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Admiralty-Office, November 29, 1809.

THE Honourable Lieutenant William Waldegrave, of the Ville de Paris, arrived here this Morning with Dispatches from Vice-Admiral Lord Collingwood, Commander in Chief of His Majesty's Ships and Vessels in the Mediterranean, addressed to the Honourable William Wellesley Pole, of which the following are Copies,

*Ville de Paris, off St. Sebastian,
October 30, 1809.*

SIR,

BY my Letter of the 16th of September, their Lordships would be informed of the Intelligence I had received relative to the intended Movements of the French Squadron, and of my Reasons for changing my Station to St. Sebastian.

While on this Station, on the Night of the 22d Instant, the Pomone joined, and Captain Barrie (who with indefatigable Perseverance had, with the Alceste, watched the Port of Toulon) informed me, that the Day before, several of the Enemy's Squadron had put to sea, that others were coming out when he left them, and that there was every Appearance of the whole Fleet being on the move from the Harbour. They had a numerous Convoy with them, and as this Movement was made with the first of an easterly Wind, there was little Doubt of their being bound to the Westward. I immediately made the necessary Signals for the Squadron to be prepared for their Reception, and placed the Three Frigates and Sloop (Pomone, Hydra, Volontaire, and Minstrel,) to Windward, to give Notice of the Enemy's Approach.

On the following Morning (the 23d), soon after Eight o'Clock, the Volontaire made the Signal for a Fleet to the Eastward; while they continued to come down before the Wind, no Alteration was made in the Squadron, except by advancing Two fast-sailing Ships, the Tigre and Bulwark. At Ten,

the Pomone made the Signal, that the Enemy had hauled to the Wind; and the Convoy separating from the Ships of War, (which were now discovered to consist of Three Ships of the Line only, Two Frigates, Two smaller Frigates or Store-Ships, and a Convoy of about Twenty Sail of Vessels,) I ordered Rear-Admiral Martin to chase them, and Eight of the best sailing Ships, which standing on contrary Tacks, might take Advantage of the Changes of the Wind which was then variable.

At Two P. M. the Pomone, having got far to Windward, was directed by Signal to destroy such of the Convoy as could be come up with; and in the Evening she burnt Two Brigs, Two Bombards, and a Ketch. The Enemy before Dark was out of Sight, and the Ships chasing not much advanced, were standing to the Northward; while the Squadron with me stretched to the Southward. The next Morning neither the French nor our own chasing Ships were in Sight.

This Morning Rear Admiral Martin joined with his Division, as named in the Margin *, having again fallen in with the Enemy on the 24th off the Entrance of the Rhone, and on the 25th they chased them on Shore: the Robust of Eighty-four Guns bearing the Flag of Rear-Admiral Boudain, and the Leon of Seventy-four, off Frontagan, where the Day following themselves let Fire to them. The Borcee of Seventy-four Guns and a Frigate ran on Shore at the Entrance of the Port of Cette, where there is little Probability of either of them being saved.

I cannot sufficiently express the high Satisfaction I have felt at the intrepid Perseverance of Rear-Admiral Martin, and of the Captains of the Ships who were with him in the Pursuit. Nothing less ardent, or less skillful, would have produced a Result so fortunate, where the Coast near the Rhone is ex-

* Canopus, Renown, Tigre, Sultan, Leviathan, and Cumberland.

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ceedingly shoal and dangerous, so that some of the Ships were in Five and Six Fathom Water, the Weather thick, and the South-East Wind blowing strong.

I enclose to you, Sir, Rear-Admiral Martin's Letter; and beg to congratulate their Lordships on Three great Ships of the Enemy being thus destroyed, without the smallest Resistance on their Part, or a Shot being fired by the British Ships, except a few by the Tigre at the Boree, when she was pushing ashore at Cete; of their Two Frigates, the Pomone and Pauline; one hauled her Wind some Time in the Night, and fetched into Marseilles Road.

The other Part of the French Squadron are found to remain in Toulon by the Ships which have since examined that Port.

I have the Honour to be, &c.

(Signed) COLLINGWOOD.

My Lord, *Canopus at Sea, Oct. 27, 1809.*

IN obedience to the Signal for the Canopus to chase E. N. E. I stood that Way the whole of the Night of the 23d, and the following Day, in Company with the Renown, Tigre, Sultan, Leviathan, and Cumberland; in the Evening Four Sail were seen, to which we immediately gave Chace, and pursued them till after dark; when, from Shoal Water, and the Wind being direct on the Shore, near the Entrance of the Rhone, it became necessary to keep to the Wind during the Night. The following Morning the 25th, the same Ships were again seen and chased between Cete and Frontignan, where they run on Shore, Two of them (an Eighty Gun Ship, bearing a Rear-Admiral's Flag, and a Seventy-four) at the latter Place, and one Ship of the Line and a Frigate at the former. From the Shoal Water and Intricacy of the Navigation, it was impossible to get close enough to the Enemy's Two Line of Battle Ships, near Frontignan to attack them when on Shore; for in attempting to do so, one of His Majesty's Ships was under Five Fathoms Water, and another in less than Six. On the 26th, I sent the Boats to sound, meaning if possible to buoy the Channel (if any had been found) by which the Enemy's Ships could be attacked; but at Night we had the Satisfaction to see them set on Fire.

From the Circumstances under which the Ship and Frigate ran on Shore at the Entrance of the Port of Cete, I have little doubt the former will be lost; and the Frigate must certainly have received considerable Damage; but they cannot be got at on account of the Batteries.

Your Lordship must be well aware that nothing but the great Prefs of Sail carried by His Majesty's Ships, and the good Look-out kept, could have enabled them to close with those of the Enemy from the Distance they were at the Time they commenced the Chace.

I have the Honour to be, &c.

(Signed) G. MARTIN.

Vice-Admiral Lord Collingwood, Commander
in Chief, &c. &c. &c.

Ville de Paris, off Rosas,
November 1, 1809.

SIR,

WHEN the Enemy's Convoy was chased on the 23d Ultimo, their Transports separated from the Ships

of War, and, under the Protection of an Armed Store Ship, Two Bombards and a Zebeck made for the Bay of Rosas. When the Ships of War were disposed of, as related in my Letter of Yesterday, the Convoy became the Object of my Attention, and on the 29th the Apollo was sent off Rosas to examine what Vessels were there, and how far they were in a Situation assailable.

The next Day I appointed the Ships, as per Margin*, for this Service, under the Orders of Captain Hallowell, to bring them out if the Wind was favourable, or otherwise to destroy them. The State of the Wind and Sea would not permit this Operation until last Night, when, after Dark, the Ships bore up for the Bay, and anchored about Five Miles from the Castle of Rosas, under the Protection of which Castle, of Trinity Fort, and of several other newly erected Batteries, the Convoy, consisting of Eleven Vessels, five of them armed, as per accompanying List, were moored.

The Boats being arranged in separate Divisions, the whole were put under the Orders of Lieutenant Tailour, First Lieutenant of the Tigre, and proceeded to the Attack of the Enemy, who, although he could have had no previous Intimation of such an Enterprize against him, was found vigilant and completely on his Guard. The Ship, which was a smaller Sort of Frigate, was enclosed in Boarding Nettings, and a Gun Boat advanced a-head of her for the look out; on being hailed, and the Alarm Gun fired, our Boats stretched out; the Crews at the highest Pitch of Animation filling the Air with their Cheers; each Division took the Part previously allotted to it; the Armed Ship was boarded at all Points, and carried in a few Minutes, notwithstanding a spirited and sturdy Resistance which the Enemy made; all their Armed Vessels were well defended, but the British Seamen and Marines, determined to subdue them, were not to be repelled, even by a Force found to be double that which was expected; and besides the Opposition made by the Vessels, the Guns from the Castle, the Forts in the Bay, the Gun-Boats, and Musketry from the Beach kept a constant Fire on them. On the opening of Day every Ship or Vessel was either burnt, or brought off, aided by the light Winds which then came from the Land, and the whole of the Convoy that came from Toulon for the Supply of the French Army in Spain has been destroyed, with the Exception of the Frigate, which escaped to Marseilles, and one Store-Ship not since heard of.

I cannot conclude this Narrative without an Expression of the Sentiment which the Execution of this bold Enterprize has inspired me with, and the Respect and Admiration I feel for those who performed it.

In the first Place, Success greatly depended upon the previous Arrangement which was made by Captain Hallowell, with a Judgment and Foresight that distinguishes that Officer, in every Service he is employed on; the Division of the Boats, the Preparation of Fire Materials, and providing them with every Implement that Contingency could require, established Confidence throughout the whole; and in this he was ably assisted by the Experience and Zeal of Captains Wodehouse, Bullen, Taylor, and Hope.

* Tigre, Cumberland, Volontaire, Apollo, Topaze, Philomel, Scout, and Tuscan.

The Brigs were under Sail, as near the Vessels attacked as the light Winds would allow, and Captain Hallowell speaks in high Terms of Praise of the Conduct of their Commanders Crawly, Raitt, and Wilson. The First Lieutenant Tailour led to the Assault in a most gallant Manner, and was followed by the other Officers as if each was ambitious of his Place, and desired to be first; the whole Party bravely maintained the Character which British Seamen have established for themselves.

I am sorry I have to add, that the Loss has been considerable, of which I enclose a List. Lieutenant Tait, of the Volontaire, an excellent and brave young Officer, and Mr. Caldwell Master's Mate of the Tigre, a Youth of great Promise, were the only Officers slain.

Many Officers in the Fleet were desirous of being Volunteers in this Service. I could not resist the earnest Request of Lieutenants Lord Viscount Balgonie, the Honourable J. A. Maude, and the Honourable W. Waldegrave of the Ville de Paris to have the Command of Boats, in which they displayed that Spirit which is inherent in them.

I transmit also Captain Hallowell's Letter relating his Proceedings, with Lists of the Officers who commanded Boats, and had Appointments in this Service, and of the Vessels burnt and captured.

I have the Honour to be, &c.

(Signed) COLLINGWOOD.

P. S. I have charged Lieutenant Waldegrave, of the Ville de Paris, with the Delivery of my Dispatches; an Officer of great Merit, and who commanded One of the Boats employed on this Service.

His Majesty's Ship Tigre, off Cape St. Sebastian, Nov. 1, 1809.

MY LORD,
IN Obedience to your Lordship's Order of the 30th Ultimo, I proceeded to the Bay of Rosas with the Ships and Sloops named in the Margin, where finding it impracticable to attack the Enemy's Convoy while under Weigh, (the Wind being at S. E. and a heavy swell) I anchored the Ships of the Squadron Yesterday Evening, after dark, about Five Miles off the Town of Rosas, and detached all the Boats, under the Command of Lieutenant Tailour, First of the Tigre, to destroy them; the spirited Manner in which he led them on to the Attack, commanded the Admiration of every one present; and the gallant Manner in which he was supported reflects the highest Honour on every Person employed on this Service.

I have the Honour to inclose a List of Vessels captured and destroyed on this Occasion; and when your Lordship is informed that the Enemy was aware of our Intention to attack him, and had taken the Precaution of fixing boarding Nettings, and placing a Launch with a Gun in it in Advance, to give him a Notice of our Approach, and that the Vessels were also defended by the very strong Batteries on Shore, I trust your Lordship will consider it equal in Gallantry and Judgement to any Exploit that has occurred under your Lordship's Command.

Our Loss has been severe, and among the List of killed I have to lament the Loss of Lieutenant Tait, of the Volontaire, of whom Captain Bullen speaks in high Terms, as an Officer who has distinguished

himself upon many Occasions; and Mr. Caldwell, Master's Mate of the Tigre: the latter has left a widowed Mother in distressed Circumstances, who looked to him for Comfort and Support. Among the wounded are Lieutenant Tailour, of the Tigre, and Lieutenant Forster, of the Apollo, severely.

The Brigs were directed to keep under Weigh, and were in an admirable Situation at Day-light to have given Assistance, had it been necessary.

I have the Honour also to enclose a List of the Officers employed on this Service, and I have only to state that their Conduct, and that of the Seamen and Marines under their Command, was such as to exceed any Encomium from my Pen, and entitles them to my warmest Thanks and Approbation.

I have the Honour to be, &c.

(Signed) B. HALLOWELL.

A List of Ships and Vessels captured and destroyed by the Boats of the Squadron under the Command of Benjamin Hallowell, Esq; Captain of His Majesty's Ship the Tigre, in the Bay of Rosas, on the Morning of the 1st of November 1809.

Armed Store-Ship, La Lemproye, Bertault la Brec-treete, Lieutenant de Vaisseau, Commander, of 16 Nine-Pounders, 116 Men, and 600 Tons; burnt.—Pierced for 22 Guns on the Main-Deck, —Vessel of War.

Bombard, La Victoire, Garsibou, Ensign de Vaisseau, Commander, of 14 Six-Pounders and 80 Men; burnt.—Vessel of War.

Felucca, L'Assacien, Rouve, Master, of 25 Muskets and 20 Men; burnt.—Transport belonging to Government.

L'Union, of 150 Tons; burnt.—Landed her Cargo. La Bien Aimé, of 150 Tons, laden with Biscuit; burnt.

Notre Dame de Rosaire, of 150 Tons; burnt.—Landed her Cargo.

Felucca, Notre Dame de Grace, of 90 Tons; burnt. Landed her Cargo.

Bombard, Le Gropdire, Coreille, Ensign de Vaisseau, Commander, of 8 Six-Pounders and 45 Men, laden with Biscuit; taken.—Transport belonging to Government.

Xebeck Le Normande, Arnaut, Ensign de Vaisseau, Commander, of 10 Four-Pounders, and 48 Men; taken.—Vessel of War.

Le Dragon, of 200 Tons, laden with Biscuit; taken.

L'Indien, of 200 Tons, laden with Corn and Flour; taken. (Signed) B. HALLOWELL.

A Return of Killed and Wounded in the Attack on the Enemy's Vessels on the Morning of the 1st of November 1809, in the Bay of Rosas.

TIGRE.

Killed.

James Caldwell, Master's-Mate.

Thomas Jones (1), Able.

Alexander Duncan, ditto.

James Anderfon, ditto.

Wounded.

John Tailour, Lieutenant; severely.

D. R. Syer, Midshipman; ditto.

James Kilfoyle, Carpenter's Crew; slightly.

William Window, Quarter-Gunner; ditto.

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Peter M. Laughlin, Able; slightly.
 John Riley (1), Ordinary; ditto.
 John Westway, Private Marine; ditto.
 James Terry, Private Marine; ditto.
 James Grant, Private Marine; ditto.
 George Lemon, Able; ditto.

CUMBERLAND.

Killed.

John Leigh, Ordinary.
 Thomas Gibson, Marine.

Wounded.

Richard Stuart, Lieutenant; slightly.
 John Webster, Master's Mate.
 W. H. Brady, Midshipman.
 John White, Able.
 John James, Able; slightly.
 Charles Spraggs, Ordinary.
 Oliver Isaac, Ordinary; slightly.
 Timothy Collins, Ordinary.
 Isaac Stafford, Ordinary; very slightly.
 Stephen Miller, Ordinary.
 John Rielly, Ordinary.
 Robert Kelly, Ordinary.
 George Hetherilton, Private Marine; very dangerously.
 Thomas Bowles, Private Marine; slightly.
 George Mitchell, Private Marine.

VOLONTAIRE.

Killed.

Dalhousie Tait, Lieutenant.
 Thomas Harrison, Quarter-Gunner.

Wounded.

Robert Grant, Marine; dangerously.
 Thomas Sutton, Seaman; badly.
 Christopher Anderson, Seaman; ditto.
 James Hays, Seaman; ditto.
 Jacob Schwerin, Seaman; ditto.
 William Hinson, Marine; slightly.
 James Dawden, Marine; ditto.
 John Davis, Seaman; ditto.
 William Thomas, Seaman; ditto.
 Christopher Feat, Seaman; ditto.
 William Thompson, Seaman; ditto.
 Joseph Lewis, Seaman; ditto.
 John Smith, Seaman; ditto.
 Honourable J. A. Maude, Lieutenant; ditto.—a Volunteer from the Ville de Paris.
 John Armstead, Midshipman; ditto—a Volunteer from the Ville de Paris.

APOLLO.

Killed.

Evan Jones, Serjeant of Marines.
 William Saunders, Private Marine.
 John Mackie, Able.

Wounded.

J. Begbie, First Lieutenant; slightly.
 J. Forster, Lieutenant; severely.
 Peter Manning, Private Marine; dangerously.
 Louis O. Saul, Ordinary; badly.
 Caul Sautter, Able; slightly.

TOPAZE.

Killed.

James Callaghan, Ordinary.
 Doug. Carmichael, Able.
 James M'Donald, Ordinary.
 William March, Ordinary.

Wounded.

Thomas Wilson, Able; very severely.
 William Holberston, Ordinary; very severely.
 James White, Ordinary; slightly.
 John Roberts, Captain of Foretop; ditto.
 James Harrington, Able; ditto.
 John Card, Private Marine; severely.
 Joseph Carter, Private Marine; dangerously.
 Henry Tub, Ordinary; slightly.

PHILOMELAND SCOUT.

None killed or wounded.

TUSCAN.

Wounded.

Pascoe Dunn, Lieutenant; slightly.
 James Lamb, Ordinary; dangerously.

Total killed—1 Lieutenant, 1 Master's Mate, 10 Seamen, 1 Serjeant of Marines, 2 Privates of Marines.

Total wounded—1 Seaman, 4 Privates of Marines, dangerously; 2 Lieutenants, 1 Midshipman, 7 Seamen, 1 Private of Marines, severely; 3 Lieutenants, 1 Master's Mate, 2 Midshipmen, 28 Seamen, 5 Privates of Marines, slightly.

Grand Total—15 killed, 55 wounded.

(Signed) B. HALLOWELL.

N. B. The List of Officers employed in the Boats, &c. will be published in the Gazette of Saturday next.

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