of March, 1796, in an Engagement with a Squadron belonging to the French Republic.*

La Pomone, none killed or wounded.

Artois, no Return made.

Galatea, Mr. Evans, Midshipman, and 1 Seaman, killed; Mr. Burke, Acting Lieutenant, and 5 Seamen, wounded.

Anson, none killed or wounded.

JOHN WARREN.

La Pomone, Falmouth,

March 24, 1796.

Admiralty-Office, March 24, 1796.

*Copy of a Letter from Captain Draper, of His Majesty's Ship Porcupine, to Evan Nepean, Esq; dated in Mount's Bay, March 21, 1796.*

SIR,

I Beg you will be pleased to acquaint my Lords Commissioners of the Admiralty, that on the 20th Instant, about Seven A. M. the Lizard bearing N. N. E. Three or Four Leagues, I received Information from the Fox Excise Cutter that a French Privateer had that Morning captured an English Brig, then bearing S. S. W. I accordingly gave Chace to both, and about Nine o'Clock retook the Diamond, of Aberdeen, George Killar, Master, and sent a Petty Officer and Men on Board, with Orders to make the nearest Port, and then stood after the Privateer. About Twelve o'Clock she carried away her Main-Top-Mast, owing to her being over-pressed with Sail: About One took Possession.

She proves to be Le Coureur Brig, of One Hundred and Forty-four Tons, and Eighty Men; pierced for Fourteen Guns, has but Ten on Board. She sails remarkably fast, and left St. Maloes the Day before. She had only taken the Vessel above-mentioned, but was in Chace of a large English Ship when we saw her. There were several Merchant Ships in Sight, which she must have taken had we not prevented her.

Whitehall, February 29, 1796.

*Whereas it has been humbly represented to the King, that, on or about the 22d of February instant, divers wicked Letters were sent to sundry Gentlemen, Farmers, and others of the Town and the adjacent Country of Ely, as well as thrown into the Gardens of the*