

Thirty-ninth and Fortieth Years of His present Majesty, intituled An Act for making Wet Docks, Basons, Cuts, and other Works for the greater Accommodation and Security of Shipping, Commerce, and Revenue within the Port of London; and to make Regulations relating to the said Docks.

An Act for the Relief of certain Incumbents of Livings in the City of London.

Admiralty-Office, July 28, 1804.

Copy of a Letter from Captain Robert Dudley Oliver, Commander of His Majesty's Ship the *Melpomene*, to William Marsden, Esq; dated off Havre, the 24th Instant.

SIR,

I BEG Leave to enclose you, for the Information of my Lords Commissioners of the Admiralty, a Copy of my Letter to Lord Keith, of this Date.

I am, &c.

R. D. OLIVER.

MY LORD,

Melpomene, off Havre,
July 24, 1804.

SINCE my Letter to your Lordship of the 17th Instant, we had very light and variable Winds for Three Days, which were succeeded by a Gale from the Northward, when the Bombs had some Difficulty to keep clear of the Shore. Yesterday the Wind having got to the S. W. I stood in with the Squadron, and at Eleven made the Signal for the Bombs to try their Range; they placed themselves with the utmost Precision immediately off the Pier Heads, and at a Quarter-past Eleven began a most tremendous Fire of Shells and Carcasses, which was continued without Intermision for an Hour and a Half; in a very few Minutes the Town was observed to be on Fire, and as the Pier was very full of Vessels, it is impossible but they must have suffered considerably. The Vessels which had been Outside the Pier, during the Bombardment of the 16th, were so much annoyed as to retire, some into the Pier, and some up the River, one of them was towed on Shore under the Batteries, and has been since taken to Pieces. The Enemy's Mortar Batteries have been very considerably encreased since the Attack of the 16th, and although the Fire from them on the Bombs was as great as I will venture to say, was ever experienced; they being considerably within the Range, yet it is with the most inexpressible Pleasure I acquaint your Lordship, that not a Man has been hurt. A Shell passed through the Mizen Stay-Sail of the *Zebra*, another carried away the spare Topmast-Yard of the *Merlin*, and Two Chain-Plates, and grazed her Side; and a Forty-two Pound Shot cut the spare Topmast and some other Spars, and lodged in the Booms of the *Hecla*; this is all the Damage done. It is impossible for me to find Words to express my Admiration of the Conduct of the Captains Sykes, James, Paul, and Beauchamp, and the other Officers and Crews of the Bombs, for the able Manner in which they placed and managed their Vessels; and also to the Officers and Men of the Royal Artillery embarked on board of them, for the judicious Manner in which they fired the Shells.

Some Luggers came out of the Pier during the Bombardment and fired their Guns, but they were made to keep at a respectful Distance by the Vicinity

of the *Merlin*, *Pluto*, *Locust*; and Cutters, which were always ready to give Assistance where wanted, as were the other Ships in the Squadron in the Situations assigned to them.

I have the Honor to be, &c.

ROB. DUDLEY OLIVER.

Right Honorable Lord Keith, K. B.

Admiralty-Office, July 28, 1804.

Copy of a Letter from Vice-Admiral Sir John Thomas Duckworth, K. B. Commander in Chief of His Majesty's Ships and Vessels at Jamaica, to William Marsden, Esq; dated at Port Royal, Jamaica, the 10th of June 1804.

SIR,

ACCOMPANYING this you will receive, for the Information of the Lords Commissioners of the Admiralty, a Return of Vessels captured and destroyed by His Majesty's Ships under my Command.

I am, &c.

J. T. DUCKWORTH.

Return of Vessels captured and destroyed by the Squadron under Rear-Admiral Sir J. T. Duckworth, K. B. Commander in Chief at Jamaica.

Schooner *Olive Branch*: Recaptured by the *Belleophon*, Captain Loring.—B. Waterhouse and Co. Agents.

Privateer Cutter *La Terreur*: Captured by the *La Pique*, Captain Rofs.—Same Agents.

National Armed Schooner *Hirondelle*: Captured by the *Stork*, Captain Le Geyt.—Same Agents.

Armed Transport *Argo*: Captured by the *Racoon*, Captain Gordon.—Same Agents.

Schooner *Elizabeth*: Recaptured by Ditto.—Same Agents.

Brig *Union*: Captured by the *Pique*, Captain Rofs.—Same Agents.

Privateer *Felucca Mars*: Captured by the *Fortunée*, Captain Vanfittart.—Same Agents.

British Ship *Waditray*: Recaptured by the *Blanche*, Captain Mudge.—Same Agents.

Privateer *Felucca Adventuria*: Captured by the *Racoon*, Captain Gordon.—Same Agents.

Schooner *Vulture*: Recaptured by the *Franchise*, Captain Murray.—Same Agents.

Schooner *Polly*: Recaptured by Ditto.—Same Agents.

Privateer Schooner *Pauline*: Destroyed by Ditto.

British Ship *Stranger*: Recaptured by the *Mermaid*, Captain Hollis.—Same Agents.

Ship *Mary Ann*: Recaptured by the *Echo*, Captain Boger.—Same Agents.

Schooner *John and Eley*: Detained by the *Defrée*, Captain Whitby.—Same Agents.

British Armed Ship *Minerva*: Recaptured by the *Blanche*, Captain Mudge.—Same Agents.

Privateer *Felucca Felicite*.—Same Agents,

Brig *Ranger*: Found empty at Sea, no one on board, by the *Gypsy Tender*.—Same Agents.

Danish Schooner *Maria*: Detained by the *Blanche*, Captain Mudge.—Same Agents.

J. T. DUCKWORTH.

Ordnance-Office, July 26, 1804.

Corps of Royal Engineers.

Captain-Lieutenants to be Second Captains,

Charles W. Rudyerd,

William Backwell.