

Schooner Barbadoes, captured by the Liberty, October 16, 1812.

Brig Santa Dominica, captured by the Liberty, October 20, 1812.

Schooner Maria, captured by the Liberty, December 2, 1812.

Brig Nancy, captured by the Liberty, December 5, 1812.

Schooner Laura, captured by the Elizabeth, November 24, 1812.

Ship Venus, captured by the Herald, December 16, 1812.

JOHN BORLASE WARREN.

*Admiralty-Office, March 23, 1813.*

**A**DAMIRAL Lord Keith has transmitted to John Wilson Croker, Esq. a letter from Captain Tobin, of His Majesty's ship the *Andromache*, reporting the capture, on the 14th instant, of the American letter of marque schooner *Courier*, of two hundred and fifty tons, six guns, and thirty-five men, bound from Nantes to Baltimore.

*Admiralty-Office, March 23, 1813.*

*Copy of a Letter from the Honourable Captain Irby, of His Majesty's ship the Amelia, to John Wilson Croker, Esq. dated at Spithead, the 22d instant.*

SIR,

**I**BEG leave to acquaint you, for the information of the Right Honourable the Lords Commissioners of the Admiralty, that when I was about to quit Sierra Leone River for England, in His Majesty's ship under my command, on the 29th January, Lieutenant Pascoe arrived there with the chief part of the crew of His Majesty's gun-brig *Daring*, he having been obliged to run his vessel on shore, and blow her up at Tamara (one of the Isles de Loss), in consequence of having been chased by a French frigate, in company with two other ships, apparently frigates: he reported having left them at anchor off the islands on the 27th. I immediately dispatched Lieutenant Pascoe in a small schooner to reconnoitre the enemy (he having volunteered his services), and on the 3d February he returned, having ascertained their force to be two frigates of the largest class (*L'Arethuse* and *Le Rubis*), and a Portuguese ship, their prize; that they had nearly completed their water; and, after unloading the Portuguese ship, intended to give her up to the crew, and proceed themselves to sea to intercept our homeward-bound trade. Conceiving that if I cruised off the Isles de Loss (in the event of their not having left them), I might be enabled to fall in with any of His Majesty's ships that might be coming down the coast, and also protect the vessels bound to Sierra Leone, of which I had received intelligence, I prepared to weigh, when a cartel arrived from the islands with the master and boat's crew of the *Daring*, and the master and crew of another vessel they had taken, whose accounts corroborating Lieutenant Pascoe's report, I left Sierra Leone River, and worked up to the islands: standing in at daylight on the 6th ultimo towards the island of Tamara,

we joined the *Princess Charlotte* Government-schooner, who informed me one of the frigates was at anchor at a considerable distance to the northward from the other, which was apparently unloading the prize. I dispatched the schooner to Sierra Leone, to leave directions to any ships that might arrive to repair to me. Having neared the island in the evening, the frigate to the northward weighed, and stood out to sea; the other frigate had signals flying, and being observed at sunset with her topsails hoisted, I stood off for the night; and the next morning one of the frigates, (I believe *L'Arethuse*,) was just visible from the deck—it was then calm; on a breeze springing up about noon she stood towards us. As I had hopes of drawing her from her consort we continued standing out to sea till sunset, when not perceiving the other ship from the mast-head, and the breeze failing, we shortened sail, wore and stood towards her. A little after seven the enemy observing us near him, tacked, and hoisted his colours. At 45 minutes past seven, P. M. being within pistol-shot on his weather-bow, both ships commenced firing nearly at the same time, which continued (remaining nearly in the same situation) until twenty-one minutes past eleven, when she bore up, having the advantage of being able so to do, leaving us in an ungovernable state, with our sails, standing and running rigging cut to pieces, and masts injured. During the action we twice fell on board the enemy, in attempting to thwart his hawse, when he attempted to board, but was repulsed by the marines (which were commanded by Lieutenant Simpson,) and the boarders. Though I most sincerely lament the numerous list of killed and wounded, which amounted to one hundred and forty-one, yet it is the greatest consolation in reflecting that we were never once exposed to a raking shot, or the slightest accident occurred; all fell by fair fighting.

It is with the most poignant regret I have to mention the names of the Senior and Second Lieutenants, John James Bates and John Pope, and Lieutenant Grainger, of Marines, among the slain; they fell early in the action; having been more than five years in the ship, I have had ample opportunities of knowing their inestimable characters, and the consequent loss the service has sustained by their falling. It is with equal concern I have to mention Lieutenant George Wills, the junior Lieutenant, who fell while carrying on the duty on the quarter deck, when I had received a wound which obliged me to quit it; and also that of that good and zealous officer, Lieutenant Pascoe, late of the *Daring*, who commanded the midship guns, on the main deck; Mr. John Bogue, late Purser of the *Thais*, (invalided) received a mortal wound below, after having been before wounded on the quarter-deck.

When I have the misfortune to state such a severe loss, I trust it will be clear every person must have done his duty; I feel most grateful to my gallant officers and crew, as well as the supernumeraries late belonging to the *Daring*, for their cool, steady, and persevering conduct, which was worthy the utmost success; but the superior force of the enemy, (she carrying on her main deck heavy French twenty-four pounders,) the considerable quantity of gold dust we have on board, as well as