

it is judged expedient for His Majesty's service, and the safety of this kingdom, that the said prohibition should be continued for some time longer; His Royal Highness, in the name and on the behalf of His Majesty, and by and with the advice of His Majesty's Privy Council, doth therefore hereby order, require, prohibit, and command, that no person or persons whatsoever (except the Master-General of the Ordnance for His Majesty's service) do, at any time during the space of six months to commence from the said eighth day of August next, presume to transport into any parts out of this kingdom, or carry coastwise, any gunpowder or salt petre, or any sort of arms or ammunition, or ship or lade any gunpowder or salt petre, or any sort of arms or ammunition, on board any ship or vessel, in order to transporting the same into any parts beyond the seas, or carrying the same coastwise, without leave or permission in that behalf first obtained from His Majesty, or His Privy Council, upon pain of incurring and suffering the respective forfeitures and penalties inflicted by an Act, passed in the twenty-ninth year of His late Majesty's reign, intituled "An Act to empower His Majesty to prohibit the exportation of salt petre, and to enforce the law for empowering His Majesty to prohibit the exportation of gunpowder, or any sort of arms or ammunition, and also to empower His Majesty to restrain the carrying coastwise of salt petre, gunpowder, or any sort of arms or ammunition:" and the Right Honourable the Lords Commissioners of His Majesty's Treasury, the Commissioners for executing the Office of Lord High Admiral of Great Britain, the Lord Warden of the Cinque Ports, the Master-General and the rest of the principal Officers of the Ordnance, and His Majesty's Secretary at War, are to give the necessary directions herein as to them may respectively appertain. *Chetwynd.*

Admiralty-Office, September 21, 1813.

LIEUTENANT Wallis, formerly Senior Lieutenant of His Majesty's sloop *Vincejo*, lately arrived from France, has transmitted to John Wilson Croker, Esq. a letter, of which the following is a copy, from the late Captain Wright, who commanded the said sloop, giving an account of her capture.

SIR,

May 14, 1804.

IBEG you will be pleased to lay before my Lords Commissioners of the Admiralty, the following account of my proceedings subsequent to the date of my last report to the Admiral, in conformity to my orders to cruise in His Majesty's ship *Vincejo* between the Loire and L'Orient.

On successive days from the 28th April to the 4th instant, I chased several large convoys of the enemy, escorted by corvettes and divisions of their flotilla, into the Villaine, the Morbihan, Crac, and L'Orient, with little other effect, owing to light and variable winds, than interrupting their progress to their ultimate destination. On the evening of the 4th I discovered a large ship corvette at the entrance of L'Orient, apparently ready for sea, and learning soon after from a neutral, that her force was eighteen

long eighteen-pounders and one hundred and sixty men, and her destination eastward, with a convoy of thirty sail, I proceeded in that direction to take a convenient station for intercepting her.

On approaching Belle Isle, on the 5th, I chased a convoy that had come through the Taignouse Passage, until they anchored under Palais, and continued watching them until the next forenoon, when I anchored within Howat, to shift a spring topmast, and make other necessary preparations for meeting the expected enemy.

At daylight, on the morning of the 7th, I recognised the same corvette I had seen at L'Orient (she came through the Taignouse Passage in the night) getting under way in the bay of Quiberon; she made all sail and steered large, with the wind from the northward, as if inclined to chase. I slipped from the anchorage and stood across the bay towards Saint Gildas, with an intention of getting so near as to offer her a fair opportunity, and leading her in a short chase towards Belle Isle, out of immediate reach of assistance from a superior force in the Morbihan, and Crac, which I had been in presence of for some weeks, there to give her battle: but she tacked in about an hour, and worked into the Morbihan. I remained within a few miles of her, and in the course of the day drove a sloop on shore between Saint Gildas and Saint Jacques. During the ensuing night I preserved a proper station to observe the corvette's motions; at daylight on the 8th the ship was becalmed close to the mouth of the river, and carried by the ebb tide, in less than an hour, so near to the Taignouse rock, that I was forced to anchor to avoidly to isogued, and warp into the fair channel.

As no opportunity of procuring a pilot had occurred, previous to my departure from England, nor of making myself acquainted with the periodical strength and direction of the tides in the channel since my arrival upon the station, I sent an officer to bring on board the Master of a fishing-boat, anchored within a mile or two of the shore, in hopes of obtaining some information from him: but his fears and his ignorance, or unwillingness, disappointed me.

By the time the ship was warped into the channel, and all hands placed at the sweeps, I found she was pursued by a large division of the enemy's flotilla, which had been perceived rowing out of the Morbihan, soon after she anchored.

By half past eight o'clock, the enemy had advanced within extreme range, and opened their fire: they continued rapidly gaining upon the ship, until about half past nine, when they were so near that I was compelled to sweep her broadside to, and engage under the greatest disadvantages the *Vincejo* could possibly be exposed to: a perfect calm, a strong flood tide then made against her, the people fatigued by hard labour at the oar, and divided during the action, between the larboard guns and the starboard sweeps.

This unequal contest was maintained with great animation and with frequent cheers, by my weak but gallant ship's company, for nearly two hours, within grape and halting distance; the ship's hull, her masts, yards, and rigging, had at length received great damage; three guns were disabled; the fire was slackened, notwithstanding every effort