

[ 1902 ]

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.