

His Majesty's Ship Nymphe, at Sea,
May 10, 1813.

SIR,

I HAVE much pleasure in acquainting you of my having, on the 5th instant, in latitude 43 deg. 17 min. N. longitude 69 deg. 29 min. W., captured the fast-sailing American privateer Montgomery, of twelve guns and seventy-five men, on her return from a two months cruise off the coast of Ireland.

I have the honour to be, &c.

F. P. EPWORTH, Captain.

Honourable T. B. Capel, Captain of His Majesty's Ship La Hogue.

His Majesty's Ship Shannon, off Cape Ann, May 16, 1813.

SIR,

I HAVE the honour to inform you, that we this morning, in company with His Majesty's ship Tenedos, chased on shore a large armed ship under American colours, near Cape Ann Town: having anchored close to her, and fired a few shot on the beach to disperse the militia, who were assembling, I sent in the boats of both ships, under the command of Lieutenant Watt, of the Shannon, who brought the vessel off without any loss; she proves to be L'Invincible, a French corvette-built privateer, of sixteen guns, lately captured by His Majesty's sloop Mutine, and retaken by the Alexander American privateer. I have sent her to Halifax.

I have the honour to be, &c.

(Signed) P. B. V. BROKE.

The Honourable Thomas Bladen Capel, Captain of His Majesty's Ship La Hogue.

His Majesty's Ship Nymphe, Halifax Harbour, May 20, 1813.

SIR,

ON the morning of the 12th, after a chase of three hours, I captured the schooner privateer Juliana Smith, of thirty-seven tons, mounting one long nine-pounder and two twelve-pounder carronades (the two latter she threw overboard in the chase), and twenty-five men, four days from Boston, and had made no capture.

I have the honour to be, &c.

F. P. EPWORTH, Captain.

To the Honourable T. B. Capel, Captain of His Majesty's Ship La Hogue, and Senior Officer of the Squadron off Boston.

His Majesty's Ship Ratler, at Sea, May 20, 1813.

SIR,

I HAVE the honour to acquaint you, for the information of the Commander in Chief, that His Majesty's ship under my command drove on shore, and captured on the 19th instant, off Kenebank, the United States private armed ship Alexander, of eighteen guns, returning to Salem from a cruise of ten weeks. The Alexander is a remarkably fine ship, four years old, and was considered the fastest sailing privateer out of the United States; she left Salem with a crew of one hundred and twenty-seven men, but had only about seventy remaining at the time of her capture, the greatest number of

whom made their escape on her getting aground, and several were drowned in their attempt to swim from her. His Majesty's schooner Bream, which was in company, contributed much to our assistance in getting the ship off, and, I am happy to say, with hardly any injury.

I had the honour to report to the Senior Officer at Halifax, of having chased on shore, near Bayley's Mistake, the American privateer schooner Gallynippee, of two guns, long six-pounders, and thirty-five men, on the 2d instant, and of her being in that situation attacked and destroyed by the boats of His Majesty's ship, in charge of Mr. James Cutlip, Acting Master.

I have the honour to be, &c.

ALEX. GORDON, Captain.

The Honourable T. B. Capel, Captain of His Majesty's Ship La Hogue, &c.

His Majesty's Ship Tenedos, at Sea, May 21, 1813.

SIR,

I BEG to inform you, that I have this day, in company with His Majesty's brig Curlew, captured the Enterprize American schooner privateer, belonging to Salem, of four guns, (but pierced for eighteen,) and ninety-one men, on her return from a four months' cruise on the coast of Brazil, without having made any captures; she is quite new, and copper-fastened, and in my opinion well qualified for His Majesty's service.

I have the honour to be, &c.

HYDE PARKER, Captain.

P. B. V. Broke, Esq. Captain of His Majesty's Ship Shannon.

San Domingo, Hampton Roads, Chesapeake, June 24, 1813.

SIR,

I REQUEST you will inform their Lordships, that, from the information received of the enemy's fortifying Crany Island, and it being necessary to obtain possession of that place, to enable the light ships and vessels to proceed up the narrow channel towards Norfolk, to transport the troops over on that side for them to attack the new fort and lines, in the rear of which the Constellation frigate was anchored, I directed the troops under Sir Sydney Beckwith to be landed upon the continent within the nearest point to that place, and a reinforcement of seamen and marines from the ships; but upon approaching the island, from the extreme shoalness of the water on the sea side, and the difficulty of getting across from the land, as well as the island itself being fortified with a number of guns and men from the frigate and the militia, and flanked by fifteen gun-boats, I considered, in consequence of the representation of the Officer commanding the troops, of the difficulty of their passing over from the land, that the persevering in the attempt would cost more men than the number with us would permit, as the other forts must have been stormed before the frigate and dock-yard could be destroyed; I therefore ordered the troops to be re-embarked.

I am happy to say, the loss in the above affair (returns of which are enclosed) has not been considerable, and only two boats sunk.