

above-mentioned, the said Goods shall be admitted to Entry on Payment of the same Duties of Customs and Excise as are due and payable on the like Goods when imported in any British or Irish-built Ship or Vessel.—And the Right Honorable the Lords Commissioners of His Majesty's Treasury are to give the necessary Directions herein accordingly.

Steph. Cottrell.

Admiralty-Office, July 24, 1804.

COPY of a Letter from Captain George Morris, Commander of His Majesty's Sloop the Penguin, to William Marsden, Esq; dated off Senegal Bar the 25th of March, 1804.

His Majesty's Sloop Penguin, off Senegal-Bar, March 25, 1804.

SIR,

IBEG you will be pleased to acquaint my Lords Commissioners of the Admiralty, that, cruising off Senegal, according to their Lordships' Orders, on the 17th Instant, a French Privateer Schooner, in endeavouring to avoid His Majesty's Brig under my Command, ran on Shore on the Bar, where I had great Reason to hope, from the Surf running high, she would have been destroyed, in which I was disappointed. The Surf continuing I had no Opportunity of destroying her till the 24th Instant. On the 23d, in the Evening, I observed Two armed Schooners had dropped down to the Mouth of the River; and on the Morning of the 24th, from the one on Shore having shifted her Position, I had Reason to believe they were endeavouring to get her off, I therefore stood as close in Shore as the Nature of the Coast would admit, and commenced an Attack on them, in Hopes of driving them up the River, and eventually to burn the one on Shore. We exchanged Shot for an Hour and a Half, when finding I could not get sufficiently close to effect my Purpose, I stood off.

Lieutenants Williams and Rayley, with many of the Crew, having volunteered their Service, and fearing she might be got off and rendered a farther Annoyance to our Trade, I was inclined to accept their Offers, though the Armed Schooners were then within Two Cable's Length of her, and the Surf still running high, threatened much Opposition to their Exertions. At Ten P. M. I dispatched Lieutenant Williams in the Jolly Boat, (conceiving her best adapted to the Surf,) with Orders to destroy her if possible; at One A. M. I had the Satisfaction to see her completely on Fire, and at Daylight totally destroyed. The Service was performed unobserved by the Enemy, and reflects great Credit on Lieutenant Williams and his Party, for the cool and ready Manner in which they conducted the Enterprize, and merits my greatest Acknowledgments and Thanks.

I learn she was called *La Renommée*, a Vessel of large Dimensions, commanded by Citizen Renaud, mounting Twelve Six-Pounders, Two of which were on board when destroyed, and Two Nines, manned with Eighty-seven Men, belonging to Senegal, from Cayenne, last from Goree.

I have great Pleasure in adding, that not a Man was hurt on this Occasion.

I have the Honor to be, &c.

W. Marsden, Esq; Admiralty.

G. MORRIS.

Admiralty-Office, July 24, 1804.

Copy of a Letter from the Right Honorable Lord Keith, K. B. Admiral of the Blue, &c. to William Marsden, Esq; dated at Ramsgate, the 22d Instant.

SIR,

I TRANSMIT, for their Lordships' Information, a Copy of a Letter from Captain Owen, of His Majesty's Ship the *Immortalité*, to Rear-Admiral Louis, acquainting him that the Enemy's Flotilla, outside of Boulogne Pier, had been surpris'd at their Moorings by the late Gale of Wind, and sustained very considerable Loss in attempting to regain their Ports.

Their Lordships will not fail to observe how much Captain Owen expresses himself to be satisfied with the Merits of Captains Jackson and Heywood, of the *Autumn* and *Harpy*, and Lieutenants Richardson and Price, commanding the *Bloodhound* and *Archer* Gun Brigs.

I have the Honor to be, &c.

KEITH.

His Majesty's Ship Immortalité, Boulogne East Seven or Eight Leagues, July.

SIR,

THE Wind Yesterday set in strong from the N. N. E. and N. E. by N. and made so much Sea, that the Enemy's Vessels in the Road of Boulogne became very uneasy; and about Eight P. M. the Leemoft Brigs began to get under Weigh, and work to Windward, whilst some of the Luggers ran down apparently for Etaples; their Force was then Forty-five Brigs and Forty-three Luggers.

I made a Signal to look out on these Vessels, which was immediately obeyed by the *Harpy*, *Bloodhound*, and *Archer*, who closed with them, giving their Fire to such as attempted to stand off from the Land; the *Autumn* was at this Time getting under Weigh, and lost no Time in giving her Support to the Vessels already on this Service, and continued with them during the whole Weather Tide, to fire, from Time to Time, on such of the Enemy's Vessels as gave them Opportunity. At Daylight this Morning there were Nineteen Brigs and Eight Luggers only remaining in the Bay; and about Six o'Clock these began to slip single and run to the Southward for Etaples or the River Somme, the *Autumn* and Brigs being then too far to Leeward to give them any Interruption.

As soon as the Tide permitted this Ship and the Leader to weigh we stood in with Boulogne, when I perceived that a Brig, a Llugger, and several large Boats were stranded on the Beach West of the Harbour, the Enemy were shipping and endeavouring to save from them what they could, but I have not a Doubt the rising Tide would complete their Destruction; Three other Brigs and a Llugger were on the Rocks near the Village of Portee, totally destroyed, a Brig and Two Luggers remained at Anchor close to the Rocks with Whefts up, and the People huddled together Aboard; the Brig had lost her Topmast, Topail, and Lower Yards, and one of the Luggers the Head of her Mainmast; the Sea was making a perfect Breach over them, and if the Gale continues, their Situation is hopeless.

The Merits of Captains Jackson and Heywood, as well as those of Lieutenants Richardson and Price, are so well known to you that I need not only say, they acted on this Occasion with the same de-