

SIR CHARLES TYLER

G. C. B.

ADMIRAL OF THE WHITE



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BY
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PREFACE

IN attempting the following Memoir of my maternal great-grandfather, it was my original intention to produce it for private and family circulation only. It has, however, since been represented to me that, as all records bearing on this particular period of Naval History are of general interest, I should be justified in laying it before the public. This I accordingly do, not without a hope that I may have been successful in rescuing from the ravages of time the memory of one of that devoted band of brothers who, under the presiding genius of Nelson, rendered so good a service to their country.

Such Naval History as it was necessary to introduce has been taken almost exclusively from that of Mr. James, while much information has been derived from documents at the Admiralty, United Service Institution, and Chancery Lane, Admirals' and Captains' letters, Naval Chronicles and other works at the British Museum.

The Trafalgar Roll, given in the Appendix, is by

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kind permission of the Author, and the Muster Rolls of *Tonnant* are from the originals in the library of H.M.S. *Victory*.

The private letters quoted are those now in the possession of Major-General Trevor B. Tyler, C.S.I.

W. H. WYNDHAM-QUIN.

CASTLETOWN,

CARRICK-ON-SUIR.

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CHAPTER I.

1760-1790.

MR. O'HART of the Irish Pedigrees opines that Tyler is one of the Anglicised forms of O'Tolairg, meaning the 'White Church,' and that a gentleman of that clan was the grandson of 'the hundred and forty-ninth Monarch of Ireland!' In any case the name is frequently found among the annals of the Registries of Wills in the counties of Waterford, Roscommon, Sligo, and Westmeath. There you will come across records of many families, all bearing the name, or its variants, of Tyllier and Taylor. There was a Tyler, too, 'an adventurer, *i.e.*, speculator of land,' in Ireland in 1642.

In England we find mention of the Tylers in Norfolk, where, in the parish records of North Elmham, it is set down that 'Edward Tylor, son of Peter Tylor, Secretary to the Lo. Cromwell was borne at Worthing and baptised in thys p'ishe because my Lo: was one of his witnesses the 19th Dec. 1596.' 'My Lo.' Cromwell was the father of 'the first Earl of Ardglass in Ireland,' which may possibly establish a connection, however slender, with Peter Tylor the Secretary, and others of the name in that country.

However, these speculations are all introductory to

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the appearance in England early in the eighteenth century of Captain Peter Tyler, who was undoubtedly the founder of the present families of Tyler of Linsted in Kent, and Tyler of Cottrell in Glamorgan, and was the father of Admiral Sir Charles Tyler, G.C.B., the subject of the present inquiry.

Through the archives of the War Office we learn that Peter Tyler served as a volunteer with the army in Flanders in 1747-8. On March 5th of the latter year, he obtained a commission as Ensign in Colonel Johnson's Regiment of Foot (afterwards the 33rd) and was promoted Lieutenant in July of the same year, but retired in 1751. This Colonel Johnson, it appears, was a proprietary colonel, and sold commissions in his regiment, as was the custom of that day, and accordingly it is probable that Peter Tyler had to pay for his advancement, for which a high price was often demanded. Johnson died in 1753, and Tyler disappears from the official records in 1751.

We get, however, a further glimpse of him in a memorandum found among the papers of one of his descendants, Mr. William Hardinge Tyler, which is in the handwriting of that gentleman's sister, Mrs. Lewis.

'My grandfather,' says that lady, 'was in the 52nd Regiment, Capt. Peter Tyler by name, and was present at the battle of Bunker's Hill.' This takes us on to the year 1775, and seems to suggest that Tyler continued his military career some time after leaving the corps commanded by Johnson. 'He served on the Staff of the Lord Lieut. in Ireland,' continues Mrs. Lewis, 'and here died, leaving a widow, the Honourable Mrs. Tyler, daughter of Anne Baroness Dacre and the 8th Lord Teynham.'

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Mrs. Peter Tyler was issue of Lord Teynham's third marriage, her mother, the widow of Mr. Richard Barrett, of Belhus, being daughter and co-heir with her sister Barbara of Thomas Lennard, Earl of Sussex and Baron Dacre. Two years after her second husband's death, Lady Teynham married the Honourable Robert Moore, son of the Earl of Drogheda. In 1741 Lady Teynham became Baroness Dacre in her own right. According to Mr. Palin, in his entertaining history of the parish of Stifford in Essex, this lady was much addicted to the prevailing fashion of Play, and with her sister sold Dacre Castle, the estate of Chevening in Kent, and other estates in Cumberland, for a quarter of their value, in order to settle her debts of honour. She died in 1755, and was ancestress of the present family of Brand. Presumably the first Viscount Hampden, so well remembered as Mr. Speaker Brand, would have been known as the twenty-third Baron Dacre after 1890, had he not previously accepted the Viscounty alluded to.

The family born to Captain Peter Tyler consisted of three sons and two daughters: Francis Henry, who continued the line of the present Tylers of Linsted; George Peter,* of the Madras Civil Service; Charles, the subject of this memoir, from whom the Tylers of Cottrell are descended; Frances Anne, married to James Wilder, Esq., and Mary, died unmarried in 1786.

Of young Tyler's childhood, or the circumstances in which it was passed, we know but little, yet there is a tradition in the family that his early years were spent

* Married Anne, daughter of Colonel Charles Long, of Tubney, Berks, and died at Madras in 1834, leaving a family of six sons and three daughters.

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in Ireland. The tradition seems plausible if only from the fact that his father, Captain Peter, in the scanty memorials which preserve his name, is mentioned as originating in that kingdom, and also because, as we shall see hereafter, Charles Tyler himself, in the memoirs of one of his officers on H.M.S. *Tonnant*, is referred to as being an Irishman. The first important date recorded in the annals of his boyhood is that of April in 1771, when at the tender age of eleven he entered the Royal Navy. On page 50 of the first volume of the *Admiral's Services* we read that young Tyler was rated as 'servant to Captain Andrew Snape Hamond on board the *Barfleur* man-of-war, a line of battle ship of 90 guns.'

That same rating of 'officer's servant' is an interesting illustration of one of the details of the administration of the navy during the eighteenth century. In the days of George the Second and onwards, all officers from admirals to lieutenants and petty officers had the privilege of surrounding themselves with a personal entourage conceived on a somewhat generous scale. For instance, an Admiral of the Fleet might take to sea no less than fifty 'servants' of eleven years and upwards, sixteen of whom might be borne on the ship's books. A captain was entitled to four for every hundred of the company of his ship. Even a lieutenant in a 60-gun ship, or a petty officer in one of 100 guns; might take a servant to sea at the ship's expense. The rating of servants was, of course, only nominal. The custom, as Sir William Laird Clowes tells us,

'Permitted captains to take to sea with them young gentlemen who aspired to the position of officer, and the more zealous officers usually benefited the service by having with them a large proportion of servants of

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‘that kind training under their own eyes. Yet in those days even captains who were devoted to the interest of their profession, employed many retainers of a class that would nowadays be deemed very superfluous in a man-of-war. Tailors, barbers, footmen, and fiddlers followed their patrons. As late as 1785, Commodore Edward Thompson, who it is true always had his quarter-deck crowded with such young gentlemen as were destined a few years later to shine in the front ranks of the Service, had a painter on his personal staff, and used to summon the poor artist on deck at strange times to record impressions of sunrise effects or nocturnal storms.’

The practice was one which naturally was capable of considerable abuse, especially as the officer was entitled to *11l. 8s. 2d.* a year for the wages of each servant. It became the practice to bear upon a ship's book young gentlemen who, besides being much under eleven years of age, were still in the nursery at home, or at school, and to bear nominally as seamen boys or working servants—and to the prejudices of those classes—youngsters who were destined for the quarter-deck. At length the ‘officer's servants’ were classified, and some attempt was made at a regulation of the custom under which they were to be taken to sea. A captain's servants towards the end of the century were divided into (1) young gentlemen not under eleven years of age who were intended for the sea service and were styled Volunteers; (2) boys of between fifteen and seventeen intended to become seamen, and (3) boys from thirteen to fifteen intended to do actual duty as servants.

Charles Tyler, born in 1760, was thus qualified in 1771 to join the navy under the first of these classes, and it was as a ‘Captain's servant, Volunteer,’ that he

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sailed in the *Barfleur* with Captain Snape Hamond in that year.

England in 1771 had been at peace since the termination of the seven years' war in 1763, and the navy we may then regard as marking time between the glories of the world-wide contest in which it had been engaged under the administration of the great Pitt and in the hands of such seamen as Boscawen, Vernon, and Hawke, and the later period which was to begin with the encounters which grew out of the active sympathy of the French with the insurgent Colonies, continue through the dire struggle with Republican France, and end with the crowning victory of Trafalgar. In some of the moving incidents of this last period, as we shall see, Tyler took a very creditable part. At this early period in his career, and in the relatively quiet surroundings of the 'Seventies,' it seems convenient to follow him aboard the various ships in which he served, and note something of the Commanders from whom he learned his business.

Young Tyler at the age of eleven found himself under a captain who had already earned a certain distinction. Captain Andrew Snape Hamond was the son of Robert Hamond, a shipowner of Blackheath, and took his mother's maiden name, Snape, as one of his Christian names. He had entered the navy at the age of fifteen in 1753; by 1759 he had been promoted lieutenant of the *Magnanime* through the interest of Lord Howe, and was present in that vessel at the battle of Quiberon Bay, the famous action of the 20th or 21st of November, when in a raging gale and heavy sea, Hawke made his famous 'hawk-like swoop' upon Conflans, shattered the French fleet, and delivered England from

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any anxiety until the end of the war. Hamond got command of the *Savage* sloop in 1765, and obtained post rank in 1770. In the following year we find him in command of the *Barfleur*, 90, stationed at Chatham; and it was upon that vessel that young Tyler first entered the navy as 'officer's servant' in April of 1771. Hamond was at this time Flag Captain to Admiral Lord Howe.

It seems certain that Hamond was a friend of the Tyler family, and that, in a day when interest of one sort or another was necessary to obtain a nomination for the humblest of posts in the navy, Hamond's had been excited in favour of young Tyler. The not very promising rating of officer's servant was the result, though its utility for him is manifest from the fact that, in November of the same year, he was rated as midshipman. Hamond's interest in the boy seems clear, for when, in September of 1771, he took command of the *Arethusa* and sailed to the North American Station, he transferred Charles Tyler to that ship.

It is difficult to estimate the value of the opportunities of seeing service which fell to the boy's lot at this time. There was not much activity on the American Station until a few years later, and there is little record of any great doings aboard the *Arethusa*. When the stirring times came, Hamond took command of the *Rocbuck*, 44, and Tyler, still a midshipman, joined the *Preston*, Captain John Robinson. Tyler was thus deterred from sharing the services with Hamond in the *Rocbuck* on the Chesapeake and at Sandy Hook, which gained him the honour of knighthood, and eventually the Governorship of Nova Scotia; but the nearly four years of training the boy received under this capable

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officer were doubtless of the highest value to him, and had certainly an important influence on his future career.

The *Preston*, into which young Tyler was transferred from the *Arctusa*, was the flagship of Samuel Graves, Vice-Admiral of the Blue, who, early in 1774, had assumed the command of the American Station. Her captain was Captain John Robinson, of whom little is recorded. Graves had already seen much service. He was at Cartagena on the *Norfolk* in 1771, had commanded the *Bayleux* under Hawke in 1757 in the expedition to Basque Road, and was in the fleet under Anson in the following year. Like Snape Hamond, he had taken part in Hawke's grand coup at Quiberon Bay, where he commanded the *Duke*, and had attained the rank of Admiral in 1762.

His command in America was destined to prove one of the most ungracious duties which it has ever been the lot of a British naval officer to fulfil. It was Graves who arrived at Boston in July to enforce the provisions of that disastrous Boston Port Bill which was one of the main causes of the loss of our American Colonies.

Young Tyler's early career is identified with those unfortunate proceedings, and we may think of him as a midshipman on the flagship *Preston*, 50, which, with the *Royal Oak*, 74, *Egmont*, 74, and *Worcester*, 64, arrived in Boston to carry out that ill-omened policy of George the Third which had the results we know of.

The story of those operations has often been written, and needs but little notice here. The rebellious port, which had thrown overboard cargoes of British tea in the previous year, was to be blockaded and cut off from all commercial relations with the rest of the world.

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Graves' part in this miserable business has been forgotten amidst the greater events which followed. He was without any definite instructions, and without any adequate force to carry out such instructions as he had. His vessels were ill-manned, and on the lowest peace establishment. Not being provided with any of the well-armed small craft indispensable to the success of such an undertaking, he had to improvise substitutes from whatever coasting vessels he could lay his hands on. With such flotillas, as might be expected, he succeeded only in irritating the Colonists without overawing them. The blockade of Boston was a failure, and during Graves' command, the insurrection, so far from being suppressed, continued to assume still greater proportions. He was relieved of his command in 1776, and sailed for England in the *Preston*, where, although he was never directly blamed, he was regarded and treated as a scapegoat by an incapable ministry.

No doubt young Tyler shared much of the humiliation of those disastrous days. It is of interest to remember, however, that, if the family tradition be correct, he and his father must have fought together at Bunker's Hill in 1775, when the guns of the British Squadron were turned on the American redoubts, and Captain Peter Tyler was himself probably in the storming party which helped to decide the issue of that momentous engagement.

Tyler's time on the *Preston* included some very strenuous work, as we judge. Many years later, in a petition to King George the Third, in which he records his services, he states that 'while on duty in America in the year 1777 by the extrem severity of the weather, your petitioner was so injured in his left leg as

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to render it necessary to remove the small bone in consequence of which he was upwards of two years unable to move except upon crutches, and he has ever since been lame.'

The last captain under whom Tyler served on the *Preston* was Commodore William (afterwards Lord) Hotham, who appears to have succeeded Robinson in her command early in 1778. The close friendship which subsisted between Tyler and his captain, and which was continued throughout their lives, no doubt originated in the few months they were on that ship, at this time attached to Lord Hood's fleet in America.

Hotham's regard for the young sailor is well commemorated in the following letter written him in 1780, the terms of which seem to speak very favourably for the personality of a boy of twenty who could inspire such sentiments in a man many years his senior :

‘ H.M.S. *Preston*,

‘ St. Lucia, July 8th, 1780.

‘ My dear Charles,

‘ I received all your packets and should have sooner
‘ thanked you for them had I known for certain where
‘ to have found you. The account you give me of your
‘ leg I much rejoice at, and the rather because the one I
‘ have received of it from Captain Balfour is not so
‘ favourable, but as yours is the latest and you ought to
‘ know more of that matter than him, I, of course, judge
‘ it to be the most correct. I sincerely hope it is so, as
‘ it would be a great pity that one of your active dis-
‘ position should be restrained in the inclination you, I
‘ am sure, possess of showing yourself active as an
‘ officer. I was disappointed at your not being in the
‘ *Culloden*, as we could easily have brought about a
‘ change for you into the *Vengeance*, my proper ship,

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‘ although I am, as you see, returned for the present
‘ to our old one with a view of going again to English
‘ harbour, unless the combined squadron who are slipped
‘ out of Martinique should choose to go there before us.
‘ I do not wonder that the Admiral’s relation to our
‘ first action with the French part of it should have
‘ occasioned great speculation and uneasiness at home.
‘ It has given, as you may well believe, great discontent
‘ in this part of the world also, and has been the occasion
‘ of Admiral Rowley and myself writing to be recalled.
‘ It is nevertheless a ludicrous account, and as our anger
‘ at it subsides, it is very deservedly laughed at, and not
‘ improperly compared to the one which Falstaff gives
‘ the Prince of his battle with thieves upon Kendal
‘ Green where he receives so many of their points on his
‘ target.

‘ If my request to return to England be complied
‘ with, your not coming here need not be regretted, and
‘ I shall flatter myself that we may some time or other
‘ sail again together. I was very happy, you may believe,
‘ in having your friend Holloway for my captain. He is
‘ since married, but in an ill state of health. This climate,
‘ in short, does not agree with him.

‘ Adieu my dear Charles, take care of yourself, and
‘ be assured always of the friendship and regard with
‘ which you will ever find me,

‘ Most affectionately yours,

‘ W. HOTHAM.

‘ P.S.—Captain Holloway desires much to be re-
‘ membered to you.

‘ *To* LIEUTENANT TYLER,

‘ H.M.S. *Britannica*, Portsmouth.’

Tyler left the *Preston* in August 1788. How he returned to England we know not, but we get sight of him nine months later on the *Culloden*, Captain George Balfour, of the Channel Fleet, and promoted

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from midshipman to lieutenant. His passing certificate is still preserved in the naval archives and seems worth setting out as a quaint document of the period. It runs as follows :

‘ In pursuance etc. of 25th ultimo. We have
 ‘ Examined Mr. Charles Tyler, who by certificate appears
 ‘ to be more than Twenty years of age and find he has
 ‘ gone to Sea more than seven years in the Ships and
 ‘ Qualities undermentioned viz. :

		Y.	M.	W.	D.
<i>Bayfleur</i>	Ordinary	.	6	2	.
<i>Arethusa</i>	Mid. Ordy.	1	5	.	3
<i>Do.</i>	Mid.	1	1	.	1
<i>Preston</i>	Ab.	1	3	.	2
<i>Do.</i>	Mid.	3	5	.	5

‘ He produced journals kept by himself in the *Arethusa*
 ‘ and *Preston* and Certificates from Captains Hamond
 ‘ and Appleby of his Diligence etc. He can Splice,
 ‘ Knot, Reef a Sail etc. and is qualified to do the duty
 ‘ of an able Seaman and Midshipman.

‘ Dated at the Navy Offices, 4th Feby. 1779,
 ‘ Chs. Middleton, Edd. Selvas Capt. Abm. North.’

It will seen that Tyler’s age is assumed to be at least a year more than it really was, but the irregularity was a slight one in the more or less humorous circumstances which attended the examinations of lieutenants in the days of King George the Third. No boy was eligible for a lieutenantancy who was unable to pass the not very severe examination in practical seamanship conducted by the commissioners ; he must also have served six years at sea, two of them in the capacity of midshipman or mate, and be of twenty years or over. All these restrictions were constantly and systematically evaded, and, as we are told, ‘ little boys in the nursery or at

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school were borne on the books of a ship for a time which afterwards counted towards the stipulated six years.' The commissioners certainly required a baptismal certificate to enable them to judge the age of the candidate, but according to Sir G. Elliot, this certificate and its origin was treated in an obligingly generous spirit by the examiners.

'In July 1800,' says Admiral Elliot, 'having completed my six years of servitude I was sent with nine other midshipmen to pass the necessary examination for a lieutenant's commission. Our examination before the old Commissioners of the Navy was not severe, but we were called upon to produce certificates that we were all twenty-one years of age. I was sixteen and four days. The old Porter furnished them at five shillings apiece, which, no doubt, the commissioners knew, for on our return one of them remarked that the ink had not dried in twenty-one years.'

Tyler, however, was in good company in his lack of qualification by age. Barrington had been certified as more than twenty in 1745, when he was only sixteen. Nelson was eighteen when he was certified for his lieutenant's commission, and Rodney's son, by his father's influence, was a commissioned officer at fifteen and four months, and a full-blown post-captain five weeks later.

Tyler was again lucky in the captain under whom he served as lieutenant in the *Culloden*. Captain George Balfour, according to naval records, was an able sailor, who had served with distinction. He had obtained his lieutenancy as early as 1745, and was rated as commander in a sloop of war in 1756. Two years later, he was with Boscawen at Louisburg as commander of the *Aetna* fireship. In July of that year, 1758, he com-

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manded a cutting-out expedition directed against the *Bienfaisant* and *Prudent*, the sole remaining vessels of the French Squadron then lying in Louisburg harbour. The affair was in all respects typical of the cutting-out operations of those days, those perilous boarding expeditions in which the British sailor has always excelled. Balfour divided his force into two divisions, and sent his subordinate, Laforey, against the *Prudent*, and himself led the attack on the *Bienfaisant*. Laforey carried the *Prudent*, but, finding her stranded, he fired her, and joined Balfour on the *Bienfaisant*, which had already struck her colours. The night was almost calm, but the boats, aided by a slight breeze, triumphantly towed the prize out of the harbour in the face of a heavy fire from the shore, and Balfour was rewarded by being put in charge of her with the rank of post-captain.

Balfour commanded the *Bienfaisant* until the peace of 1763, but without much further chance of distinction. In 1770 he commanded the *Venus* frigate, and in 1772 the *Royal Oak*, of 74 guns. In 1776 he was appointed to the *Culloden*, 74, then newly launched at Deptford, where, as we have said, he received Tyler as one of his lieutenants in April of that year.

This ship was employed, as were several others of the same rate, previous to the commencement of the hostilities with France, principally as a cruiser off Cape Finisterre for the purpose of preventing any commercial intercourse between the revolted American Colonies and Europe, as well as to intercept any supplies of warlike stores that might be attempted to be sent them from France or Spain.

Tyler's own memorandum of his services informs us that from September, 1780, to April 30th, 1782, he

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was lieutenant of the *Britannica* under Vice-Admiral George Darby, Captain Kempenfelt, and Captain C. Pole. The command of that ship is a little difficult to follow accurately.

On March 19th, 1779, Darby hoisted his flag as second in command of the Channel Fleet on the *Britannica*, and as we read that Kempenfelt was 'Captain of the Fleet' to Darcy, and Tyler mentions him as one of his commanders, it seems likely that he was aboard that vessel; though it would appear that Pole (afterwards Sir C. Morice) was her captain from March 1779 to July 1780.

These names connect that of Tyler with some interesting events, for the *Britannica* was in the squadron of twelve ships which put to sea under Kempenfelt in 1781 to intercept a large convoy reported as bound from France to the West Indies. Kempenfelt was led to believe that the French force opposed to him consisted of seven sail only; he found it of no less than nineteen, under De Guichen, who was reckoned one of the best tacticians in the French Navy. The uselessness of bringing on an action in the face of this force was evident. But, noticing that the French Admiral, in forming his line of battle between the English Squadron and the convoy, had placed himself to leeward of the convoy, Kempenfelt immediately took advantage of the situation. Under a press of sail he passed astern of the French line, and, dashing in among the convoy, captured fifteen of them, sank two or three more, and dispersed the rest, five of which were afterwards picked up. De Guichen, with a fleet nearly double the English, was thus hopelessly defeated. Two only of the French ships, with a few of the transports,

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pursued the voyage; the rest, with the scattered remnants of the convoy, returned to Brest.

Kempenfelt, as will be remembered, was the unfortunate Admiral who went down in the *Royal George*, when she foundered off Spithead in 1782.

In May of 1782 Tyler was appointed lieutenant to the *Edgar*, under William, afterwards first Lord Hotham, whom, as we have seen, he had formerly met in the *Preston*. The *Edgar* was one of the ships under Howe which in that year relieved Gibraltar, and afterwards fought the skirmish outside the Straits with that powerful force of the Allies, which Howe vainly endeavoured to entice into a general action. Hotham, as commodore in the *Edgar*, commanded one of the mid divisions of the British Fleet.

Tyler remained in the *Edgar* little more than a year, for we find that in July 1783 he was promoted to the rank of commander, and given the command of a sloop in the North Sea, without any interval of waiting for employment. He was now twenty-three, and had spent twelve years of his life at sea in various parts of the world, a training which, we may be sure, had made him a self-reliant and competent sailor. In all these twelve years, his opportunities for leave had been limited to the six months between August of 1778, when he left the *Preston*, and April of the following year, when he joined the *Culloden*. His progress in his profession had been steady, and, as times went, rapid, for those were the days when even deserving men, unless backed by interest, were passed over in the promotions, and grey-headed midshipmen were not uncommon.

At twenty-three, as we say, Tyler found himself in an independent command, and in the receipt of a com-

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mander's pay, which, for active service, amounted to the not excessive sum of 250*l.* per annum. But the great step from a subordinate position to the command of his own ship, the object of every young officer's ambition, had been attained, and in those days, when prizes were divided bodily amongst the different ranks, there was always a chance of a comfortable addition to his income for the commander even of a sloop, when smuggling luggers and armed privateers infested the British Seas.

All the biographies, including the official *Admiral's Services* make Tyler begin his career as a commander in the *Chapman* armed ship, but his own letters written to the Admiralty prove beyond any doubt that his first command was in the *Queen*, an 'armed ship' stationed at North Shields. As early as January 26th of 1783, we find him writing to Mr. Philip Stephens, the Secretary of the Admiralty, that he had carried out Admiral Roddam's instructions to take the *Queen* to that port, and 'to put in execution their Lordships' former orders.'

Those orders were apparently convoy work round the coast, and the *Queen's* chief duties were the protection of laden coasting vessels, bound between the eastern ports of the kingdom and London, against privateers. Thus we read on the 7th of February that Tyler on the 2nd 'sailed from this port with the trade for London which I saw safe off Yarmouth Roads, and on the 5th I retook a sloop belonging to Perth which has been taken that morning off Scarborough, by a privateer belonging to Dunkirk. I chased the Privateer,' continued Tyler, 'but could not come up with her.'

In this sort of work which no doubt had its interest for an energetic young sailor, Tyler seems to have spent

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just six months on the *Queen*. In July of 1783 he was transferred to the command of the *Chapman* in the same station. We have no details of his service in that vessel, but have little doubt it resembled in most points his experience in the *Queen*, though probably its excitements were modified by the conclusion of peace with France in 1784. In November of that year, however, Tyler was again transferred, this time to the *Trimmer* sloop, stationed at Milford Haven on duties which were almost exclusively those of protection of the Revenue, duties which to-day are carried out by the Coastguard. The preservation by the family of Tyler's own copies of his official letters enables us to follow his career in the *Trimmer* with some completeness, and gives us records of the life of a young commander in peace time in the days of George the Third which seem to present some points of interest.

Tyler's duties are quite clearly defined by the orders he received from the Admiralty upon taking up his appointment.

‘You are hereby required and directed,’ runs this document, ‘to proceed without loss of time in the sloop you command and cruise very diligently until you receive further order, from the Land's End to the Holmes and Milford Haven, for the purpose of affording protection to His Majesty's trading subjects, and preventing the illegal practice of running brandy and other goods, as well as the exportation of wool, governing yourself in the execution of the last-mentioned service by the printed instructions you will receive forthwith.

‘You are constantly to make the suppression of this branch of illicit trading one of the principal objects of your attention, and for that purpose to have a watchful eye upon all outward-bound ships and vessels, and if

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‘ upon searching them you find wool, woollen yarns, or
‘ other articles aforesaid on board, for the purpose of
‘ exportation, you are to stay such ships and cargoes, and
‘ deliver them to the collector or other chief officer of the
‘ nearest port with an account of the circumstances of the
‘ case.’

There follow particular instructions as to dealing with some of the ingenuities of the smuggling fraternity which seem of interest.

‘ Smugglers make it a practice to collect from the
‘ illicit dealers the ankers, half ankers, and other small
‘ casks after the spirits have been drawn thereout with
‘ intent to carry the same back to France to be refilled,
‘ and again fraudulently introduced into this country.
‘ They frequently fill several of their casks with articles
‘ prohibited to be exported, particularly wool, worsted
‘ yarn, etc., which they stow at the bottom of their
‘ vessels employed in transferring the same, leaving a few
‘ empty ones at the top, and if met with by revenue
‘ vessels pretend that the whole are empty . . .’

Tyler and other captains are then exhorted, that if they discover such casks aboard of any vessel, without the proper legal papers, to seize them and represent the circumstances to the Board. If wool also was found, the vessels were to be impounded.

The whole practice of smuggling had in these days an importance which it has since lost, and which accounts in great measure for the pains which were taken in its suppression. There was no mere question of the loss to the Revenue by the introduction into the country of spirit in generous quantities which paid no duty, but the whole institution of smuggling was a national danger during a period when Britain was often engaged in a life and death struggle maintained

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on the sea. The practice employed a large body of hardy seafaring men familiar with every detail of the coasts of the country, whose very occupation made them dead to any sense of patriotism, and who were ever ready to sell their knowledge of the national armaments and preparations for war to the enemies of their country. In the English smugglers indeed, France had a corps of the most efficient spies possible, ready to hand. The importance of the whole question to the Government of those days is very convincingly set out by Sir William Laird Clowes, in his valuable *History of the Royal Navy* :

‘The repression of smuggling was a burning question during the whole of the period now under review, and especially in war-time. The smuggler, besides being a professional cheater of the Revenue, was of necessity a man of lax patriotism and easy conscience, and one whose success depended upon his maintenance of good relations with both sides of the Channel. He was, consequently, ever available as a spy. The frequency with which he impeded, and sometimes even counteracted, the operations of the Navy appears in the correspondence of several flag officers of the time, and there is little doubt that the many treacherous betrayals which prevented the carrying out of naval plans and combinations, were as often as not attributed to grave Jacobite and French sympathisers when they were really the work of persons owning no more serious political convictions than that he who paid duty was a fool.’

As early as 1745, Admiral Vernon wrote of smugglers as ‘now thought to be principally employed in the ruin of their country by the smuggling trade and as daily spies to give the enemy intelligence of our proceedings.’ The Admiral opined that in that year

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there were in the town of Deal alone, whence he wrote, 'two hundred able young men and seafaring folk who are known to have no visible way of getting their living, but by the infamous trade of smuggling, many keeping a horse and arms to be ready at all calls.' At Dover he estimated their number at four hundred, and Ramsgate and Folkestone he thought had three hundred each.

The country was certainly at peace during Tyler's command of the *Trimmer*, but the authorities in no way relaxed their vigilance against smugglers on that account. It was obviously advisable to diminish a body of potential spies at all times, and we soon find record of Tyler's energetic dealings with the gentry from his vantage-ground of Milford Haven. Quite at the beginning of his commission, in March 1785, he sent the following letter to Mr. Philip Stephens, the Secretary of the Admiralty, a letter which describes the nature of his duties very adequately, and is quite typical of numerous others on the same subject which followed during the next four years :

Sir,

You will please to acquaint my Lords Commissioners of the Admiralty that on the 26th Feby. off Bud's Bay at 9 a.m. I saw a Luggier, at anchor under the Land, and gave Chase,—she was at least five miles in the winds Eye of us, and at half past one I was alongside of her,—She proved to be the *Speedwell* Luggier, belonging to St. Austels, One Hundred Tons burthen, pierced for sixteen Guns, and had in her Hold fourteen four pounders,—The last of her cargo, was landing as we gave Chase to her,—She had Twenty two men on board, and was esteemed the fastest sailer out of Guernsey. While in Chase I saw another under the Land, and as soon as possible gave

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‘ chase to her, and came up fast, but night coming on,
‘ I thought it best to anchor in Cloudy Road, in hopes
‘ of seeing her in the morning, but as a gale of wind
‘ came on at E.S.E. I was obliged to **Slip and Run.**

A month later, in April 1785, we read :

‘ About 9 o’clock a.m. off St. Ives, I saw a lugger, gave
‘ chase and about 11 o’clock, took her. She proved to be
‘ the *Portland* belonging to Cawsand, burthen about 46
‘ tons, laden with Brandy, Rum and Geneva about 337
‘ kegs. Just as I had taken her, His Majesty’s cutter
‘ *Spider*, Lieut. Rook, hove in sight, the lugger proving
‘ very leaky, I took all the kegs out of her.’

Tyler, it may be mentioned, was really commodore of a little fleet at Milford : the cutter above mentioned, the *Spider*, was under his orders, as well as the *Viper*, Lieutenant Grymes, which was also on the Milford station.

It is unnecessary, perhaps, to follow Tyler at great length in his harrying of the smugglers, but there is frequent mention of his enterprise and success. In November of 1785 he fell in with and took the *Dolphin* lugger off the Lizard with two hundred ankers of spirits and brought her into Milford. His early efforts, indeed, seem to have cleared the seas of these gentry for a time, or at least made them more circumspect in their outgoings and incomings, for a year passed without record of a capture. In March, however, of 1787, while cruising off Padstow, Tyler swooped down upon the *Diamond* sloop out of Guernsey, with five hundred ankers of spirits. He sent the prize to Milford with his master and four hands in charge, and his lieutenant to chase her boat, ‘ and having parted company with them in the night and it coming on to blow very hard on the morrow, I bore up for Milford.’ It is satisfactory

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to learn that he arrived safely at Appledore with the prizes.

This question of prizes had a great interest for commanders of Revenue vessels and their crews, as with good fortune, their value when condemned and sold formed a welcome addition to their pay. After 1744, prizes taken in war became the absolute property of the officers and crew of ships making the capture, among whom the proceeds were divided in recognised proportions. This rule applied even to King's ships captured by the enemy, and retaken. But the regulations with regard to captured smugglers were less advantageous to the captors. The latter came into direct dealings with the Custom House, who naturally recouped the Revenue by the amount of the duty on the contraband, which was a large proportion of its value, thus the value of the vessel itself constituted the chief, if not the only, share of the officers and crew concerned. It would seem also from a correspondence between Tyler and the Admiralty that if the captured lugger or cutter was taken into the national service as a King's ship, which was often the case, the captors only got a half of her value, the Admiralty exacting the uttermost farthing in the matter of the expense of condemnation, and in the care of the prize until she was taken over. Thus Tyler and his crew were not much enriched in their efforts in securing the *Speedwell* cutter, already mentioned, and which was taken over by the Government.

There were in addition considerable risks for the captain in making the seizure. These were set out in a communication from the Custom House to commanders of vessels employed on Revenue work in 1786, clearly

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defining the circumstances in which commanders might act against smugglers with legal safety and also the penalties to which they were liable for non-observance of the same. We have seen that in 1785 Tyler took the *Dolphin* lugger off the *Lizard*, and later in the same year we find him in correspondence with the Custom House on the subject. She would appear to have been condemned and appraised at the value of 428/. Her owner, however, contended that the seizure was illegal as having taken place outside the legal limits of twelve miles from the land, and elected to stand an action of law in which he appeared as defendant to Tyler's claim in the matter.

Tyler at first had hopes that Mr. Clugas, the defendant, would withdraw upon learning that he had to deposit 100/. 'to answer the costs incurred in the cause, provided the vessel and cargo were condemned,' but Mr. Clugas duly produced the money and stood the action. We are not given any details of the trial, but from a rather anxious correspondence Tyler maintained with the Custom House, we gather that the result depended upon his producing respectable witnesses to prove 'that when first discovered the vessel was hovering within four leagues of the shore and not proceeding on her voyage, and that she was in such a position at her first discovery, before the chase and the firing began.' Tyler's own account would seem to put the point beyond doubt, and is quite suggestive as to the occupation of her master.

'At 6 on that morning (Nov. 9, 1785) I discovered 'her standing directly in for land with the wind from 'E. to E.S.E. She steered at N. and by E. which 'course carry'd us into Mount's Bay. After hoisting

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· our colours and making sail, we fired 20 shot at her,
· the last of which went through her. She then lowered
· down her sails. The Lizard bore E.N.E. of us three
· leagues, St. Michael's Mount N. about four leagues.
· She had on board about 200 ankers of spirits all ready
· slung for sinking. She had eight men on board and
· only a few pounds of bread, and four 4-lb. pieces of
· beef. The officer who boarded her was offered 15
· guineas by the master of the *Dolphin* if he would suffer
· him to throw his cargo overboard, and repeated his
· offer when he came on board the *Trimmer*. All
· this I hope to prove by four respectable witnesses
· viz.: Mr. John Birch, Master; Mr. Pym Attwood,
· Gunner; and John Birdwood, Mate.'

Tyler was anxious to know from the Custom House officials what his chances were of gaining the action. He was informed that it would depend upon the credibility of his witnesses, and upon his being able to produce them in London on a given day—no easy matter for a captain whose duties required his almost daily presence at the cruising ground. He stood also as it would seem 'a riskque of 100/.' in case of the failure of the action.

We judge that the action ended in a compromise from a letter addressed to Tyler from the Admiralty. The cargo at least was delivered to the defendant upon his engaging to pay the costs of the action, and to 'make a compensation to Commander Tyler.' This took the form of 50/., a sum which represented little profit either for captain or crew of the *Trimmer*.

Tyler's letter, books, and orders during his command of that vessel suggest as busy a life as could be wished, and an efficiency in administration at the Admiralty which is certainly worthy of all imitation in certain

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other public offices in these later days. That administration was a good deal centralised, but it maintained an all-seeing eye over the operations of its young officers which was without doubt to their benefit, and helped to make them the capable administrators and disciplinarians which English naval officers in those days undoubtedly were. Tyler, for example, must send a monthly journal of his proceedings to the Admiralty, together with the state and condition of his ship, and there was an inevitable enquiry as to its absence upon the few occasions when he failed in punctuality. Thus we find him explaining, in answer to a mild reprimand in 1786, 'my journal was made out at the end of the month, but I apprehend that the man whom I sent to carry it to the Post Office had dropt it, and afterwards been afraid to acquaint me therewith.'

There is the usual struggle for stores, which is maintained perpetually between the administrative and the active branches of the services apparent in all these quaint records of a century and a quarter ago. If the *Trimmer* lost a few fathoms of cable in slipping her anchors to escape some outrageous storm, the passage from the log describing the circumstances must be sent to the Commissioners before Tyler is credited with the loss. A mainsail is split in a squall, 'the flocks of my best anchor' are lost in weighing in Waterford Harbour: the surgeon's chest of instruments merits renewal. 'A quantity of ship cloaks and bedding are eaten by rats,' and full particulars vouched by the master, carpenter, or purser must go to headquarters before the matters can be regulated, or the Commander indemnified for their renewal. The Admiralty dishonoured a draft of Tyler's for 4*l.* 10*s.* and debited his

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account with that sum, because it was not in his own handwriting, and his certificate for pay was never passed until the most minute account was exacted of all the expenditure incurred over the period for which it was due.

Tyler passed six years altogether in this service, and we have little doubt that the training and responsibility were good for him. The navigation of those stormy seas in all weathers of a small vessel certainly made him an efficient seaman, and there are occasional glimpses in his correspondence of a firm but equable disciplinarian, orders and reprimands to his officers, reports of serious cases to his superiors for Courts-martial, and what not. Occasionally his duties were varied by orders to take the *Trimmer* round to Plymouth or Spithead to be overhauled; or he must go to Appledore to receive on board Mr. Cleveland of Taply, the local Member of Parliament, and his servants, give them passage to the Island of Lundy, and when Mr. Cleveland is ready to return receive him and his servants on board again and carry them to the place from whence you took them, and having their landed them, return without a moment's loss of time to your station, and put your former orders into execution. There were portentous orders as to the ceremonies to be observed when an illustrious personage like an Austrian Grand Duke or the Prince of Wales visited the fleet and dockyards, and the *Trimmer* was to take her place in the spectacle. And, lastly, if the Commanders of His Majesty's ships should at any time lack occupation, they were enjoined to acquire exhaustive particulars of every port, British or foreign, at which their ships touched, particulars of anchorages, facilities for landing troops, for obtaining

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wine, wood or water, details of currents, exposure to prevailing winds, of fortification, and of a hundred other matters. We learn, too, that a fund for providing for widows and orphans of sailors who had been killed in action was maintained by the strange method of bearing upon a ship's book for pay certain ghostly individuals known as 'widows' men.' All Commanders were enjoined to enter for the receipt of pay, 'but not for victuals,' two able seamen for every hundred or part of a hundred of her complement; the sum thus raised going to the fund for the maintenance of the widows and orphans.

The following letter gives a suggestion of part of Tyler's duty which was possibly less pleasant than others :

· *Trimmer*, King's Road.

· September 30th, 1787.

· Sir,

· You will please to acquaint my Lords Commis-
· sioners of the Admiralty I received their orders from
· my Lord Hood the 25th inst. to proceed here and raise
· men. Not finding H.M.S. *Hyena* here, I immediately
· began pressing all the men I found on board the ships
· ready for sea to the number of thirty. I shall send
· the Pilot Boat and our own to Chepstow to-night,
· where I am informed there are a number of men.
· The alarm has spread through Bristol, so that nothing
· can be done there. . . .

Here we see the pressgang at work, though in time of peace, and we learn that by this means Tyler raised the company of his own vessel from seventy to ninety men, and despatched sixty-five others to the naval authorities at Portsmouth.

Tyler's commission as commander of the *Trimmer*

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came to an end in March of 1789, by which time he had completed the full six years of revenue work which he began on board the *Queen*. It would appear that he had taken no leave during the whole of the four-and-a-half years he had spent on the Milford station. But this diligence doubtless had its reward, and there is a letter from Lord Howe among Tyler's private papers which goes to show that the zeal of the capable young officer at Milford had not passed unnoticed in high places :

· Admiralty Office,

· 28th September, 1785.

· Sir,

· Though the leave you have requested could not be
· consistently granted, I am desirous that the motives for
· the refusal should not be misunderstood. I therefore
· trouble you with this letter to assure you that your
· commendable conduct has not passed unnoticed since
· you were appointed to the *Trimmer* by

· Sir, your sincere humble servant,

· Howe.'

Tyler seems to have left the *Trimmer* with a view to getting promotion in his profession, and to have taken the step at the private suggestion of some of the officials at the Admiralty. In the autumn of 1788, in a letter marked 'most secret,' Mr. J. Leveson Gower wrote to him that Captain Manley, of the *Fairy* sloop, had a great dislike to the East Coast Station, and suggesting that Tyler should persuade Manley to change commands.

· I can then,' says Leveson Gower, 'put him into a
· situation that will give you a good chance of getting
· post provided you have not any objection of going
· a southward voyage, but my name must not be made
· use of in any manner on this occasion.'

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It is true that this scheme came to nothing, for two days later Gower wrote to say—

· by a conversation I have had with Lord Chatham
· I find he will not approve of your doing so. . . . At the
· same time (between you and I only) Lord Chatham from
· the manner in which he talked about you seemed very
· much inclined to offer some mark of favour, which I
· sincerely hope will soon be shown to you.'

The mark of favour was long in coming, and we think it probable that Tyler resigned his command of the *Trimmer* of his own motion, in the hope of getting a more important appointment in the stirring times which shrewd men were able to foresee in 1789. Certainly he was unemployed for the nine months between March of 1789 and May of the following year. Another reason for the step was doubtless a desire for rest, and for the domestic delights of his own fireside. For Tyler had managed, during the scanty leisure which his duties allowed him on shore, to find two ladies in succession willing to share his fortunes. As a young man he had married a Mrs. Pike, daughter of Surgeon Charles Rice, of the Royal Navy, and widow of Captain Pike, of the same service. The union was a short one, for this lady died in 1784, leaving a son Charles, who was born on April 15th of that year. His second wife was a daughter of Abraham Leach, Esq., of Corston in Pembrokeshire, and it was doubtless during his periodical sojournings ashore at Milford that he had the good fortune to meet one who, as his subsequent letters prove, never failed to be his greatest comfort and support in the strenuous career that lay before him. In any case the register of St. Mary's Parish Church at Pembroke contains the following entry :



Lady Tyler.
from a miniature.

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‘ Charles Tyler, Esq., married to Margaret Leach at
‘ St. Marys Church, Pembroke, the 25th. day of
‘ November 1788.’

By this lady Tyler had a son, George, born four years later ; another son, Roper, and four daughters.

We may here leave Tyler at the age of twenty-eight, a commander on half-pay, waiting for a ship which should give his energies a wider field than the waters of the British Channel.

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CHAPTER II.

1790-1795.

TYLER'S next commission came on May 16th. 1790, when he was appointed to the command of the *Tisiphone*, a fireship manned with a crew of fifty-five and attached to the Channel Fleet. We have no details of his service on board this vessel, except an order from Vice-Admiral King requiring him 'to impress all seamen, seafaring men, and persons whose occupations and calling are with vessels and boats upon rivers.' This work, however, was not prolonged, and we may consider the command as merely a step to a higher rank and a more important appointment. This duly came, when after six months on the *Tisiphone*, on September 21st, 1790, at the age of thirty, he attained Post rank, and took command of the *Maidstone* frigate, attached to the Channel Fleet. This appointment again seems to have served only as a means of registering Tyler as a Captain on the Active List, for he received his discharge from that vessel in December of the same year, being placed upon half-pay. The commands of the *Tisiphone* and the *Maidstone*, short as they had been, served nevertheless to lift Tyler out of the drudgeries of the Revenue Service, and had enabled him to take his place in one of the most important divisions of the fighting forces of the Crown. He was apparently on the half-pay list for a little more than two years, and it seems plausible to think of him

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at home during that period, at the end of which his eldest son, George Tyler, was born. In March 1793 he was appointed to the command of the *Meleager* frigate of thirty-two guns, attached to Lord Hood's fleet in the Mediterranean.

The despatch of the naval force under Hood was one of the first operations in that momentous struggle with revolutionary France which England maintained for a period of twenty-one years, except during the short-lived truce which followed the Peace of Amiens in 1802. That war found opportunities for distinction for many of the ablest of English seamen, to whom it brought the chance of their lives. We shall see Tyler engaged in the skirmishes in the Mediterranean, in the command of a succession of vessels, and almost constantly afloat during the next nine years, and finally taking no inconsiderable share in the action off Cape Trafalgar which effectively decided the mastery of the sea.

The origin of that great struggle is well remembered. As early as the spring of 1792, it was obvious that the destinies of France had passed into the keeping of men who must shortly be at issue with any system of regular government. By that year King Louis was a prisoner in the hands of the National Convention, which had assumed the reins of government and posed as the declared foe of any nation professing adherence to a monarchical system. That enterprising body had also opened hostilities with Austria, which were followed in September by war with the King of Sardinia, a war which first brought naval operations into the contest. Before the month was out, a French squadron of nine sail of the line under Admiral Truguet, conveying a

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strong body of troops, supported the French army which had already entered the Savoy territory, and in a few weeks had possessed itself of Nice, Montalban, Villa Franca, and the port of Oneglia.

England had so far observed a strict neutrality, which, however, could scarcely be said of the French. There was steadily growing in France a spirit of hostility which was manifested in a variety of ways, covert and overt. French agents were busy in England trying to stir up discontent against the Government and the Monarchy, attempts were made to tamper with the loyalty of the army and navy, while general offers were made of the sympathy and help of the Republicans to 'all people struggling to be free.' The temper of that nation, however, was not displayed alone in these obliging hints of the benefits to be gained by accepting its countenance and alliance. Early in January of 1793, Captain Barlow in the sloop *Childers*, while standing in Brest Harbour, was fired upon by one of the batteries which then guarded the entrance. The Captain, thinking his nationality had been mistaken, hoisted his ensign. The commander of the battery thereupon ran up the tricolor with a red pennant, and signalled to another battery on the other side of the entrance. Both of these brought their guns to bear upon the *Childers* at a comparatively short range; she was hulled once by a 48-pounder shot, but was fortunately enabled to escape with the aid of a land breeze which sprung up and helped her to make an offing.

A few weeks later, viz., on the 24th of the month, England was horrified by the news that the French had beheaded their King. Chauvelin, the French Amba-

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sador at St. James's, as representing a regicide government, was ordered to quit the country, and although Pitt made no declaration, it was felt that war could not be far distant. The point was set at rest by the French within a week. With an enterprise and audacity which even to-day seems almost phenomenal, the Republic, with the Austrian, Prussian, and Savoy hostilities already on their hands, lightly declared war against the greatest maritime power in the world, also against Holland, which had a naval force of no mean dimensions at her disposal, and commenced operations by seizing seventy British merchantmen then lying idle in French ports. Within a few months Spain, Portugal, and the Sicilian kingdoms were added to France's enemies.

Careful naval historians, like Mr. James and others who have followed him, enable us to judge with reasonable accuracy of the naval forces thus brought into opposition. England in 1793 had an effective force of 115 ships of the line, against 76 of France. This comparison on the face of it would give an overwhelming preponderance to Britain, but it is misleading in some important points. Speaking generally the French vessels were of greater power and more heavily armed than the British. No British vessel, for example, carried more than 100 guns, while the French possessed eight mounting 110 to 120. Then again the French line contained no vessel mounting less than 74 guns, while a fourth of the British was composed of 64-gun ships. If, as seems fair, the number of guns and the weight of their broadsides are to be accepted as factors in determining the naval strength of the two countries, we find the British fleet mounted 8718 cannon throwing an aggregate weight of metal of

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88,957 lbs., against the French 6002 guns, throwing 73,957 lbs. of the same.

Of England's allies, Holland possessed a nominal navy of 49 ships of the line, but they were relatively small vessels suitable for manœuvring in the shallow waters of the Netherland coast, and lightly armed, ships that would rank as little better than frigates in other navies.

The Spanish navy included 76 ships of the line, 56 of which were in commission, besides a numerous fleet of cruisers. She professed to join the Allies with an effective fleet of 60 sail, large and small, but, as we know, her help was delusive, and like Holland she eventually ranged herself on the side of Republican France.

Portugal, with that loyalty which has become a tradition and is so highly appreciated in this country to-day, brought a small but efficient fleet of six sail of the line, partly commanded by Englishmen, to the Alliance, and kept them there through good and evil fortune. The list of the Allied naval forces is completed by four fine 74's furnished by the King of the two Sicilies and placed at the disposal of the British Admiral in the Mediterranean. Of frigates of 28 guns and upwards Britain possessed 114, and France 80.

At the beginning of hostilities the French fleet was distributed among her naval ports, at Brest, L'Orient, and Rochefort on the Atlantic, and at Toulon in the Mediterranean. There were 49 ships of the line at Brest or L'Orient, 13 at Rochefort, and 24 at Toulon, frigates being distributed in much the same ratio.

One of the first acts of the Admiralty in the war was the dispatch of a squadron to the Mediterranean as a

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counterpoise to the French fleet known to be lying at Toulon. Hood was given the command of the Mediterranean station, but the fleet was dispatched in divisions as soon as they could be got ready under subordinate commanders. Thus, early in April, Rear-Admiral Gell sailed from Spithead with two line of battle ships. On the 15th Gell was followed by Vice-Admiral Crosby with five others, besides frigates. On May 11th Tyler's old friend Hotham sailed with the third division of five line of battle ships and two frigates, one of these being the *Meleager*; Hood himself, with seven sail of the line and numerous frigates, followed on May 22nd, and assumed command of the whole fleet, which with vessels already in the Mediterranean now amounted to 21 sail of the line with a due proportion of frigates and sloops. The French had 17 sail of the line in Toulon Harbour ready for sea. Hood's fleet contained some notable officers besides those mentioned. Hyde Parker was rear-admiral with Hood on the *Victory*; Tyler's old captain, Morice Pole, commanded the *Colossus*, and Captain Horatio Nelson the *Agamemnon*.

Arrived off Toulon we find that Tyler in the *Meleager* was despatched in search of the *Berwick*, 74, which had failed to join the fleet. We read of him as off Ventimiglia early in August, later at Port Mahon and at Majorca on the same errand, but he eventually returned to Toulon without tidings of the missing vessel.

The situation at Toulon was a peculiar one. The majority of the inhabitants were Loyalists, and were willing, if able, to hold out against the Republicans; they were, however, in great danger, as in August the Republican General Carteau had taken Marseilles, and

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was preparing to advance on Toulon. The town was also threatened from the east by the army of Italy under General Lapoyppé. The French fleet was under the command of Admiral the Comte de Trogoff, a staunch Loyalist, and, so far as he was concerned, there was little danger of any opposition from the naval forces at Toulon. On the other hand, his second in command, Rear-Admiral St. Julien, was a Republican, and the majority of the seamen held the same views, as was clear a little later, when they deposed De Trogoff and elevated St. Julien to his command. In the town itself there was also a small but active minority of Republicans.

Hood from the first encountered many and great difficulties. He had a long line of posts encircling the town to hold with a totally insufficient force, which was constantly being pressed at all points by an increasing army of Republicans eventually reaching the number of 50,000 men. Some 5000 seamen of the French fleet became turbulent, and he found it necessary to deport these under flags of truce to various ports of the Atlantic coast of France. This reduced his fleet very seriously, and the Spanish Admiral Langara chose the moment to suggest that a Spanish General, Valdez, who had arrived to take the place of Admiral Gravina, should assume the position of 'Commander-in-Chief to the combined forces at Toulon,' and, on pretence of shifting his berths, he had the insolence to lay his own three-decker alongside and two other three-deckers on the bow and quarter of the *Victory*, Hood's own flagship, by way of enforcing his demand. Hood, though much weakened by the despatch of the squadrons mentioned, stood firm, and refused absolutely to entertain the proposal, which was not repeated. Continuous

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fighting thinned his ranks, and, at the end of October, counting all reinforcements, he could muster little more than 12,000 men on duty, including only 2000 British under the Brigadier, Lord Mulgrave, but including also 5000 unreliable Spaniards and 4000 Neapolitans. This force, as we saw, was opposed by an army of 50,000 Republicans containing numbers of local troops familiar with the topography of the place, and a military genius of the first rank in a young lieutenant of Artillery, Napoleon Buonaparte, who was first to attract notice in these very operations by his able disposition of certain batteries under his charge.

These operations need not be described at length, but certain incidents interest us as showing Tyler earning distinction by his able discharge of difficult duties ashore. By the middle of September the investment of the town by the Republican forces had become closer, and their works were gradually advanced from the westward so as to threaten seriously the Allied position. Hood, Mulgrave, and the Spanish commander now agreed that offensive operations were necessary to the retention of the place, and one effort, which, for the time, was quite successful, was decided upon, in order to clear the heights of De Grasse of the enemy, where five of their batteries threatened the position of the defenders. It was in these operations that Tyler's services attracted notice, and we can do no better than quote an extract from Mulgrave's despatch recording them. The Brigadier wrote to the Government on April 26th as follows:

· This attempt of the enemy serving to convince the
· Spanish and French Officers of the necessity of occu-
· pying the advanced position at the western extremity of
· the Hauteur de Grasse, a Spanish Colonel was sent at

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daybreak to take possession of it. I went with Lord Hood and Admiral Gravina to trace out the line of instruments and to place a battery of 23-pounders on a spot which commands every point within their range. This post completely covers the outer roadstead; the two knolls in the rear of it being occupied by small detachments, to communicate with the landing-place at Fort Balaguier. A reinforcement of 100 Spaniards from the ships, and of 80 British marines, who had been posted at Les Sablettes to cover the Naval Hospital, which is protected now by the occupation of the Hauteur de Grasse, renders that post sufficiently strong to resist any future attempts the enemy can make on that side. It is owing to the active zeal and great exertions of Captain Charles Tyler, and Lieutenants Serecold and Brisbane, of the navy, with the seamen under their command, that heavy cannon have been dragged, with infinite labour and extraordinary expedition, up a very steep ascent, and that this most important post has been put, in a short time, into a state of defence.

In a former chapter we glanced at the captains under whom Tyler served as a youth, and whose teaching and example in their common profession it seems proper to take into account as among the influences which went to form his character both as a man and as a sailor. Here it is interesting to consider him in the capacity of mentor, and as passing on the tradition of zeal and efficiency which he had learned in the school we have mentioned, to a group of juniors who surrounded him in the *Meleager*, and who, later, had distinguished careers. Charles Brisbane, afterwards Sir Charles, was one of Tyler's officers; Sir Thomas Masterman Hardy was another; George N. Hardinge was a midshipman on the *Meleager*, and followed Tyler in his next command, the

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San Fiorenzo: and lastly, Walter Serecold, the gallant young sailor, who met with an early and glorious death at Bastia a few months later, was a lieutenant aboard the same ship.

It would seem only fair to give Captain Tyler some credit for the ability which these young fellows afterwards displayed in their profession, and to consider the little *Meleager* under his command as a school of seamanship which was justified of her children. It is certainly doubtful if any ship of her size ever turned out a more capable group of officers from among her junior ranks. Of these young men, George Nicholas Hardinge perhaps interests us most, both on account of the brilliance of his short career, and also because Tyler's share in forming his character appears very clearly in the record of young Hardinge's strenuous life. He was the son of a Surrey vicar, the Rev. Harvey Hardinge, and, being destined for the law, was educated by his uncle, George Hardinge, who, as Attorney-General and Justice of Glamorgan, Brecon, and Radnor, was in a position to give the boy a fair start in life. Young George, however, seems to have possessed a very independent spirit from the first, and early made it clear that he had other views. 'At the age of eleven,' wrote his Uncle George, 'he took up and possessed a most violent impulse to the sea.' It seems that Admiral Sir J. Borlase Warren had seen the boy while on a visit to Eton, and had fired his imagination by the remark that 'he was much better educated for a naval hero than a lawyer.'

His father and uncle seem to have accepted the lad's decision without any useless opposition, though there is a strain of regret in the rather plaintive sentences in which his uncle records the boy's masterful character:

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‘ His countenance was uncommonly beautiful, and his manners, though undisciplined, were so prepossessing that he was perhaps too general a favorite. He was however too ungovernable, and was too much his own master, and his uncle has confessed that he loved him in those days not wisely but too well.’

It is in that same memoir of his nephew by Judge Hardinge that we learn of the boy's being placed under Captain Tyler on the *Meleager* through the influence of old Lady Dacre and Lord Camden, as we judge, and we get a slight but convincing character of Tyler at the same time.

‘ He became in 1793,’ says Judge Hardinge, a midshipman on board the *Meleager*, Captain Charles Tyler, now Rear Admiral of that name, an officer as much revered and beloved as the naval service could ever boast, a man of perfect honour and of the most engaging manners, who combined in his character the hero and the gentleman.’

It was to the animating and graceful example, as well as the parental solicitude of his Captain, that his relations have ascribed the wonderful change which five years produced in the colour and stamp of his mind.

This spoilt boy chafed at first, as was indeed natural, at the discipline on board the *Meleager*; he was peevish and homesick, and ‘wished himself less controlled.’ But when this fugitive impression was obliterated from his mind, by the affectionate though firm conduct of his naval parent, and when that mind began to explore its own powers, it became distinguished not by courage alone, but even by talent. I remember that he said at an early period:

‘ I had rather serve under an admiral or a captain of a marked character, than make a fortune early or

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‘late in the common routine. I have an ambition
‘to see great abilities near me in hopes to improve
‘myself by observing them.’

We see the influence of Tyler’s wise and firm management working upon his independent spirit in another extract of Judge Hardinge’s memoir :

‘One of his relations said, “You hate all study and
“you love to have your own way ; how comes it that
“you have chosen the sea when if you don’t study and if
“you don’t give up your will to your superiors, you will
“make no figure and will be disgraced.” “I hate all
“study at school,” replied the boy, “and would never
“have learned anything if I had not been to Eton,
“but if I must read and must be governed at sea to be
“a good officer, I will read and I will be governed.”’

Young Hardinge was with Tyler through all the operations at Toulon which we have noticed, and we learn from the memoir that it was the *Meleager* which first sailed into the harbour. He remained too with his Captain through three subsequent commands, the *San Fiorenzo*, *Diadem*, and *L’Aigle*, and shared the experience of the operations at Corsica, the fight between Hotham and Martin in the Mediterranean, in the cruising and loss of the *L’Aigle*, the accounts of all of which we somewhat anticipate by examining the boy’s career at this point.

‘In Corsica,’ says the memoir, ‘the services of Cap-
‘tain Tyler were so distinguished, that when *La Minerve*,
‘a 40-gun frigate, had been sunk, and chiefly by his
‘exertions had been weighed up again, the command of
‘her was given to him. She acquired the name of
‘*San Fiorenzo*. To that newly acquired vessel the mid-
‘shipman was transferred. He was doomed in his 27th
‘year to fall as commander of that identical frigate, and
‘in a glorious conflict.’

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Hardinge was fourteen years of age during the year of the operations at San Fiorenzo, and he wrote home to his uncle a letter describing his experiences, which is a masterful production for a youth of such tender years. This letter was handed about among the friends of the family at home, and attracted the warm admiration, among others, of the great Mr. Pitt.

· Lord Hood is now gone to take Fiorenzo; and the
· army, with the help of the sailors from the *Fortitude*,
· have got the heights, as I will explain to you. There
· was but one place to land the troops, where there was
· a little tower with two guns which kept the boats from
· landing. But some jolly tars scaled the rocks, and
· with the help of the davit they got two guns upon
· a hill behind the tower and fired down upon it. At
· last the tower was forced to surrender, and the landing
· of the troops was effected: so soon as they got forts
· upon the heights, and fired into the town the inhabi-
· tants were obliged to evacuate it, and left their colours
· flying on the forts. The two frigates ran close to the
· shore; one of them we sunk, and the other they
· burnt. We were ordered to join the *St. George*—
· Admiral Parker has hoisted his flag, and Admiral Gell
· has gone home in a very bad state of health. Captain
· Tyler volunteered to get the frigate up again which we
· had sunk, and succeeded. He is to have her. She is
· a 40-gun frigate, and her guns are 18-pounders. Her
· name is changed to the *St. Fiorenzo*. She was before
· called *Minerva*.

· We are now cruising off Toulon, and have taken
· a prize going in. Captain Coekburn commands the
· *Meleager* at present. Savage and myself will join
· Captain Tyler as fast as we possibly can. We are now
· expected to be relieved by the *Britannia*, and a fresh
· squadron. The Admiral ordered us to look into Toulon,
· and see what ships are remaining there; we went in,

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‘and saw seven line-of-battle ships, and three frigates.
‘I daily gain promotion; I am at present mate of a
‘watch, can take an observation, and work it, and tell
‘what latitude we are in.

‘Lord Hood has attempted to take Bastia with a
‘few marines and sailors. The army have refused to go.
‘My Lord Hood begged, prayed, and ordered in vain.
‘For what reason they refused, God knows. Everyone
‘is in expectation of some great event.

‘Bastia hopes to receive assistance from Villa
‘Franca—but in this they are mistaken. It is completely
‘blockaded, and so is Genoa. It is reported that we
‘are going to war with the Swedes and Danes. I
‘should like to know if it is true. We stopped a Danish
‘brig which was come out of Toulon, but she said they
‘took her in by force. We sent a midshipman in her,
‘but have not heard of him since. It is supposed they
‘took him into Genoa and murdered him.

‘Admiral Parker is going to Leghorn with us, and a
‘sick lieutenant of the *Terrible*. Admirals Cosby and
‘Goodall have applied to go home.

‘Bastia is in a fair way of being taken. The *Proselite*
‘was burnt there. She was fitted out as a bomb ship;
‘but the red-hot shot came so thick that they were
‘obliged to abandon her; and judging it impossible for
‘the boats of the fleet to tow her away, they set fire to
‘her effectually.

‘Oniglia was taken by the French, and 7,000 men
‘put into it; but the Piedmontese collecting their forces
‘together re-took it. The French cried for quarter; but
‘they (the Piedmontese) told them, as they did not
‘give them quarter, they should not have it, and put
‘them all to the sword. The French army have gone
‘as far as Genoa, and it is supposed they will make an
‘attempt on the Duke of Tuscany’s dominions, and so
‘through Italy. We also hear the Russians are going
‘to march several thousand men into France, and carry

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‘ everything before them. We hear the Austrians have
‘ gained seventeen victories successively, and have killed
‘ 100,000 men. It is said there is a revolution at Paris,
‘ and the combined armies are in possession of it.

‘ I am in great want of cloaths; for the man of whom
‘ you bought mine was a great cheat. He did not send
‘ half; nor the shirts; and only one jacket, so that I
‘ have been obliged to buy a new one at Leghorn; but
‘ I am very much in want of shirts and shoes. I had no
‘ chest. A good many things were stolen from us. I
‘ am very badly off as to shirts; there are none to be got
‘ here, for the Italians wear shifts—such odd rigging
‘ that it is impossible for a sailor to make use of it.

‘ I am now going to join Captain Tyler on board the
‘ *St. Fiorenzo*. You are to direct for me at Gibraltar,
‘ as we are going there to fit out.—I have nothing more
‘ to say at present, but that I am your affectionate
‘ Nephew,

‘ G. N. HARDINGE.’

We are told that Captain Tyler could not be induced to part with Hardinge and another youth named Savage, and we find these two lads following him on board the *Diadem*.

‘ In the first action in which he came under fire’ (that between Hotham and Martin), ‘ his Captain used the memorable words, “ My boys behaved like “ two veterans.” They were bosom friends, and both of them reflected honour upon him who loved them as if they had been his own sons, and was loved as a parent by them.’

Hardinge returned home for a few months in 1798, after the loss of *L’Aigle*, transfigured by Tyler’s kindly discipline.

‘ Instead of the volatile, undisciplined, rude and churlish boy, he returned a youth full of high

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‘ spirit, but unassuming and pleasing in his manners,
‘ affectionately benevolent, remarkably sensible and
‘ well informed. The same Captain Tyler whose
‘ punctual and sacred fidelity in the early days
‘ induced him to complain of the boy, gave the
‘ highest character of the man to the writer of this
‘ memoir, and represented him as then equal to the
‘ command of a seventy-four.’

We have quoted this memoir at length, because, besides giving us an estimate of one of Tyler’s most distinguished pupils, it contains also a very valuable contribution to the scanty material available for forming an adequate idea of his own personality. The two parted after the loss of *L’Aigle*, and it remains now to glance at the close of young Hardinge’s short career. This came in the memorable engagement between his old ship, the *San Fiorenzo*, and *La Piedmontaise*, a French frigate in the Indian Ocean in 1808, an action which ranks with the very finest exploits of the individual captain in command of a single ship throughout the war. The story is best told in the following letter from Lieutenant Dawson, who took command of the *San Fiorenzo* on Hardinge’s death.

‘ *St. Fiorenzo*, at Sea, March 9th, 1808.

‘ Sir,

‘ It is with great regret I have to inform you of the
‘ death of Captain Hardinge, late of His Majesty’s ship
‘ *St. Fiorenzo*, who fell gloriously in the early part of an
‘ action on the 8th instant, between this ship and the
‘ French National frigate *La Piedmontaise*. The *St.*
‘ *Fiorenzo* sailed from Point de Galle on Friday, the 4th
‘ instant, at half-past 11 a.m. On the 6th at 7 a.m. we
‘ passed three Indiamen, and shortly after saw a frigate
‘ bearing N.E. We immediately hauled our wind in

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‘ chase, and made all sail, being at that time in latitude
‘ 7 deg. 32 min. longitude 77 deg. 58 min. We made
‘ the private signal, which was not answered; and at five
‘ showed our colours, which the enemy took no notice
‘ of. At 40 minutes past 11 p.m. within a cable’s length,
‘ the Enemy made still ahead, out of the range of our
‘ shot. We ceased firing, and made all sail after him,
‘ continuing to come up with him till daylight; when
‘ finding he could not avoid an action, he wore, as did
‘ we also. At 25 minutes past six we recommenced the
‘ action, at the distance of half a mile, gradually closing
‘ with him to a quarter of a mile. The fire was constant,
‘ and well directed on both sides; though that of the
‘ Enemy slackened towards the latter part of the action.
‘ At a quarter past eight p.m. the Enemy made all sail
‘ away; our main top sail-yard being shot through, the
‘ main-royal-mast, and both main-top-mast stays, the
‘ mainspring-stay, and most of the standing and running
‘ rigging, and all our sails shot to pieces, and most of
‘ our cartridges fired away (as our guns were directed
‘ at his hull, he was not much disabled about his rigging),
‘ we ceased firing, and employed all hands in repairing
‘ the damages sustained, and fitting the ship again for
‘ action. From the great injury our masts, yards, and
‘ sails had received, I am sorry to observe that it was
‘ not in our power to chase or to renew the action
‘ immediately. We, however, succeeded in keeping
‘ sight of him during the night; and at nine a.m. on
‘ the 8th, the ship being perfectly prepared for action,
‘ we bore down upon the Enemy under all sail. He
‘ did not endeavour to avoid us till we hauled athwart
‘ his stern, for the purpose of gaining the weather-gauge
‘ and bringing him to close fight, when he hauled up
‘ also, and made all sail; but perceiving that we came
‘ fast up with him, and that an action was inevitable, he
‘ tacked; and at three we passed each other on opposite
‘ tacks, and recommenced action within a quarter of a

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‘ cable’s length. With grief I have to observe that our
‘ brave Captain was killed by a grape-shot, the second
‘ broadside. When the Enemy was abaft our beam he
‘ wore ; and, after an hour and 20 minutes close action,
‘ struck their colours and waved their hats for a boat to
‘ be sent them. She proved to be *La Piedmontaise*,
‘ commanded by Monsieur Epron, Capitaine de Vais-
‘ seaux ; 50 guns. She had 366 Frenchmen on board,
‘ and nearly 200 Lascars, who worked their sails. She
‘ sailed from the Isle of France on the 30th December.
‘ In the action she had 48 killed and 112 wounded.
‘ The *San Fiorenzo* had 13 killed and 25 wounded :
‘ most of the latter are in a promising way. A list of
‘ them I have the honour to inclose for your information.
‘ The Enemy was cut to pieces in his masts, bowsprit,
‘ and rigging ; and they all went by the board during
‘ the night. . . . ’

This action and its result caused an extraordinary sensation both in India and at home. The *San Fiorenzo* was a superannuated frigate of 36 guns and 186 men, and on three successive days she maintained a fight in which she was the assailant with a vessel of 50 guns and 566 men, and finally captured her. The *Piedmontaise* had long been the scourge of the Indiamen in these waters, and her capture produced an intense feeling of relief. This was expressed by the gratitude of the English to Hardinge, and the respect shown for his memory. A fine monument was erected to Captain Hardinge in Bombay Cathedral by public subscription, to which Hardinge’s own crew contributed no less than 500/. A silver vase, too, of 300/. value was sent to his father, with an inscription to commemorate the son’s gallantry and heroic death. At home a vote of the House of Commons, without a dissenting voice, recom-

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mended the erection of a national memorial in honour of Hardinge in St. Paul's. Tyler wrote upon the news of his death :

‘ His later conduct has placed him among the greatest heroes of this country, and I hope to see his monument in St. Paul's, where the great and glorious Lord Nelson lies, a fit and proper companion for our lamented hero's name and memory.’

Tyler's wish was fulfilled to the letter, and the monument may be seen to-day next to that of Nelson. It bears the following inscription :

NATIONAL

TO GEORGE N. HARDINGE, ESQ.

Captain of the *St. Fiorenzo* 36 guns 186 men

who attacked on three successive days

La Piedmontaise 50 guns 566 men

and fell near Ceylon in the path to

VICTORY

8th. March 1808. aged 28 years.

In the centre is a cenotaph, having on its front a Lion's head, the emblem of British valour. On the right is a native Indian bearing the naval flag, whose countenance and pensive attitude point to the deep regret felt and expressed by the communities of India upon the fall of their zealous defender. On the left, at the foot of the cenotaph, is Fame, prostrate, with a laurel wreath in her hand, which falls over the youthful hero's name, indicating the disappointment of her sanguine hopes at his early fate.

We may perhaps quote the following verses by Mr. Justice Hardinge, which were inspired by his nephew's



Captain George Nicholas Hardinge.
(From a Portrait in the Possession of Viscount Hardinge)

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death, and this production of the sculptor, Mr. Manning to whom they were addressed :

· The Art, no more to hope denied,
Of Sculpture, in her classic pride,
Aveng'd by thee, to life has brought
Those energies of speech and thought,
Which memory, in days of yore,
To ancient Greece, in triumph bore ;
When Chiefs, that were in battle slain,
Breath'd in their Cenotaphs again,
And spirits of heroic birth
Surviv'd, in fame, the mouldering earth.

No laurel that *Piorenzo* gave
To Hardinge's bright though hurried grave,
A wreath, in tears, could ever twine
Of such a hue and glow as thine ;
'Tis Inspiration's note as clear
As if the Muses we could hear,
When Pindar's hand inflam'd the lyre,
And swept the chords with living fire.

The moralizing INDIAN's grief
Reveres, though mute, his breathless Chief ;
Laments, in victory, the cost
Of such a rising NELSON lost.

Fame, in her proud, though baffled hope,
Gives to despair unbridled scope :
Her prostrate form, and pensive air,
Her wings at rest, and streaming hair,
Tell, what no words could better speak,
No tears on Britain's Patriot cheek :
"That He, for whom that wreath she bore,
Views her enchanting smile no more ;
And that her Crown, his ripen'd claim,
Falls, in her hands, upon his Name."

It remains only to add that Hardinge's memory was cherished to the end of his life by his old Captain. In

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one of Tyler's pocket-books was found the following letter from the young sailor, written after his promotion to post rank for distinguished service in 1804 :

· *Scorpion*, Sheerness.

· 12th April, 1804.

· My dear Sir,

· I have this day received my commission as Post
· Captain and I hope the advancement of such an old
· pupil of yours as myself will give you pleasure, tho' I
· freely confess that I scarce deserve you should think
· of me at all. But I trust your wonted goodness of
· heart will stand my friend this time, and that I may
· again share your friendship and regard which I am
· sorry to say I have deserved to lose by my long silence,
· for which I take shame to myself, but could you see
· me at this moment, you would cease to be angry
· with me.

· I have (as I suppose you have seen in the papers)
· cut out of the *Vle* a Dutch Man of War Brig of 16 12-
· pounders. The contest was short but sharp while it
· lasted. I was once or twice all but in the bed of
· honor, and escaped wonderfully well, considering I
· was the first that got on board, but I had excellent
· seconds, and my life was twice saved by my men. The
· most difficult part of the business was yet to come, as
· by daybreak it blew a gale of wind. We lost 3 out of
· 5 boats and had another Man of War Brig close to us,
· who, however, cut and made off, leaving us to get out
· how we could, which was three days before we could
· accomplish from the weather and extreme difficulty of
· the navigation.

· We succeeded at last and I have fortunately reaped
· the benefit, being promoted, tho' I have no ship at
· present. Indeed the Admiralty have viewed this busi-
· ness with uncommon liberality, having also posted

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· Captain Delby, and made my first Lieutenant a
· Commander.

· I beg my respects to Mrs. Tyler, and with best
· wishes for your health am, Dear Sir,

· Very sincerely & affectionately yours,

· (Sgd.) GEORGE N. HARDINGE.'

· *P.S.*—Pray make my kindest remembrance to Mr.
· Grant* who I am happy to hear is now snugly laid up
· as a Welsh Squire.'

Thomas Masterman Hardy was twenty-three when he joined the *Meleager* as Lieutenant in November of 1793, but almost all his distinguished services to his country were still in front of him, and we may be sure that, as in the case of Hardinge, Tyler's example and sympathetic gift in dealing with young men had a beneficial effect upon Hardy's subsequent career. At all events, his attachment to the Genoa Squadron, 'under the immediate orders of Nelson,' brought Hardy into contact with that great man, and began the friendship which was later cemented by an almost unbroken service on the same ships, until the bond was at last snapped upon the deck of the *Victory* at Trafalgar. Nelson hoisted his broad pennant on the *Minerve* in 1796, and watched with admiration the tactics of Hardy and Culverhouse in the *Sabina* affair in December of that year. They were put on board that vessel with a prize crew, when a Spanish force of two sail of the line and two frigates appeared, and contested the possession of the *Sabina* with the *Minerve*. The prize was east off, and Nelson thus wrote of Hardy and Culverhouse to Admiral Jervis:

· And here I must also do justice to Lieutenants

* Of Gnoll, Neath, Glamorgan.

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‘Culverhouse and Hardy, and express my tribute of
‘praise at their management of the prize, a frigate
‘repeatedly firing into her without effect, and at last
‘the Spanish Admiral quitted the pursuit of the *Minerve*
‘for that of *La Sabina*, who was steering a different
‘course, evidently with the intention of attracting the
‘notice of the Admiral, as English colours were hoisted
‘over the Spanish. The *Sabina’s* main and foremast
‘fell overboard before she surrendered.’

Hardy was restored to the *Minerve* by an exchange of prisoners within a few days. Two months later, in February of 1797, when the frigate was passing through the straits with the Spanish fleet in chase, Hardy jumped into the jolly-boat to save a drowning man. His boat was rapidly carried by the current towards the leading Spanish ship. ‘By God,’ said Nelson, ‘I’ll not lose Hardy. Back the mizzen top-sail.’ This bold measure caused the Spaniards to hesitate and shorten sail, and enabled Hardy in the boat to reach the frigate in safety.

Hardy’s subsequent services with Nelson are a part of English history. In the *Mutine* brig which he had cut out at Santa Cruz and had been given command of, he was present at the Battle of the Nile; was promoted captain to the *Vanguard*, Nelson’s flagship; was at Naples and Palermo with that hero on the *Vanguard* and *Foudroyant*. In 1801 he was flag-captain with Nelson in the *San Josef*, and on the *St. George* in the Baltic at Copenhagen. In 1803 he took Nelson out to the Mediterranean in the *Amphion*, and was his captain on the *Victory* in the same year, in which vessel they shared the anxieties of the Toulon blockade, and the pursuit of the Franco-Spanish fleet to the West Indies. Hardy, as we know, was in command of the *Victory* when Nelson joined her in September 1805, and was

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standing by his side when the musket ball from the maintop of the enemy at last brought their intimacy to an end. He bore the 'banner of emblems' at the funeral of Lord Nelson.

The gallant young Walter Serecold, whose untimely death we notice elsewhere, was, as we say, another of Tyler's pupils on board the *Meleager*. The list is completed by a fourth sailor of eminence, Charles Brisbane, the fourth son of Admiral John Brisbane, who had entered the navy on board the *Alcide* in 1779, and was present, under his father, at St. Vincent in the same year, and at the relief of Gibraltar in that following. Brisbane was in all respects a vigorous, daring sailor of his period, one of those self-reliant officers who did so much to support the best traditions of the service. He lost an eye under the immediate command of Nelson at Bastia in 1793, and followed him to Genoa in the following year, where he commanded the sloop *Tarleton*. Later, eminent services in the West Indies brought him fame and distinction, and he became Rear-Admiral in 1819.

It is not necessary to dwell longer on Hood's operations at Toulon. The Republicans gradually increased their hold on the heights dominating the town, and were able to mount guns which became dangerous to ships in the inner road and harbour. Their progress it is true was at times interrupted by repulses received at the hand of the besieged, but it was never seriously arrested. Tyler's lieutenant, Walter Serecold, on October 8th led a party of seamen in a combined force of 700 men which made a night attack on some French batteries on the heights of Des Moulins and Reinier, and destroyed the guns with trifling loss, but this and similar successes

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were more than counterbalanced by reverses sustained on the heights of Arènes, and elsewhere, during the next month. Finally, on November 14th, the French reinforced by a large part of Kellerman's army, decided on a general assault on Toulon and its fortifications. Taking advantage of a storm they made a simultaneous attack about midnight at selected points in the line of posts defending the city, and gained such an advantage during the two days following that their batteries gradually commanded the important parts of the defence. At 2 a.m. on the 17th they carried Fort Mulgrave, a position dominating the roadstead and harbour, and compelled the defenders to retreat to Fort Balaguier on the western shore of the outer roadstead.

Hood and the other commanders at once held a council of war, when it was resolved to evacuate Toulon as soon as proper arrangements could be made for the purpose. The General Committee of the town was informed of the decision, and the assistance of the allied fleet promised in removing the loyalists. The armed vessels of the French fleet were to leave with the allies; those remaining with the arsenal and stores were to be destroyed. After evacuating Toulon, Hood summoned his fleet to the Bay of Hyères, an anchorage formed by a small group of islands some miles westward to the Bay of Toulon, as a convenient station for receiving provisions, etc., from Gibraltar, Alicant, and Minorca, and for directing the operations against the Republican forces in Corsica, operations which had already engaged his attention during the occupation of Toulon, and have now an interest for us as the scene of Tyler's further activities.

Hood at Toulon had received a request for assistance

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from General Paoli, the leader of the Corsican insurgents, who were trying to throw off the French rule in the island, assuring the Admiral that the appearance of even a few British ships off the island would be of great service to the cause. In September, accordingly, Hood despatched a squadron of three line of battle ships and two frigates under Commodore Robert Linzie, of the *Alcide*, with orders to attempt the reduction of the French forts at Calvi, San Fiorenzo, and Bastia, or, if the enterprise seemed too hazardous, to invest those places and starve the garrisons into submission. The force at Linzie's disposal was quite inadequate to blockade three such places as those mentioned, though he attempted the reduction of the redoubt of Forneille, near San Fiorenzo, with the combined force of his squadron. This attack failed, chiefly, as it would seem, by reason of Linzie's failing to promptly follow up the success he had gained by taking the Mortella tower, which gave the garrison of Forneille time to prepare, and partly also, no doubt, by the failure of the Corsican insurgents to co-operate with the squadron, as had been expected. In the result Linzie's squadron was badly mauled by the Republican batteries, and the position in Corsica was little altered during the rest of the year. The value of the island, however, to the French, especially in the existing circumstances of their naval base at Toulon, and the great importance of the harbour of San Fiorenzo to Great Britain, determined Hood and General Dundas, who was in command of the troops on board the fleet, to attempt the expulsion of the French from Corsica.

The first step to this end was taken early in January of 1794, when Hood despatched two officers to com-

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municate with General Paoli with a view to the effective co-operation of the Corsican insurgents. These officers returned with satisfactory assurances on the point, and on January 24th, the British expedition, amounting to sixty sail, including transports and store-ships, sailed from Hyères Bay for San Fiorenzo. The expedition, after meeting heavy weather and being driven eastward to Elba, reached Mortella early in February. Dundas immediately disembarked 1400 troops and took possession of the heights threatening the tower which had been taken by Linzie in the previous autumn, but which had been since re-occupied by the Republicans. On the following day, February 8th, a combined attack was made upon the Mortella Tower by these troops and by H.M.S. *Juno* and *Fortitude* anchored in the Bay. The tower, which mounted only three guns, and was manned only by thirty-three men, made a most gallant resistance. The *Fortitude* was much damaged. In a two-and-a-half hours' engagement she lost six men killed and fifty-six wounded, her hull was set on fire by red-hot shot, and she narrowly escaped disablement and destruction on the rocks. She and her consort, indeed, were obliged to haul out of gunshot. Meanwhile, Dundas and his troops had brought a heavy fire to bear on the tower from the landward position. This at first was as ineffective as the bombardment from the ships, but the use of red-hot shot at length fired the bass junk with which the parapet was lined as a protection against shot and splinters, and the gallant garrison was compelled to surrender. The possession of the Mortella Tower, which was necessary to the safety of the anchorage, was thus secured to the British. Its prolonged resistance to a superior force attracted much attention, and made it

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the model for the famous Martello Towers (the name of which is an obvious mis-spelling of Mortella), with which Mr. Pitt later sought to strengthen the southern coast of England.

The British force next proceeded to the reduction of the key of San Fiorenzo, the Convention Redoubt mounted with heavy guns. Here the exertions of the seamen of the fleet were invaluable.

· By the most surprising exertions of science and
· labour on the part of the officers and men of the Navy,
· several 18-pounders and other pieces were placed on an
· eminence of very difficult ascent, 700 feet above the
· level of the sea. This rocky elevation, owing to its
· perpendicularity, near its summit, was deemed inacces-
· sable, but the seamen by means of blocks and ropes
· contrived to haul up the guns, each of which weighed
· about 42 cwt. The path along which these dauntless
· fellows crept would in most places admit but one
· person at a time. On the right was a descent of
· many hundreds of feet, and one false step would
· have led to eternity; on the left were stupendous
· overhanging rocks which occasionally served as fixed
· points for the tackle employed in raising the guns.
· From these 18-pounders so advantageously posted,
· a cannonade was unremittingly kept up during the
· whole of the 16th and 17th. On the latter evening,
· when the fire of the redoubt had been nearly over-
· powered, it was determined to storm the works, a
· service which was executed with vigour and crowned
· with success. On the 18th the Republicans retreated,
· and the British took possession of the Redoubt and
· became masters of the batteries of Forneille. This
· important capture made the retention of San Fiorenzo
· impossible for the French. On the 19th February
· they set fire to one of two frigates lying in the bay,
· and either scuttled or allowed to sink from the British

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· fire the other, the *Minerve*, before evacuating the place
· in haste and retreating towards Bastia. San Fiorenzo,
· with its fortifications, thus fell to the British after a
· creditable series of operations lasting only twelve
· days.'

Tyler's particular share in these operations is difficult to follow in detail, but we may think of him and the crew of the *Meleager* in the sailor-like operations which led to the reduction of the Convention Redoubt on February 17th. After that of San Fiorenzo, however, it was chiefly by his exertions that the sunken frigate, *Minerve*, was raised and made fit for sea. She was found to be a fine 36-gun vessel, and was passed into the British Navy under the name of *San Fiorenzo*, there being already a *Minerve* in the Admiralty list. Tyler was rewarded by being given the command of her; but he must have retained it for a very short time only. He states in his own record of services that he was her Captain during 1795, without mentioning months; but there appears to be no doubt from various records dealing with the Mediterranean Fleet, that he was transferred to the *Diadem* in August of 1794, in command of which ship he continued until February of 1796.

The further operations in Corsica need not detain us long. In April, Hood, failing to convince Dundas of the feasibility of reducing Bastia without strong reinforcements which the latter expected, determined to make the attempt alone. He therefore shipped such troops as he was entitled to as marines, set sail with the fleet, and began the investment of the place on the 4th of that month, landing a force of 1248 officers and men. After a siege of thirty-seven days the 3000 troops of

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the garrison surrendered, and we read of one of Tyler's pupils, Walter Serecold, now promoted Captain of the *Proselyte* (a frigate bomb brought away from Toulon), which was moored as a floating battery against the town, gallantly maintaining his fire upon the batteries in his burning ship until his crew were rescued by the boats of the squadron. Charles Brisbane, too, now Lieutenant of the *Meleager*, is mentioned in Hood's despatches with Serecold and others as having rendered gallant assistance in the operations.

The fall of Bastia enabled Paoli to induce the Corsicans formally to accept the sovereignty of Great Britain, which was acknowledged by Sir Gilbert Elliot as Viceroy on June 19th. Calvi, however, still remained in the possession of the Republicans, and the reinforcements from Gibraltar having arrived, the reduction of that fortress was undertaken on June 19th, and after a siege of fifty-one days, the place capitulated on August 10th upon terms. It was in these operations on shore that Nelson lost an eye, and failed to report himself wounded. The Navy, too, lost a gallant officer, and Tyler a friend, when Serecold was killed by a grape-shot while getting the last gun of one of the principal batteries into place. A couple of frigates, the *Melpomene* and the *Mignonne*, and a quantity of naval stores fell into the hands of the British at Calvi.

The mention of Charles Brisbane suggests that the *Meleager* was one of the four frigates attached to Hood's fleet of thirteen sail of the line which left Bastia early in June to intercept the squadron equipped by the French at Toulon after the evacuation of the British. Hood, as we know, fell in with the enemy on the 10th, and

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chased them to an anchorage at Gourjean Bay, where an unfortunate continuance of calm weather prevented his plan of engaging them in the port. Brisbane, it appears, suggested a plan of destroying the fleet of seven sail of the line with fireships, but the French were found too well prepared. This was Hood's last service in the Mediterranean. He left Hotham to watch the French squadron at Gourjean, which, however, escaped in stormy weather and got safely into Toulon, and subsequently handed over the command of the Mediterranean to that Admiral and returned to England in November. We must now consider Tyler as in command of the *Diadem*, 64, which he had taken over in August, and under his old friend Hotham as Admiral.

Hotham's fleet, including the *Diadem*, lay at San Fiorenzo during the winter, but towards the end of January, 1795, he set sail with fifteen sail of the line and frigates for Leghorn Road, leaving behind the *Berwick*, 74, Captain Littlejohn, whose masts had rolled out of her in a swell, to follow under jury masts, a step which left the *Berwick* a prey to the enemy in the following circumstances. By great exertions during the winter the French had managed to equip a fleet of fifteen line of battle ships, six frigates, and smaller craft from among the vessels left at Toulon at the British evacuation. As soon as the authorities heard of the sailing of Hotham's fleet from Corsica, they at once resolved to attempt the recovery of that island. All haste was made to equip the fleet, which, after embarking 5000 troops, and shipping the usual spy or deputy from the National Convention, weighed anchor on March 3rd under Admiral Martin, and after

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rough weather hove in sight of Corsica at dawn on the 7th. A few hours later, Admiral Martin's cruisers discovered the *Berwick*, which had been detained by contrary winds, standing out of San Fiorenzo Bay under jury rigging in order to follow Hotham to Leghorn. The French cruisers approached under Spanish colours, but changed to the Tricolor on opening fire at musket range, and being presently joined by at least one seventy-four from the French line, continued a furious cannonade upon the *Berwick*. The already crippled *Berwick's* rigging was shot to pieces, though she still held her course for Leghorn; but just as she had disabled the *Aleeste* frigate by a broadside, a barshot decapitated her Captain Littlejohn, and his lieutenant judging further resistance useless, she struck her colours.

On March 8th, Hotham, lying at Leghorn, heard from Genoa that the French fleet had been sighted two days previously near the island of Sainte Marguerite. The news of the French fleet being at sea was confirmed by a British sloop, and Hotham's fleet at once got under weigh, the Admiral shaping his course towards Corsica, which he judged to be the destination of the French force. His judgment was justified during the following night by the *Tarleton* brig, which he had despatched to San Fiorenzo for news of the *Berwick*, and now brought tidings of the capture of that vessel. Meanwhile Martin, learning from the crew of the *Berwick* the probability of the British fleet being at sea, had shaped his course back to Toulon against a S.W. wind. The Captain of the *Tarleton* probably had information to this effect, for Hotham at once altered his course to the N.W., with the intention of

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intercepting Martin, instead of proceeding to Corsica as he had at first intended. This manœuvre was quite successful, for on the morning of the 10th the British frigates discovered the French fleet standing towards the land in the direction of Cape Noli, with every intention of avoiding an encounter with the enemy.

The next three days witnessed a continued effort on the part of the French to escape, and on the British to bring them to an engagement. On the 11th, the French fleet, consisting of fifteen sail of the line, six frigates, and two brigs, was on the southern or windward quarter of the British, and distant about six miles from a section of Hotham's force which was some way to windward of his main body. The next day, at sunset, the two fleets were closer together, and Hotham had been able to close up his formation into order of battle, but many miles still separated his van and the enemy's rear in the light winds that prevailed. During the night the French Admiral became poorer by a line of battle ship, the *Mercure*, which lost her main topmast in a squall, and was allowed to part company, attended by a frigate. The following morning Hotham, finding that Martin showed no disposition to bear down for action, made the signal for a general chase, and a fresh breeze with squalls gave promise of assistance to the British cruisers. This prospect was improved when, at eight a.m. the *Ca Ira*, 80, the third ship from the rear in the French line, ran foul of her second ahead, the *Victoire*, and besides carrying away her own main and top masts, did some damage to her consort. Captain Fremantle, of the *Inconstant* frigate, 36, perceiving this accident, proceeded to lay his little vessel on the quarter of the crippled *Ca Ira* at musket-shot distance and fire

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a broadside into her. A French frigate, the *Vestale*, then bore down to take the *Ca Ira* in tow. The *Inconstant* tacked, passed under the lee of the line of battle ship, and poured in another broadside. The *Ca Ira* had by this time cleared away the wreck of her top-masts, and opened a fire from her lower-deck guns which speedily compelled the gallant frigate to bear up and abandon the fight. Nelson, in the *Agamemnon*, 64, then bore down on the *Ca Ira*, and, aided by the *Captain*, 74, continued the action, until, several of the French ships coming to their consorts' assistance, the two British vessels were forced to haul off, and took their places in the line. Some distant firing between the *Bedford* and *Egmont* and three of the French rear, including the *Timoleon*, 74, and *Sans Culotte*, 120, concluded the fighting on March 13th.

On the 14th, fortune favoured the English Admiral, for at dawn the *Ca Ira* was discovered some miles to leeward and astern of the French fleet in tow of the *Censeur*, 74. Also, at 5.30 a.m., a breeze from the N.W. at last placed the British fleet to windward of their opponents. An hour later Hotham ordered the *Captain* and *Bedford* to engage the two Frenchmen. The former of these vessels found herself exposed to the united broadsides of the two French ships for fifteen minutes before being able to return a shot. As a consequence, after an action of an hour and twenty minutes, she was disabled, signalled for assistance, and was towed clear of her opponents.

The *Bedford* had fared even worse. The French fire directed at her rigging had totally disabled her, and she was towed out of the line. Both ships had suffered severely in killed and wounded; but it is only fair to

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say that they had reduced the *Censeur* and *Ca Ira* to something like disablement.

The wind meanwhile had almost died away, and the action without becoming general developed into desultory fighting between groups of ships without much apparent direction from either Admiral. We find a British frigate, the *Lowestoft*, Captain Hallowell, exposed on the stern and quarter to the broadside of the *Duquesne*, 74, without being able to return a shot: her captain, however, very judiciously ordered his whole crew, with the exception of his officers and the man at the wheel, below, and so escaped the ordeal without the loss or wounding of a man. At 8 a.m. the *Illustrious*, 74, began an action with the *Duquesne* and *Victoire*, which were later joined by *Le Tonnant*. The *Illustrious*, too, was reinforced by the *Courageux*, but one hour from the beginning of the encounter her fore-top-mast went over the starboard bow, her main-mast fell aft across the poop, taking with it the mizzen-mast, and her hull was pierced in every direction. The *Courageux* also was nearly disabled, and the two vessels escaped only by the drifting away of the two French ships in the light wind, and the impossibility of the French line coming up to reduce them; as it was they lost 137 officers and men in killed and wounded. The result, however, of this haphazard fighting was that the French rear abandoned the *Ca Ira* and *Censeur* to their fate, and Martin made sail to the westward, without any effort on the part of Hotham, as it would seem, to renew the action. Firing ceased altogether at 2 p.m., and James thinks that Hotham, being unaware of the reduction of the French line by the *Mercure* and *Sans Culotte*, considered his force insufficiently strong

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to bring the French to a general action. Certain it is that he made no attempt to pursue the Frenchman, and the fleets were soon out of each other's view. A letter of Tyler's to his wife, detailing the share of the *Diadem* in the engagement, appears to exonerate the Admiral, and is a useful piece of evidence upon this much-criticised engagement.

· H.M.S. *Diadem*,

· St. Fiorenzo,

· March 28, 1795.

· I am flattering myself my letter will reach you
· before the newspaper account of our action of the 14th
· inst. with the French Squadron and our taking the *Cu*
· *Ira* of 84 guns and the *Censeur* of 74. Nothing but
· its falling calm saved at least 7 or 8 being captured,
· though we ought to be very thankful for this mark of
· good fortune, as the French studiously avoided us from
· the first, and had they got off with only a distant
· cannonade they would have trumped up a fine story
· and our characters would have been humanely handled
· at home. Thank God, my dear Margaret, envy herself
· cannot but say every officer and man exerted (*sic*) and
· felt the most manly indignation at the common dis-
· turbances of the world. If they were cautious of coming
· to action before, I fancy all the examples of citizens and
· members of the Convention embarked in their fleet will
· hardly induce them to try another action with us. The
· *Blenheim* of 98 and *Bombay Castle* 74 are arrived here
· with a convoy; however, our force is a little diminished
· by the *Courageux* being dismantled, and the *Illustrious*
· (Capt. Frederick) run on shore near Port Especia. Two
· days after the action a gale of wind came on very
· unfortunately. The *Illustrious* took us for the French
· coming into Especia, and she came to an anchor
· farther Eastward, her cables parted and she drove on

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· shore. When we left Especia there were hopes of
· getting her off. The *Courageux* arrived safe at
· Leghorn and the two prizes with us. On the 25th
· instant we left Especia for Fiorenzo, and though my
· ship had suffered as much if not more than most, I was
· ordered to take the *Ca Ira* in tow and have charge of
· her to Fiorenzo. I by no means liked the business.
· We had a moderate breeze all Thursday evening off
· Fiorenzo, when it fell calm and a swell got up ; the
· rest of the ships were taking care of themselves and
· never thought of me. At one in the morning a sudden
· shift of wind drove the *Ca Ira* on board me ; I expected
· to lose all my masts and be otherwise damaged. I was
· near three-quarters of an hour before I got clear : both
· ships came to an anchor, and when daylight appeared I
· was not half a mile from the rocks. Very providentially
· I got under weigh before noon and not the least injury
· done. The prize got away the same evening, and
· yesterday we both got in here safe. I am little obliged
· to the Admiral and Captain Holloway for not sending
· me assistance. He smooths me off by saying the
· Admiral was perfectly satisfied that what was possible
· to be done I would do ; I begged too much confidence
· might not be placed in me should a similar circumstance
· happen. All possible despatch is using to equip the
· squadron. I have ten carpenters from the *Tancred*,
· Neapolitan ship, to stop our shot holes and repair
· damages. The more I reflect and see the shot that
· came on board, the more I feel thankful to God for
· saving my brave men. Never, my dearest Margaret,
· did men behave better ; they were just as steady as if
· at exercise. John Rees, who I find worked at Lord
· Milford's, who lost one arm and part of his other hand,
· is doing extremely well, all the rest are doing the same ;
· they are to be sent to Bastia Hospital. I feel very
· fortunate in having an especially good surgeon and
· mate on board. I shall tire you with this dull story,

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‘ however I am sure you will rejoice at my escaping so well.

‘ Kiss my dear little ones. God grant I may soon see you and them. My best love to all my friends. I have run this over, having heard from the Admiral’s Secretary if I wrote a small letter in fifteen minutes he would stuff it into his despatch, and knowing the comfort it will give you to hear I am well and tolerably happy.

‘ C. T.’

The naval historians make no mention of the *Diadem* being in action, but it is evident from Tyler’s description of her state that she was in the thick of the fighting, her casualties being given officially as three killed and seven wounded.

After the indecisive battle of March 14th, both fleets made their way to their chosen anchorages to refit. Hotham at first sailed to Spezzia Bay, having, as we have seen, sent his prizes to San Fiorenzo. Later, on March 26th, he there anchored with the fleet, having lost the *Illustrious* by wreck at Spezzia. At San Fiorenzo he refitted until April 18th, when he proceeded to Leghorn, leaving the two prizes in port behind him.

Martin, after the action, sailed to Hyères, where he was rejoined by the missing *Mercure* and *Sans Culotte*, together with the British prize, *Berwick*, and, after sending some of his most crippled ships to Toulon for repairs, lay at Hyères at anchor. On April 4th, however, Rear-Admiral Renaudin, having eluded the British blockade at Brest, anchored in Toulon with six sail of the line, together with frigates and smaller vessels. This force was a welcome addition to Martin’s fleet, and brought great help to the French Admiral in the persons

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of two able and enterprising French officers, Richery and Ganteaume. Martin removed his fleet to Toulon about the same time, where he and a deputy, M. Nion, had some difficulty in suppressing a dangerous mutiny.

Meanwhile, Hotham himself had received a strong reinforcement, which again placed him in a position of superiority to his opponent. He sailed on May 8th from Leghorn to cruise off Minorca, and on June 14th was joined by Rear-Admiral Mann from England and Gibraltar, who brought a squadron of nine sail of the line. Hotham continued cruising off Minorca until June 24th, when he bore off westward for Corsica, and on the 29th anchored in San Fiorenzo Bay. He had now a very fine fleet under his command, comprising two 100-gun ships, three 98's, one 80, fourteen 74's, including two Portuguese, and the sister 64's, *Agamemnon* and *Diadem*, commanded by Nelson and Tyler respectively, making twenty-three sail of the line in all. He was weak in frigates, having only the *Melcager*, Tyler's old command, and the *Cyclops*, with five sloops and cutters.

On July 4th, Hotham, still at San Fiorenzo, detached Nelson in the *Agamemnon* with a frigate and three smaller vessels to proceed to Genoa and then westward along the Riviera coast on a cruise of observation. Only three days later, viz., on the afternoon of July 7th, Nelson sighted the Toulon fleet off Cap del Melle, about fifteen miles off to the N.W. The French gave chase, and the same evening some of their van were fast overhauling Nelson's sloop, the *Moselle*. Next morning, Nelson, having shaped his course to the S., had led his little squadron, followed by the French fleet, within fifteen miles of Cape Corse, and had thus decoyed the

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enemy into the neighbourhood of Hotham's fleet, which lay at anchor at San Fiorenzo. Nelson immediately began firing from the *Agamemnon* as a signal to his Admiral, who, unfortunately, was then in the middle of refitting and watering his fleet. The wind blew right into the bay, and he was discovered by Martin at anchor before he had time to take any advantage of Nelson's sagacious tactics. The former immediately went about and made off to the westward.

This happened at 9.30 in the morning: twelve hours later, the British fleet, by the extraordinary exertions of their crews, were got ready for sea, and, taking advantage of the land breeze, Hotham sailed out of the Bay with twenty-three sail of the line, and his frigates, having joined Nelson with the *Agamemnon*, and steered westward with all sail, the wind being from S.S.W.

Not till four days later did Hotham get news of the French fleet. On the evening of the 12th, two of his sloops having spoken two merchantmen, signalled intelligence of the enemy having been sighted a few hours before to the southward of Hyères. Hotham immediately made the signal to prepare for action and made all sail to the S.W. with the intention of engaging Martin before he could reach Toulon.

Earlier on the same morning we find that Hotham sent Tyler in the *Diadem*, with the *Romulus* as a consort, on a fortnight's cruise between the southern end of Sardinia and Minorca to intercept privateers of the enemy, and 'to protect fish ships from Newfoundland.' The cruise resulted in the capture of five French vessels, as appears from a letter from Tyler, dated September 17th, at sea. Later, the *Diadem* returned to San Fiorenzo, and on December 10th Tyler sailed in the

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squadron which was sent under Captain Troubridge to the Levant, to escort the trade from those seas westward. The *Diadem* and *Flora* were detached with instructions to cut out two French frigates lying at Navarino if it were found possible, which does not appear to have been the case, and they later joined the fleet at San Fiorenzo.

Subsequently the *Diadem* sailed with the fleet for Toulon, between which port and Minorca the British Admiral cruised until the close of the year, and early in February, 1796, Captain Tyler was transferred to *L'Aigle*, frigate of 38 guns.

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CHAPTER III.

1795-1798.

BEFORE proceeding to follow Tyler in his new command, *L'Aigle*, we may look back a few months to take note of an incident on board the *Diadem* which had consequences of considerable importance to the naval service. In May of 1795, while cruising with Hotham's fleet off Minorca, his authority as captain of the ship was directly questioned by a lieutenant of an infantry regiment serving on board as marines. It would appear that this young officer, Lieutenant Gerald FitzGerald, of the 11th Regiment, based his resistance to Captain Tyler upon principle. He contended that a naval officer had no authority over troops serving on board his vessel except in case of mutiny 'or crimes of such magnitude,' but that all such authority was vested in the military officer on board. Tyler brought him before a Court-martial, which sat on board the *Princess Royal* in San Fiorenzo Bay on July 3rd, and included Vice-Admirals Goodall and Sir Hyde Parker, Rear-Admirals Linzie and Mann, and Captains Holloway and Nelson. This Court settled the matter definitely, and incidentally the status of the marines.

Before the swearing of the Court, FitzGerald submitted a written declaration against its legality to try him, and asked permission that it might be read. The Court being sworn the request was granted, and having

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considered the protest, announced that it had no doubts of its authority for trying Lieutenant FitzGerald 'as he being in and belonging to the Fleet, is to all intents and purposes amenable to all the Articles of War for the Government of His Majesty's Ships, Vessels, and Forces by Sea.'

From the evidence, repeated substantially by a number of witnesses, including the lieutenants of the *Diadem*, it appears that on May 24th there was a disturbance on the lower deck of the *Diadem*, in which some soldiers of FitzGerald's regiment were concerned. The Master-at-Arms went to quell the disturbance, when he ordered away a private named Connor, who seems to have been a troublesome subject, telling him that he had no right where he was, and upon the man refusing to go, enforced his order with 'a slight shove or slap.' Connor then replied that he had an officer of his own, and would make a complaint to him.

This Connor appears to have done by stating his grievances to FitzGerald. The affair meanwhile having been reported to Captain Tyler through his own officers, he held an inquiry into the cause of the disturbance. Among the witnesses whom he examined was a soldier named Garrett, whose evidence was entirely against his comrade. Tyler came to the obvious conclusion that Connor had been insubordinate and deserved the reprimand of the Master-at-Arms, so he at once ordered his confinement. FitzGerald had been present apparently from the beginning of this enquiry, and had explained that the Master-at-Arms had struck his man. Captain Tyler replied that if the man deserved it, the Master had a right to do so. 'I conceive not,' replied

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FitzGerald. 'Well,' said Tyler, 'send for all the parties.'

Tyler, as we say, having satisfied himself of the culpability of Connor, ordered his confinement. FitzGerald then remarked that there were two other witnesses who had not been examined, and that if Tyler punished the man without hearing these he would be acting unjustly. Tyler replied that he had heard evidence enough to convince him, and ordered the man to be confined. FitzGerald then repeated his remark, with additional emphasis, that Tyler was acting with great injustice. 'Do you say so?' replied Tyler. 'You will retire to your cabin and consider yourself under arrest.' FitzGerald then left the quarter-deck, muttering something about 'equal terms,' and went to his cabin.

It is quite clear that Captain Tyler had no wish to take advantage of a display of temper on the part of this young man which he might repent of afterwards, for an hour later he sent for FitzGerald to his cabin. Upon the prisoner appearing, accompanied by a fellow-lieutenant of his regiment, Tyler told him that he had sent for him to talk the matter in question over, not wishing by any means to bring it to a crisis. He expressed his surprise that FitzGerald should have accused him publicly of injustice, when he must have been convinced that he had on all occasions attended to his complaints, and that in no one instance had he ever punished a soldier or any other person without the clearest proof of his guilt.

This was kindly done on the part of Captain Tyler, and by way of offering FitzGerald a way of retreat from a false position by an apology. This, however,

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he refused altogether. Upon Tyler repeating the words he had used he replied, 'Surely, Sir, you don't understand my words better than myself.' Tyler rejoined, 'Give me leave to put one question to you: Would you behave to your Colonel or Superior Officer on the Parade as you have done to me on the Quarter-deck?' 'No I would not, but I should to you.' Tyler thereupon closed the discussion by saying he had nothing more to say on the subject, and again ordered FitzGerald under arrest.

FitzGerald retained the same attitude before the Court-martial: he refused to put any questions to the witnesses, and upon being told that he was at liberty to put in his defence, replied, 'I expect to make my defence before another Court, and have none to make here.'

The Court being cleared and having considered the evidence, pronounced the following Resolution:—

'First, That the charge against the prisoner, Lieutenant Gerald FitzGerald, is proved.

'Second, That they therefore adjudge the said Lieutenant FitzGerald to be dismissed from His Majesty's Service and to be rendered incapable of ever serving His Majesty, His Heirs and Successors, in any military capacity.'

This decision was resented by the military authorities, and was the cause of an additional article of war, which was added to the existing code for the army after receiving the King's signature. Upon this article the Duke of York proceeded to found certain regulations for troops and their officers on board ships which were received with the strongest hostility by naval officers. When these regulations reached Portsmouth the admirals and captains of the port and fleet

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at once protested in a joint letter, declaring that the enforcement of the new regulations on board ship would ruin the discipline of the navy, and also that 'a regulation from the army made by the Duke of York could have no authority in the fleet.' In the result the troops then on board the fleet were disembarked, being replaced by marines, and eventually the principle declared by the verdict of FitzGerald's Court-martial was accepted—that all officers and soldiers serving on board His Majesty's ships are amenable to a naval Court-martial for any of the offences specified in the naval articles of war.'

Captain Tyler was transferred to *L'Aigle* frigate in February of 1796. The fleet in the Mediterranean was now under the command of Sir John Jervis, whose force amounted to eighteen sail of the line, besides frigates and sloops. The naval position in the great inland sea had resolved itself into a watching of the Toulon fleet, which amounted to about fifteen sail of the line, and to the keeping of a careful eye upon Cartagena, where lay a Spanish force of seven sail of the line, which nation was expected shortly to take sides with the French.

Elsewhere the duties of the British naval forces were chiefly those of blockade and observation. The French were known to be making great preparations on the Atlantic coast, but their fleet lay at Brest until the later months of the year. The Channel fleet accordingly was divided into three divisions, which maintained a strict look-out on the coast. Further north, Duncan kept watch off the *Texel* upon the naval forces of the Dutch, who, willingly or unwillingly, had joined forces with the French.

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There are certain letters in the memoir of Rear-Admiral Webley Parry published in 1847, and written by that gentleman when a lieutenant under Tyler, which without explaining many details give us some indications of the whereabouts of *L'Aigle* at different times. Lieutenant Webley, as he then was, had sailed under Captain Hood, nephew of Admiral Lord Hood, who had previously commanded *L'Aigle*, and had remained in her as lieutenant when Tyler took over the command in February of 1796. He writes home to his mother on March 31st on *L'Aigle* at sea off Toulon. A month later we find him writing from Genoa. On July 31st, he describes *L'Aigle* as cruising off the southern end of Sardinia and in chase of a ship which has just shown British colours, which gives him an opportunity of leaving deck to write home.

In September *L'Aigle* is at Trieste, where she had been ordered with five frigates under Tyler's command to co-operate with the Austrian army, and we get rumours of the expected breach with Spain, which followed later. 'Our operations,' says Webley, 'are in part of so glib a nature that my time is truly taken up in getting the ship ready for sea. For these seven months we have not been eight days at anchor.' Young Webley deplores the meagre chance of getting promotion, especially since the loss of his old Captain, Hood, who had been transferred to the *Zealous*, but adds, 'Captain Tyler, who did command *San Fiorenzo*, is now in *L'Aigle*, so that I am not unknown.' In November he expects daily that *L'Aigle* will be ordered to join Jervis' main fleet, which however certainly did not take place till the February of the following year.

We may best ascertain the services which Captain

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Tyler rendered to his country on board *L'Aigle* by glancing at the records of the vessel contained in official despatches and naval chronicles.

Thus Admiral Jervis' despatches supply us with some indications of Tyler's first services in his new command. Early in March he picked up two prizes off Toulon ; later in the year he was in command of a small squadron off the coast of Tunis or Algiers, operating against the corsairs of these troublesome countries, until the plague kept the rovers in port, when *L'Aigle* and her consorts, returning to Corsica, refitted and took in water, proceeding to the Adriatic in August. A month later Jervis sent orders for his recall, with instructions for him to call at Naples and bring away Prince Augustus in case the latter should choose to come away by sea, and to return to Corsica to assist at the evacuation of the island. Tyler reached *Sau Florenzo* in October, and a few weeks later again sailed for the Adriatic with his squadron, consisting of *L'Aigle*, *Flora*, *Boston*, and *L'Unité*, to defend the Imperial territory from a descent from the French down to the Po, and to protect the trade of His Majesty's subjects, and his allies from the depredations of the French privateers out of Ancona and Pissara.

Meanwhile the balance of naval power in the Mediterranean was rapidly changing to the disadvantage of the British. Jervis' operations during the early months of 1796 were chiefly confined to the despatch of small squadrons in particular service like that of Waldegrave which cut out the *Nemesis*, *Sardine*, and *Postillon* from Tunis in March, or that of Nelson which harassed the coast of Genoa, destroyed and captured convoys, and took off the British residents and their

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property from Leghorn on the approach of the French to that city in June; a month later Nelson with a small squadron took possession of Porto Ferrajo in Elba, in order to prevent that port of the Grand Duke of Tuscany from serving as a base for the designs which the French were known to be maturing for the recapture of Corsica.

The situation of the British in the Mediterranean became first compromised by the offensive and defensive alliance between France and Spain which was signed at Madrid on August 19th. Even before the signature of this treaty, the French and Spanish fleets were acting in concert. On August 4th the Spanish fleet of twenty sail of the line, under Langara, escorted a strong squadron of French ships, consisting of seven sail of the line and frigates under Richery out of Cadiz, and detached a squadron of ten sail 100 miles to the westward in order to see the French Commander safely on his way to his destination in North America. Both sections of the Spanish fleet returned later to Cadiz. Early in October, a few days before the declaration of war against England by Spain, Langara put to sea with nineteen sail of the line and ten frigates, and stood into the Straits of Gibraltar. A few days afterwards he was joined at Cartagena by seven line of battle ships, and cruised eastward up the Mediterranean with his united command. Although so superior in strength, Langara for some inscrutable reason refused to engage Jervis, who was lying at anchor in Mortella Bay, with fourteen sail of the line only, and so missed a chance of annihilating the British forces in those seas. The Spanish Admiral chose rather to proceed to Toulon, where on the 26th of the month

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he anchored alongside the French fleet of eighteen sail. The allied French and Spanish Admirals now had at their disposal a fleet of thirty-eight sail of the line and eighteen or twenty frigates, a force which in capable hands might almost have changed the destinies of Europe.

As it was, things were bad enough for the British. Buonaparte was rapidly subduing the northern coast of the Mediterranean by his arms. The King of Sardinia had been compelled to yield Savoy to the Republicans, and the King of the two Sicilies had become a mere vassal to the French. The British Government now decided that it was inadvisable to hold Corsica any longer. Just before the expected rupture with Spain, orders were sent out for the island to be evacuated and the troops and stores to be removed to Porto Ferrajo in Elba. Just as the measure was being carried into effect, the French invaded the island under Gentilli and Casalta, two Corsican exiles, who embarked their force on a number of light vessels from Leghorn unobserved by a single British cruiser. The arrival of this force, which was joined by a contingent of native troops, much hastened the departure of the British. Nelson, at Bastia, and other captains at San Fiorenzo, did what was possible to save men and stores, but there is little doubt that Corsica was abandoned in circumstances of some ignominy and that garrisons of British troops were captured by the enemy. By October 22nd the whole island, which had for so long formed a rendezvous for the British squadrons, was in the hands of the enemy, and on November 2nd Jervis, having ascertained that Langara had anchored in Toulon, set sail for Mortella Bay with

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thirteen ships of the line, some merchant vessels his frigates had brought down from Smyrna, the troops and stores from Bastia, and on December 11th anchored in safety in Rosia Bay. The Mediterranean was thus left at the close of 1796 without a single British line of battle ship cruising in its waters. Almost at the moment that the British fleet anchored at Gibraltar, Villeneuve, with five sail of the line and his frigates, passed unmolested through the Straits in an easterly gale, which did much damage to Jervis' fleet, who lost the *Courageux* and nearly lost the *Gibraltar* and *Culloden*. On December 16th Jervis sailed for the Tagus, where he expected reinforcements, and anchored in the river at Lisbon on the 21st, where he found only the *St. Albans*, 64, to augment his command. The British power in the Mediterranean at the close of the year 1796 was represented solely by the squadron under Nelson at Porto Ferrajo and small bodies of frigates like that commanded by Captain Tyler in *L'Aigle*.

Jervis' retreat, which from one point of view looked almost disastrous, was justified by the action which he fought with the Spanish fleet off St. Vincent on February 14th, 1797. It was Nelson returning with his squadron from Elba who brought the first news of the Spanish Admiral Cordova. Cordova had left Cartagena with twenty-seven sail of the line and twelve frigates on the first of the month. Near Gibraltar two of his line of battle ships had chased Nelson, who afterwards got sight of the Spanish fleet of which he brought information to Jervis. The latter in the meantime had been joined by five sail of the line and a frigate, which gave him a force of fifteen sail of

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the line and seven smaller vessels. With this fleet, as we know, he encountered Cordova with his twenty-seven sail of the line off St. Vincent, and, taking advantage of his loose formation, inflicted a signal defeat, captured four line of battle ships, drove the remainder of his fleet shattered and discomfited to Cadiz, and effectually destroyed the plans formed by France and Spain for the invasion of England.

It was just after this action that Tyler with his little squadron of frigates joined the parent fleet. We find the following passage in the memoir of Admiral Webley Parry :

‘ *L'Aigle* was about to join Sir John Jervis, but was just too late for the action of February 14th off Cape St. Vincent. She passed through the shattered remains of the Spanish fleet, from the position of which it was easy to see there had been an engagement.’

She fell in with a suspicious-looking vessel, which Mr. Webley reported to Captain Tyler, and at the same time asked if he should order the men to the boats to board and examine her. It was blowing a gale at the time, and the captain made some objection and remarked upon exposing the men unnecessarily. Upon which Mr. Webley quickly replied, ‘ I will never send the men, Sir, where I am afraid of going myself.’ Captain Tyler then consented, the boats were lowered in a few minutes, and Mr. Webley was the first man in them. They boarded the stranger and found her to be a neutral vessel, so they had a hard pull through a tremendous sea for nothing. On their return, and just as Mr. Webley was stepping on deck, there was a cry of ‘ three men overboard !’

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He stopped not an instant, but got a rope, and jumping overboard saved all three.

Later *L'Aigle* appears to have attached to Jervis' fleet, having its headquarters at Lisbon, and which, having been reinforced to a strength of twenty-one sail of the line, left that port on March 31st for a blockade of Cadiz during the summer. Tyler, however, does not seem to have shared any of the greater operations of that year, memorable for the abandonment of the Mediterranean to the French, for the unlucky expedition to Teneriffe, for the great peril of the Mutiny at the Nore, and for Duncan's victory at Camperdown.

We are able to follow in some detail the duties which were performed by cruisers like *L'Aigle*, from a short account, in Tyler's own handwriting, of his doings off Cape Finisterre during a few weeks of July and August of 1797. These, we imagine, were typical of the services which were rendered by the rank and file of the fleet — the storm-beaten ships which, as Captain Mahan tells us, kept watch and ward on the movements of the enemy, chastised the insolence of privateers, acted, indeed, as the eyes and ears of the service and facilitated the concentration of forces which from time to time bore fruit in operations on a higher scale, like the battles of St. Vincent and the Nile.

Tyler, in *L'Aigle*, had under his orders the *Boston*, frigate, with whom he was daily in touch: the two vessels would take a wide beat down the French coast, and find out the nationality and business of every sail they sighted. There must have been much of the sporting element in these proceedings, which might result in the discovery of a friend instead of a foe, or of a foe from which it was necessary to run and bear tidings to the

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Admiral, who would be wanting information of her movements. The first proceeding on the sighting of a strange sail was an order to chase. Thus we read on July 27th that at daylight the *Boston* spoke a stranger which proved to be the *Minotaur*, Captain Louis, who is under the orders of Captain Pain, *Impetueux*. These vessels, with the *Phaeton* and *Nymph*, were out cruising in the hope of intercepting the Spanish ships. Captain Tyler went aboard the *Minotaur* after dinner with the captain of the *Boston*. While there 'We saw three line of battle ships bearing S.S.W.' This discovery brings an immediate end to the visit. Tyler and Morris hurry back to their ships, and make all sail in the direction of the strangers. These proved to be the *Defence*, *Gibraltar*, and *Majestic* on the way to reinforce St. Vincent at the Tagus, but they might just as well have declared themselves as Frenchmen or Spaniards, from which the nimble frigates must have fled.

A day or two later we see the *Boston* and *L'Aigle* separating, each in chase of a small vessel making to the French coast for safety. After giving the order to make sail, Tyler gives another of a different character, which is thus laconically recorded in his journal: 'Punished Conelius Connolly 2 doz. for mutiny and drunkenness.'

The chase results in the capture of the *Hazard* lugger with two guns and six swivels, manned by fifty-six men, and three days out from Corunna, the sort of vessel very troublesome to merchantmen making for the Channel, or loitering astern of their convoy. One result of the capture is that Tyler learns there is a line of battle ship and three frigates ready for sea in

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that part, and four sail of the line at Ferrol. Another is that the *Boston* is recalled and sent southward in the hopes of intercepting a twenty-gun brig, which had left Corunna the same day as the lugger. The captain of the captured vessel seems to have been strangely communicative, but it is possible Tyler found means to make him speak. Tyler manned his craft with a crew made up of companies from *L'Aigle* and *Boston*, and records his intention of keeping her 'for this cruise in hopes of decoying the enemy.' This process we see later in operation, and others in which the smaller vessel is used in cutting-out operations against ships of the enemy lying under the guns of batteries.

The result of months spent on this service may be traced in the prize lists of the naval chroniclers. We read of a long list of armed vessels which fell to Tyler's energy and zeal, all of small armament and low tonnage it is true, which, though harmful enough to British merchantmen, were not of sufficient value to swell Tyler's pay to any serious extent. Luggers of eight guns, brigs, and cutters were the craft he chiefly preyed upon, varied at times by a more considerable capture, as when, early in 1798, he fell in with and took the *Reguin* privateer of twenty guns. Tyler, while on these cruises, which brought his ship in the neighbourhood of home waters, must often have cast a wistful glance northward in the direction of the Channel. From the few letters passing between the members of his family at this period, it would seem that, in February of 1798, he had hopes of being transferred to another command. He apparently was sent to England with a convoy, and the following letter from his aunt, Lady Dacre, to his wife, show that he was invoking the

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aid of that lady's interest with Lord Spencer as a means of using his visit home as a step to the command of a line of battle ship.

We transcribe also a letter of Tyler's own to the Secretary of the Admiralty which speaks very eloquently of the exigencies of the service at sea during the Revolutionary Wars. We have no means of knowing whether Tyler gained the leave he sought. We hope that he did: he certainly failed in his application to Lord Spencer for a new ship, for we have still a year through which to follow his fortunes in *L'Aigle*.

· Bruton Street.

· February 7th, 1798.

· I cannot resist, my dear Mrs. Tyler, expressing my
· satisfaction on the hopes of so soon seeing Captain
· Tyler. As by a letter from him he informs me that
· he is to sail homewards with a convoy immediately, I
· conclude the same pleasing intelligence has been an-
· nounced to yourself, and I sincerely participate with
· you in this looked-for happiness. The Captain has
· desired me to get a recommendation of him to Lord
· Spencer, and, in consequence, I have written to Lord
· Camden to have the goodness to send me a letter to
· that purpose, for Charles to present as a means of
· getting another ship, which I persuade myself from
· your own good sense you will have no objection to,
· as certainly, in times like the present, every officer
· would wish to be employed in the defence of his
· country. Indeed, I look forward with much pleasure
· to seeing your husband, having a most sincere affec-
· tion for him, which has been increased by the good
· character he bears. I am constrained in time having
· many things to do this morning, so shall only add
· Miss Lennard's and my best wishes to yourself and

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· family, and subscribe myself with much esteem, dear
· Madam, · Your affectionate, humble servant,
· A. DACRE.’

· *L'Aigle*,

· Spithead,

· Feb. 27, 1798.

· My dear Sir,

· Although it is many years since I have the pleasure
· of seeing you, I hope you have not forgot C. Tyler
· who now solicits your interest for a fortnight's leave
· to see a sick wife at Bath. I fear she is much worse
· than she tells me which has shaken my resolution of
· not asking leave, altho' I have not seen my family
· for five years. If you can obtain it for me without
· a public letter, I should be glad, and if you see a great
· impropriety in my request, I must endeavour to bear
· with patience a hard lot. I beg your forgiveness for
· this trouble, and remain, my dear Sir,

· Your most obedient,

· CHARLES TYLER.

· Evan Nepean Esqr.’

Tyler's last service in *L'Aigle* was that of carrying despatches to Nelson. It is a matter of history how the latter was despatched by St. Vincent on May 2nd, 1798, in the *Vanguard* with a small squadron to ascertain the object of the extensive preparations at Toulon ; how he discovered that object to be an expedition of 40,000 men, under Buonaparte, for Egypt, and having been joined by a strong reinforcement which brought his command up to fourteen sail of the line, how he tracked the French fleet to Aboukir Bay, and on August 1st, at the action of the Nile, destroyed it, thus at a stroke recovering the command of the Mediterranean for the British.

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Although Captain Tyler was not engaged at the Nile, that memorable encounter has an interest for us if only that one of our prizes, *Le Tonnant*, a fine French ship of the line which made a most gallant defence, was afterwards commanded by him at Trafalgar. Also among Admiral Tyler's papers was found an interesting account of the engagement by a French officer present, which appears worthy of being printed at length. 'The following account of the action of the Nile,' says Tyler, 'was written in French on board the *Alexander* on her passage to Naples by M. C., Adjutant-General to Admiral Blanquet.'

'The first of August, 1798, wind N.N.W., light breezes and fair weather, the 2nd division of the fleet sent a party on shore to dig wells. Every ship in the fleet sent 25 men to protect the workmen from the continual attacks of the Bedouins and Vagabonds of the country.

'At 2 p.m. the *Heureux* made the signal for 12 sail W.S.W., which we could easily distinguish from the mastheads to be ships of war. The signal was then made for all boats, workmen, and guards to repair on board their ships, which was only obeyed by a small number. At 3 p.m. the Admiral not having any doubts but that the ships in sight were the enemy, ordered the hammocks to be stowed for action and directed *L'Alert* and *Ruiller*, brigs of war, to reconnoitre the enemy, which were soon perceived to be steering for Beg Bay, under a crowd of canvas, but without observing any order of sailing.

'At 4 p.m. we saw over the fort of Aboukir Bay, two ships, (the *Alexander* and *Sciffsure*), apparently waiting to join the squadron. Without doubt they had been sent to look into the Port of Alexandria. We likewise saw a brig with the 12 ships so that they

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were now 14 sail of the line and a brig. *L'Alert* then began to put the Admiral's orders into execution, viz. . . .

To stand towards the enemy until nearly within gunshot and then to manœuvre and endeavour to draw them towards the outer shoal lying off the island. But the English Admiral had without doubt experienced pilots on board, as he did not pay any attention to the brig's track, but allowed her to go away hauling well round all the danger. At this time a small boat despatched from Alexandria to Rossetta voluntarily bore down to the English brig which took possession of her, notwithstanding the repeated effort of the *Alert* to prevent it by firing a great many shot at the boat. At 5 o'clock, the enemy came to the wind in succession; this manœuvre convinced us that they intended attacking us that evening. The Admiral got top gallant yards across but soon after made the signal that he intended engaging the enemy at anchor, convinced without doubt that he had not seamen enough to engage under sail (for he wanted at least 200 good seamen for each ship). After the signal each ship ought to have sent a stream cable to the ship astern of her, and to have made a Hawser fast to the cable 20 fathoms in the water, and passed the opposite side to that intended as a spring. This was not generally executed. Orders were then given to let go another Bower anchor, and the broadsides of the ships were brought to bear upon the enemy, having the ships' heads S.E. from the Island of Bequier, forming a line about 1300 fathoms N.W. and S.E. distant from each other 80 fathoms, and in the position marked plan 1st, each with an anchor out S.S.E. At a quarter past 5 one of the enemy's ships that was steering to get to windward of the headmost of the line (the *Culloden*) ran on the reef E.N.E. of the Island. She had immediate assistance from the brig and got afloat in the

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‘ morning. The battery on the Island opened a fire on
‘ the enemy and their shells fell ahead of the second
‘ ship in the line.

‘ At half-past five, the headmost ships of our line
‘ being within gunshot of the enemy, the Admiral
‘ made the signal to engage, which was not obeyed till
‘ the enemy was within pistol shot and past doubling
‘ us. The action then became very warm. The
‘ *Conquerant* began to fire, then *Le Guerrier*, *Le*
‘ *Spartiate*, *L’Acquillon*, *Le Peuple Souveraine* and *Le*
‘ *Franklin*. At six o’clock, the *Seriense* frigate and the
‘ *Heracle* bomb cut their cables and got under way.
‘ To avoid the enemy’s fire they got on shore, the
‘ *Seriense* caught fire and burnt part of her masts. The
‘ *Artemise* was obliged to get under way and likewise
‘ got on shore; the two frigates sent their ship’s com-
‘ pany on board the different line of battle ships.

‘ The sloops of war, two bombs, and several trans-
‘ ports that were with the fleet were more successful,
‘ as they got under way, and reached the anchorage,
‘ under the protection of the Fort of Aboukir. All
‘ the van were attacked on both sides by the enemy
‘ who ranged close upon our line. They had each an
‘ anchor out astern which facilitated their motion, and
‘ enabled them to place themselves in the most advan-
‘ tageous position.

‘ At a quarter past six, the *Franklin* opened her
‘ fire upon the enemy from the starboard side. At
‘ three quarters past six, she was engaged on both
‘ sides. *L’Orient* at the same time began firing from
‘ her starboard side, and at seven the *Tonnant* opened
‘ her fire. All the ships from the *Guerrier* to the
‘ *Tonnant* were now engaged against a superior force.
‘ This only redoubled the ardour of the French, who
‘ kept up a very heavy fire. At 8 p.m. the enemy’s
‘ ship *Bellerophon* which was engaged with *L’Orient*
‘ in her starboard quarter, notwithstanding her advan-

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· tageous position, was dismasted and so roughly treated
· that she cut her cables and drove farther from the line.
· This event gave the *Franklin* hopes that the *L'Orient*
· would now be able to assist her by attacking one of
· the ships opposed to her, but at this very moment the
· enemy's ships *Alexander* and *Swiftsure* that had been
· observed astern of the fleet, and were quite fresh,
· steered right for the centre. One of them advanced on
· *L'Orient* and anchored on her Larboard quarter. The
· action in this place then became extremely warm.
· Admiral de Brueys, who at this time had been slightly
· wounded in the head and arm, very soon received a
· shot in the belly which almost cut him in two. He
· desired not to be carried below but he left to die on
· the deck: he only lived a quarter of an hour.

· Rear Admiral Blanquette as well as his Aide-de-
· Camp were unacquainted with this melancholy event
· until the action was nearly over. Admiral Blanquette
· received a severe wound in his eye which knocked him
· down. He was carried off the deck senseless. At a
· quarter past eight the *Peuple Souveraine* drove to
· leeward off the line, and anchored a cable's length
· abreast of the *L'Orient*. It was not known what
· unfortunate event occasioned this; the vacant space
· she made placed the *Franklin* in a more unfortunate
· position, and it became very critical from one of the
· enemy's fresh ships *Leander* which had been to the
· assistance of the ship on shore, anchoring athwart the
· *Franklin's* bow and commencing a very heavy raking
· fire. Notwithstanding the dreadful situation of the
· ships in the centre they continually kept up a very
· heavy fire.

· At half-past eight p.m. the action was very general
· from the *Guerrier* to the *Mercure* and the two fleets
· engaged in the position indicated in the plan 2nd.
· The death of Admiral de Brueys and the severe wound
· of Admiral Blanquette must have deeply affected the

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· people who fought under them, but it added to their
· ardour for revenge, and the action continued on both
· sides with great obstinacy.

· At 9 o'clock the ships in the van slackened their
· fire, and soon after totally ceased, so with infinite
· sorrow we supposed they had surrendered: they were
· dismayed soon after the action began and so much
· damaged that it is to be presumed that they could not
· hold out any longer against an enemy so superior by
· an advantageous position in placing several ships
· against one; at a quarter past 9 o'clock the *L'Orient*
· caught fire in the cabin and it soon afterwards broke out
· upon the poop. Every effort was made to extinguish
· it, but without effect, and very soon it was so con-
· siderable that there was no hope of saving the ship.

· At half-past 9 Citoyen Gillet, capitaine de Pavillon
· of the *Franklin* was very severely wounded and
· carried off deck. At three-quarters past 9 the arm
· chest filled with cartridges blew up and set fire to
· several places in the poop and quarter deck, but was
· fortunately extinguished. Her (the *Franklin's*) situa-
· tion was still very desperate, surrounded by enemies,
· and only 80 fathoms to windward of *L'Orient* (which
· was) entirely on fire, nothing less could be expected
· than her falling a prey either to the enemy or the flames.

· At 10 o'clock, the main and mizzen mast fell and
· all the guns on the main deck were dismounted. At
· half-past 10, the *Tonnant* cut her cables to avoid the
· fire from the *L'Orient*. The English ship that was on
· the *L'Orient's* larboard quarter, as soon as she had done
· firing on her, brought her broadside upon the *Tonnant's*
· bow, and kept up a heavy raking fire. The *Heureux*
· and *Mercure* conceived that they ought likewise to cut
· their cables. This manœuvre created so much con-
· fusion amongst the rear ships that they fired into each
· other, and did considerable damage. The *Tonnant*
· anchored ahead of *Guil. Tell, Genevex, and Timoleon.*

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‘The other two ships got on shore. The ship that engaged the *Tonnant* on her bow cut her cables, all her rigging and sails were cut to pieces and she drove down and anchored astern of the English ship that had been engaging the *Heureux* and *Mercure* before they changed their position. Those of the *Etat Major* and Ship’s Company of the *L’Orient* who had escaped death, convinced of the impossibility of extinguishing the fire, which had now got down on the middle gun deck, endeavoured to save themselves. Rear Admiral Ganteaume saved himself in a boat, and went on board the *Salamine*, and from thence to Aboukir and Alexandria. The Adjutant-General Motard, altho’ badly wounded swam to the ship nearest the *L’Orient*, which proved to be English. Commodore Cassibanca and his son (only ten years of age, who during the action gave proofs of bravery and intelligence far above his years) were not so fortunate. They were in the water on the wreck of *L’Orient’s* masts, not being able to swim, seeking each other until three-quarters past 10, when the ship blew up, and put an end to their hopes and fears. The explosion was dreadful, and spread the fire to a considerable distance. The *Franklin’s* decks were covered with red hot beams and pieces of timber and ropes on fire. She was on fire, but it was luckily got under. Immediately after this tremendous explosion the action ceased everywhere, and was succeeded by the most profound silence. The sky was darkened by thick clouds of black smoke which seemed to threaten the destruction of the two fleets; it was a quarter of an hour before the ships’ crews recovered from the stupor they were thrown into.

‘Towards 11 o’clock the *Franklin*, anxious to preserve the trust confided in her, recommenced the action with a few of her lower deck guns, the rest were dismounted, two-thirds of the ship’s company were killed

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and wounded, and those who remained were most fatigued. She was surrounded by enemy's ships who mowed down the men by every broadside; at half-past 11 o'clock, having only three lower deck guns that could defend the honour of the Flag it became necessary to put an end to so disproportioned a struggle, and Citizen Martinel, Captain of a frigate, ordered the colours to be struck. The action in the rear of the fleet was very trifling until three-quarters past 11 o'clock, when it became very warm.

Three of the enemy's ship were engaging them, and two were very near (as may be seen, plan 3). The *Tonnant*, already badly treated, was nearest the ships engaged and returned a very brisk fire. About 3 o'clock in the morning she was dismasted, and obliged to cut her cables a second time, and not having any more anchors, she drove on shore. The *G. Tell, le Genereux*, and *le Timoleon* shifted their berths and anchored farther down out of gunshot. These ships were not much damaged. At half-past 3 the action ceased throughout the line. Early in the morning the frigate *la Justice* got under way, and made several small tacks to keep near the *G. Tell*, and at 9 o'clock anchored. At 6 o'clock two English ships (*Theseus* and *Goliath*), joined those which had been engaging the rear, and began firing on the *Heureux* and *Mercure* which were aground. The former soon struck and the latter followed her example, as they could not bring their broadsides to bear upon the enemy. At half-past 7 the ship's crew of the *Artemise* frigate quitted her and set her on fire. At 8 o'clock she blew up. The enemy had without doubt received great damages in their masts and yards, as they did not get under way to attack the remains of the French fleet. The French flag was flying on four ships of the line and two frigates, *Timoleon, Tonnant, Genereux, G. Tell, La*

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‘*Justice, La Diane.* This division made the most of
‘their time. At three-quarters past 11 a.m. the *G.*
‘*Tell, Le Geneveux, La Diane, La Justice,* were under
‘way and formed in line of battle. The English ship
‘that was under way stood towards her fleet, fearing she
‘might be cut off. Two other ships were immediately
‘under way (*Leander* and *Audacious*) to assist her. At
‘noon the *Timoleon*, which was probably not in a state
‘to put to sea, steered right for the shore under her fore-
‘sail, and as soon as she struck the ground, her foremast
‘fell. The front division joined the enemy’s ships which
‘ranged along their line on opposite tacks within pistol
‘shot, and received their broadsides which were returned.
‘They then continued their route; the division was in
‘sight at sunset. Nothing remarkable happened during
‘the night of the 2nd.

‘The 3rd of August in the morning the French
‘colours were flying in the *Tonnant* and the *Timoleon*.
‘The English Admiral sent a cartel to the former to
‘know if she had struck, and upon being answered in
‘the negative, he directed the two ships (*Theseus* and
‘*Leander*) to go against her. She then struck, it being
‘impossible to defend her any longer. The *Timoleon*
‘was aground too near in for any ship to approach her . . .
‘in the night of the 2nd inst. She sent the greatest
‘part of her ship’s company on shore, and at noon the
‘next day they quitted her and set her on fire.

‘Thus ended the journal of the first, second, and
‘third days of August 1798, which will ever be remem-
‘bered with the greatest sorrow by those Frenchmen
‘who possess good hearts, and by those true Republicans
‘who have survived this melancholy disaster.—Amen.’

It may be noticed that the account of the end of
Casabianca and his son preserved in this memorandum
differs materially from the version of it accepted
hitherto. So far from ‘standing on the burning deck.’

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both father and son would seem to have been in the water long before *L'Orient* blew up.

The *Tonnant*, which as appears from the narrative was one of the last ships of the French fleet to surrender, was built at Toulon and launched in 1792. She was of the French rating of 80 guns and an exceedingly fine vessel of her class, being built of the Adriatic oak, a timber which in those days had a reputation above any other for toughness and durability. A similar ship, the *Franklin*, also taken at the Nile, was reckoned the finest two-decked vessel afloat, and armed on the French plan, these 80-gun ships were more than a match for a British 98, seamanship and other qualities in their crews being considered equal, throwing as they did a broadside of 1287 lbs. from 46 guns against the English 1012 lbs. from 52. It is related of the brave Commadore Petit-Thonars, who commanded the *Tonnant* at the Nile, that he lost one arm and both legs from the English fire. He refused, however, to go below, and ordered a barrel of bran to be brought in which he was set upright. In this position he continued to fight his ship till he fainted from loss of blood, and expired facing the enemy on his quarter-deck. The defeat of French sailors inspired by such a spirit as this seems to give an additional lustre to the laurels of Nelson and his subordinates gained at the Nile, a fight distinguished in some ways from any other that history relates.

It would seem that Captain Tyler only missed being present at this battle by an unfortunate mishap to his ship. He was bound eastward with a fair wind carrying despatches from Admiral St. Vincent to Nelson, when on July 19th, 1798, *L'Aigle* went ashore on Plane Island off Cape Farina, and became a total wreck.

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The circumstances of this disaster were duly inquired into by a Court-martial, held at Cadiz, on board the *Prince*, two months later. The Court was presided over by Sir Roger Curtis, the second in command of the Mediterranean Fleet, and included well-known officers like Admiral Parker and Captain Collingwood. Without giving evidence in detail, we may perhaps record a summary of the facts which appeared.

At noon on July 19th, *L'Aigle* had made such progress on her voyage eastward as had brought her off the Island of Galita, which lay S.S.W. from the ship at a distance of three or four leagues. The vessel was sailing with a following wind from the N.W., and was making good progress at the rate of ten to twelve knots an hour. Captain Tyler then set a course which should bring him off Cape Farina and Plane Island, a position which should enable him to set a further course across the Bay of Tunis for Cape Bon and the Island of Zimbra, which he hoped to make before dark, as a good departure for his run during the coming night. The log was kept going during the afternoon's run, and at 6 p.m. an island was sighted on the starboard bow. Tyler, comparing the run as recorded by the log with the known distance between Galita and Cape Farina, concluded without hesitation that the island sighted was Plane Island, which lies off Cape Farina. In this opinion he was supported by all the officers of his ship who had been off that coast before, and by others whose opinion was less valuable.

Having no doubt as to his bearings, Captain Tyler immediately gave orders for shaping a course to E.N.E., with the object, as he told the Court, of avoiding the current which, as he had found from former experience,

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generally sets into the Bay of Tunis. 'I then deemed 'myself to be just opening the Bay, Cape Farina being 'the western cape thereof.' He kept on this course till 7.30, during which time he made 11 miles 2 fathoms by the log. 'Considering,' said he, 'myself now out of 'the influence of the indraught of Tunis Bay, and as 'there was every appearance of bad weather . . . I 'ordered the ship to be steered S.E. by S., with a view 'to make the Island of Zimbra, which lies off the 'western part of Cape Bon.' The ship ran five miles and two fathoms on that course, and at 8 p.m. land was sighted on the starboard bow, bearing S. by E.

'Being confident that I had passed Cape Farina,' continued Captain Tyler, 'I knew there could in that 'case be no land in that direction but the Island of 'Zimbra and Cape Bon. I kept the land a point open 'on the starboard bow, steering S.S.E. The wind 'blowing very hard and squally, I ordered the topsails 'to be close reefed. We steered S.S.E., half-past '9 p.m., and run upon that course 14 miles and '6 fathoms. At this time I saw land—open with the 'western land of what I took to be Cape Bon, and 'having on former occasions when off the Cape seen 'land of the same shape and situation with respect to 'the Cape, I was now more than ever convinced that it 'was Cape Bon I was approaching. I considered we 'were then at least three leagues from the land, and, 'not having the smallest doubt of our situation, I 'desired the Master, who was on the starboard gangway, 'to go down and shape a course to go to the southward 'of the island of Pantalario. Five minutes after I 'went down to lay off the course myself, to see how it 'might correspond with what the Master might give, 'desiring Lieut. Briggs, officer of the watch, to keep a 'particularly good look-out ahead, and, as the ship was

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‘going 10 knots, to have the foresail up, to be the
‘more ready for making towards any vessel I might
‘chance to fall in with off the Cape, as I was extremely
‘desirous of gaining intelligence of Admiral Nelson, for
‘whom I had despatches.’

Captain Tyler had hardly reached his cabin when he heard a great tumult on deck. He ran up, and, while on the quarter-deck ladder, heard repeated orders to ‘Put the helm aport; there are rocks ahead!’ He was so convinced of the position of his ship, and of the impossibility of there being land on the port, that he reversed the order by shouting, ‘Starboard!’ He then ran to the port side of the ship, only to discover rocks and breakers under the main and mizzen chains, when he again reversed the order to ‘Hard a-port!’ The two orders, however, were given so close together that the helmsman had no time to carry out the first, and they had no effect upon the result. This result was that *L’Aigle* struck hard on the rocks of Plane Island, a point which Tyler and all on board thought they had passed hours before.

We may leave Tyler himself to relate the further particulars of his misfortunes.

‘The ship struck very hard and knocked her rudder
‘off, the sea breaking over the starboard gangway. I
‘observed the point of the reef on the larboard bow,
‘and was in hopes that by the lift of the sea, and by
‘making sail, she might get off. The spanker was set,
‘the tacks hauled on board. She struck so hard, and
‘the rocks were so sharp that in a very little time she
‘was full of water. The pumps were at work, but she
‘was bulged in several places. The fore and maintop
‘masts broke off by the lower caps. Seeing no chance
‘of escape, I consulted the officers, who were of

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‘opinion nothing could be done but save the people.
‘The mizzen mast was cut away for the men to get on
‘the rocks by means thereof. The courses were hauled
‘up. All the guns we could fire were fired for signals
‘of distress. By midnight the men were all on shore.
‘At daylight it was discovered we had run on Plane
‘Island, which lies off Cape Farina.

‘More moderate weather, but, seeing no possibility
‘of saving the ship or stores, I prepared for setting her
‘on fire. I sent the boat to two Moorish vessels at
‘anchor off Cape Farina, but they would not come to
‘our assistance. We had no water, there being none
‘on the island; nor had we any other provisions but a
‘little bread which had been saved. The situation was
‘dreadful; for, had a gale of wind come on, there would
‘have been no possible means of saving the people, as
‘at such times it frequently happens for several days no
‘boat can approach the island for surf.

‘At 7 a.m. saw a brig coming in from the sea. Sent
‘to her, and with difficulty got the boats out. The
‘Master came to me, and, seeing preparations for
‘burning the ship, he refused taking us, as he said the
‘Bey would be very angry. I told him that was my
‘business, and he must take us. . .

‘Ordered the men to embark, and by noon they
‘were on board, and then I set fire to *L’Aigle*. Her
‘back appeared to be broke. By night she burnt to the
‘water’s edge.’

The finding of the Court was entirely in favour of Captain Tyler. They accepted his explanation of the error which led to the loss of *L’Aigle*, which was that a previous gale from the S.E. had caused a strong current to set in against his course, and was the means of a greater speed being attributed to the ship than she made by the log.

‘Having heard Captain Tyler’s narrative,’ says the

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verdict, 'of the circumstances of the case, as also
'examined witnesses relative thereto, and having
'maturely considered and weighed the whole, the Court
'is of opinion that the loss of His Majesty's ship
'*L'Aigle* was occasioned by mistaking some other
'land for Plane Island and Cape Farina; but as it
'appears the Captain and other officers were by no
'means inattentive to the properly conducting His
'Majesty's ship, the Court doth acquit Captain Tyler
'all the officers and ship's company off all censure for
'the loss of His Majesty's ship *L'Aigle*, and they are
'hereby acquitted accordingly.'

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CHAPTER IV.

1798-1802.

THE proceedings of the Court-martial kept Captain Tyler at Cadiz until September of 1798. After his acquittal he found himself without a ship, and we have little doubt got a passage to England, where he would at least have an opportunity of intercourse with his family. There is no record of the date of his arrival, or of the place in which he spent his leisure. Early in the following year, however, we find a letter from Lord Camden to him, pointing to the probability of his early appointment to a new vessel. Lord Camden was the brother of his aunt, Lady Daere, and, presumably, that lady's good offices had been employed on his behalf. 'I have it in my power to inform you,' wrote Lord Camden on the 12th February, 'that I believe you will very speedily hear of being appointed to a ship. Lord Spencer informed me of this circumstance yesterday I believe the ship to which you are likely to be appointed will be on the Mediterranean station.' Five days later we find Tyler writing from Pembroke acknowledging a letter from the Secretary of the Admiralty, posting him to the *Warrior*, 74, then lying off Cadiz, and forming one of the Mediterranean Fleet under the command of Lord St. Vincent. On the 27th of the same month he was at Portsmouth, applying for a passage to Lisbon. 'On my arrival here,' he writes, 'I made application to Sir Peter

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Parker for a passage to Lisbon. The *Hyæna* being crowded, I made application to Captain Lukin of the *Thames*, who has granted me one.'

We may here perhaps glance at the general posture of naval affairs in the early part of 1799, the better to follow Captain Tyler's fortunes in his new command, the *Warrior*.

The British naval forces had been considerably increased by the capture during the preceding year of many serviceable vessels from the French, Spanish and Dutch fleets, and on January 1st, there was a total of a hundred and five ships of the line in commission. The Republicans, on the other hand, made strenuous efforts to maintain the strength of their navy, and could still count upon the support of the large naval forces of Spain, inefficient though the Spanish ships were both in men and material when compared with those of France and Britain. The enemy, however, had not yet recovered from the shocks sustained at St. Vincent and the Nile, and, as we shall see, there was no very hearty attempt on the part of the French or Spanish Admirals again to bring matters to a conclusion with the British. Nelson's victory had left the master-spirit of French policy isolated in Egypt, and the command of the Mediterranean again in the hands of St. Vincent and his subordinates.

Bridport still continued in charge of the Channel fleet, and either in person or by deputy blockaded Brest, where lay a formidable French force under Vice-Admiral Bruix, the French Minister of Marine.

The chief command in the Mediterranean and the Spanish coast rested with St. Vincent at Gibraltar, who, however, was in failing health, and deputed most of his

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active work to Lord Keith, who, with a fleet varying between eleven and fifteen sail of the line, lay at anchor a few miles off Cadiz, where he kept a much stronger Spanish force in harbour. There was also a respectable Spanish squadron at Ferrol.

St. Vincent's other subordinate, Nelson, was at Palermo, while Duncan commanded in the North Sea, blockading the Dutch in the Texel.

The French force in the Mediterranean was inconsiderable. They had some thirteen sail of the line at Malta, Corfu, Alexandria, and Toulon, but these included captures from the Maltese and Venetian navies, and the ships of the line fit for service probably amounted to little more than half the number stated.

Tyler, as we know, took command of the *Warrior*, which was among Keith's fifteen sail of the line lying off Cadiz, and he was now to change the active service of commander of a small squadron of frigates with its daily incidents, for the hide-and-seek manœuvres of the large fleets into which the major operations of the war during 1799 resolved themselves.

These first began by the failure of Lord Bridport to keep the French Admiral in Brest. On April 25th, Bridport himself, in command of sixteen sail of the line, looked into the port and counted eighteen sail of the enemy, five of which were apparently making ready for sea. Bridport then withdrew, and by five in the afternoon was some few miles W.S.W. of Ushant. The very same evening the French Admiral Bruix contrived to put to sea unobserved with one of the strongest and best-equipped fleets which ever left the French shores. His force included no less than twenty-

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five sail of the line, with ten frigates and other smaller vessels.

For some incomprehensible reason, the French Admiral made every effort to avoid the British fleet, which with the force at his command he ought to have crushed, and succeeded perfectly in evading Bridport. He was first discovered just as he was rounding the Saintes by the frigate *Nymph*, which hastened to bring the news to the flagship, but in so doing she unfortunately lost sight of the French. Bridport upon receipt of this information sailed immediately for Brest, which he reached on the 27th, only to discover that Bruix had escaped forty-eight hours before. He at once concluded that the enemy was bound for Ireland, the French Admiral having contrived to confirm that impression by artfully allowing a small vessel bearing false despatches for Ireland to fall into the hands of an English gunboat. Bridport named Cape Clear as a rendezvous for his fleet, despatched news of the sailing of the French with all haste to Keith and St. Vincent, and himself awaited the appearance of the enemy off Cape Clear with a force augmented to twenty-six sail of the line. Meanwhile the enemy, having steered westward for a space, suddenly altered his course and stood south-west with a fair north wind.

The first authentic information of this movement was brought to the British commander by the frigate *Success*, whose captain spoke Keith off Cadiz on May 3rd, with the news that he had been chased by the Brest fleet on the 1st instant, about 100 miles west of Oporto, steering S.W. by S. Keith immediately got his fleet of fifteen sail of the line under way, prepared for action, and stood on and off the harbour

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for the next twenty-four hours. On the morning of the 4th, the French fleet appeared fifteen miles off W.N.W., one of Keith's outlying vessels signalling that it numbered thirty-three sail. The French, however, declined an engagement, and after some manœuvring to show themselves to their allies in Cadiz, disappeared to the south. Keith remained between Cape Spartel and Cadiz until the evening of the 9th, during which time he ascertained that the Spanish fleet numbered twenty-two sail of the line; and then sailed to Gibraltar in response to an order from Lord Vincent, to whom he had sent news of the appearance of the French on May 3rd. Meanwhile the French fleet had got through the Straits and reached Toulon. Keith anchored in Gibraltar Bay on the 10th instant.

St. Vincent's object now appears to have been to concentrate as far as possible his scattered forces in the Mediterranean, and so prevent the junction of the French and Spanish fleets at Toulon. On May 12th he was reinforced by four ships which lay under Duckworth at Minorea, thus bringing his strength up to twenty sail of the line. Meanwhile the raising of the blockade of Cadiz by the departure of Keith enabled the Spaniards to slip away from that port, who, after suffering much damage from the gale which left St. Vincent almost untouched, succeeded in reaching Carthagena on the 20th.

The manœuvres which followed, and which must have been very tedious to active commanders like Captain Tyler, are difficult to follow, or at least to describe. Tyler has left a small pocket-book with an account of the cruise between May 3rd and July 30th which reflects very adequately the chagrin of the fleet

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at the continued escape of the enemy, but which contains little of interest. The French force, consisting of twenty sail of the line, left Toulon on May 27th, while the British were cruising off San Sebastian. Steering eastward, the French were at Vado on the 31st, and on June 3rd off Genoa, where the French Admiral conferred with General Moreau until the 6th. Meanwhile Keith appeared off Toulon on June 3rd, and was standing east in pursuit of the French, when on the 5th he received in crossing Frejus Bay an order from the Commander-in-chief at Minorca to detach two seventy-fours for Nelson, and to sail to Rosas Bay to intercept the French fleet on its way to join the Spaniards at Carthagen. If Keith had continued standing eastward he must have encountered the French at or near Genoa. As it was, the French Admiral, who weighed anchor at that port at noon on the June 6th and stood westward, was now unconsciously chasing Keith, who had been called back upon the same course.

Tyler in the *Warrior* took part in all these wearying manœuvres, and it is not surprising that neither his papers nor the official records of the *Warrior* contain information of much interest relating to this period. A few days after the enemy had at last been tracked to Brest, the *Warrior* was one of the vessels ordered home by the Admiralty to refit. We read of her at Causand Bay between August 18th and October 4th, when she was again ready for sea, and joined Lord Bridport's command at Torbay. Here she remained till the middle of November, when she is reported as arriving with Lord Bridport at Ushant on the 18th. Captain Tyler's duties were again those of the blockade

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until the end of the year, when he returned with Sir Alan Gardner's squadron to Torbay.

There followed four months of inaction at Torbay or Spithead, with a record of refitting, of lengthy correspondence about individual members of the crew, whose nationality was doubted, and who, being taken for Swedes, were at last discharged as Swiss; of disputes with Admiralty officials about log-books in arrear, and other uninteresting details of a minor character. The worry of this period was apparently broken by a fortnight's leave in February, and on April 30th the *Warrior* put to sea with Sir Alan Gardner's fleet blockading Brest. Early in June we find Captain Tyler back in England. The fleet apparently had met with a severe gale* in which the *Warrior* suffered heavily, and was sent home to refit. The following letter of Tyler to his wife seems to show very clearly the light in which this able and zealous officer was regarded by the authorities.

‘ Portsmouth,

‘ June 11, 1800.

‘ I cannot resist transcribing Admiral Young's letter
‘ in answer to mine which I considered better to write
‘ than appear sulky; also *Warrior* is ordered into harbour
‘ to repair her damages, and most likely we shall get in
‘ the day after to-morrow, should the wind prove fair.’

‘ Admiralty,

‘ 10th June, 1800.

‘ Dear Sir,

‘ I feel very much for you, who I am sure must be
‘ very distressed at your ship being disabled at a time when

* Still remembered as the May gale of 1800. Collingwood writing home concerning it says: ‘The only ships that are missing from the fleet are the *Elephant* and the *Warrior*, but as both Foley and Tyler are excellent officers we have no fears whatever about them.’

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‘ the service of every ship may be required. We hear
‘ from every quarter that the gale in which the *Warrior*
‘ suffered was very sudden and uncommonly violent, and
‘ the sea quite tremendous, and we may think ourselves
‘ well off that the fleet suffered no more than it did. You
‘ may rest perfectly satisfied of the opinion of the Ad-
‘ miralty. Your zeal and activity, and the perfect
‘ knowledge you have of your profession, will effectually
‘ prevent any accident which may befall the *Warrior*
‘ from being attributed to either negligence or ignorance
‘ in her Captain.

‘ I am, dear Sir, etc.,

‘ W. YOUNG.’

‘ I have a letter from Abraham saying he would pay
‘ me a visit, but have answered that if his stay will per-
‘ mit he had best remain until the *Warrior* is equipped.
‘ I have only time to add that I am going eleven miles
‘ on a hack to dine at Captain Church’s, at Catsfield,
‘ which I think will do me good. I have not heard
‘ from John.

‘ God bless you.

C. T.’

From all we can hear, the *Warrior*, after refitting, joined Bridport’s force off Brest, and assisted in maintaining the blockade of that port during the rest of the year.

Tyler’s order-books, copies of which he preserved, present some features of interest in the routine of the Navy. There was a memorandum from the Admiralty delivered to all captains of the fleet at sea in April of 1800 directing attention to an incident fortunately rare in the annals of the Service. A part of the crew of the sloop *Danae* had mutinied, at the instigation of French prisoners on board, overpowered and murdered their officers, and delivered the vessels into the hands of the enemy at a French port. Captains were exhorted to

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use all diligence in searching among the crews of any French men-of-war or privateers they captured for any of these men, whose names were given, 'that they may be brought to that punishment that their treason has deserved.' One of them was hanged a year later at Spithead.

There is much significance in an order of April 15th, 1800, which has a present interest when changes are proposed in the laws which affect the supply of grain in this country. The harvest of 1799 was a failure in England, and the scarcity of bread which resulted produced a serious embarrassment in feeding the fleet. So much was this the case that a heavy premium was placed upon economy aboard the ships. 'The Lords Commissioners of the Admiralty,' runs the order, 'have determined that the companies of His Majesty's ships serving in Great Britain and Ireland shall be paid for all the bread they may save from their allowance at the rate of 3*d.* per lb. during the present scarcity of corn,' and the pursers of the fleet were granted five per cent. on all the moneys they paid to the men in lieu of the bread or biscuit so saved.

During the last week of October 1800, Captain Tyler, in the *Warrior*, was relieved of these blockading duties, being attached to the Channel Fleet in home waters. The change must have been a welcome one on many accounts.

Early in 1801 we find a letter addressed to Tyler from 'The Right Honourable Horatio Nelson, K.H., Vice-Admiral of the Blue,' directing him, in obedience to orders from Admiral Sir Hyde Parker, 'to proceed, the moment the *Warrior* was ready for sea, to Dover,

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and demand two flat-bottomed boats and two carronades, and to join that Admiral in Yarmouth Roads without a moment's further loss of time.'

The occasion which assembled Parker's fleet of eighteen sail of the line, with smaller vessels, frigates, sloops, fireships, and bomb ketches, amounting altogether to fifty-three sail, with a fighting admiral like Nelson as second in command, are well known. In August of the previous year Denmark had taken umbrage at the enforcement of the British right of search of neutral vessels, leading to the capture and detention of the Danish frigate *Freyja*, which had fired on British boats despatched to search her convoy. There had followed some months of negotiations by the Court of Denmark and Lord Whitworth, whose persuasion had been enforced by an escort of ten sail of the line and several frigates. These negotiations were approaching an apparently satisfactory conclusion when two other of the northern Powers became parties to the dispute raised by the British pretensions to the right of searching neutrals. The Emperor Paul of Russia had been much offended by the *Freyja* incident; he resented also the passage of Whitworth's large naval escort through the Sound, which no doubt suggested possibilities of naval operations in the Baltic later to be abundantly realised; he was also, it is said, chagrined at the reduction of Malta by the British in the autumn of 1800. In any case, almost the last political act of his life (which came to an end by assassination in the following January) was to draw Sweden, and eventually Denmark and Prussia, into the Northern Federation, an association pledged to resist the British pretensions, and to put his army and navy upon a war footing. This step

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was followed by embargoes laid upon British shipping in Russian ports, and by the opening of the year 1801 England was, for all practical purposes, at war with the Federal Powers.

On paper the Northern Powers possessed a formidable force in the Baltic, but after eliminating ill-found and useless vessels, the Confederacy would seem to have numbered not more than forty-one sail of the line, of which Russia possessed twenty, but her fleet was ill-equipped and badly manned, being scattered among ports most of which were icebound until late in the year. Sweden was credited with eleven sail of the line, stationed at Carlserona, and believed to be in good fighting trim. Denmark had ten sail of the line at Copenhagen ready for sea, and a large number of coast defence vessels and floating batteries. To remove the menace of this coalition, which in view of England's continued struggle with France, Spain, and Holland was very considerable, Sir Hyde Parker sailed for the Sound from Yarmouth Roads on March 12th, with the *Warrior* among his line of battle ships.

On March 23rd, Parker had assembled his fleet, the smaller vessels of which had been much dispersed by tempestuous weather at the entrance to the Sound, where he met the British Minister at Copenhagen, who brought what was practically the open defiance of the Danish Government. A week later, Parker hearing that the passage of his fleet through the Sound was to be disputed, prepared to force it. At 6 p.m. on the 30th he formed his fleet into three divisions, the van led by Nelson, the centre by himself, and the rear by Rear-Admiral Graves. At noon the whole fleet had passed through that narrow channel, hugging the

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Swedish shores where the defences were insignificant, and had anchored some distance above the island of Huen, about fifteen miles from Copenhagen.

Tyler, as far as we can ascertain, took no active part in the operations which followed, which doubtless to his great regret he was forced to watch from Parker's anchorage at the northern end of the shoal, where the *Warrior* lay with seven other sail of the line. Those operations, which resulted in the victory of Copenhagen and the destruction of the Danish fleet, are historical, and need not be here considered.

Parker on April 12th sailed into the Baltic with the object of preventing the junction of the Swedish and Russian fleets, leaving Nelson behind on the *St. George* with one or two frigates. He shortly after received a report that a Swedish fleet was already at sea, and steered for Bornholm with the object of intercepting it.

The operations in the Baltic, we know, terminated without further fighting. Parker appeared before Carlscrona on April 22nd, where the Swedish Admiral with six sail of the line under the guns of the fortress opened negotiations with the British which eventually resulted in a satisfactory arrangement. The following day he received overtures of a pacific nature from the Russian Emperor Alexander, and within a fortnight he was recalled to England, handing over his command to Nelson. The latter made it plain that if he caught the Swedish fleet at sea he should treat it as a belligerent force, and leaving a watching squadron off Carlscrona he sailed with the rest of the fleet, including the *Warrior*, to seek the Russians. He found the Russian fleet at Revel, and by May 19th had persuaded the

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Emperor to remove the embargo on British shipping and to resume amicable relations with this country. Thus, in less than two months from the sailing of Parker's fleet from Yarmouth Roads, was the Northern Confederation dissolved, and the country relieved from a serious menace.

One or two letters which have been preserved among Captain Tyler's papers point to the fact of a ripening friendship between the great Admiral and himself. Their acquaintance had doubtless begun in the Mediterranean when they both served under Hood, Hotham, Jervis, and Keith, and they were often, no doubt, thrown together in the consultations of captains which occur periodically in all fleets, at Court-martials and the like. We have seen Nelson sitting on one such court when Tyler brought Lieutenant FitzGerald to book at *San Fiorenzo*.

There is a letter, dated April 24th, which suggests much intimacy between the two men, as well as the probability of Captain Tyler's previous acquaintance with Lady Hamilton. This letter, not previously published, is altogether typical of Nelson's attitude towards that lady at this moment, and of his engaging way of expressing himself.

April 24th.

· My dear Tyler,

· Sunday the 26th being Santa Emma's birthday, I
· beg you will do me the favour of dining on board the
· St. George, as I know you are one of her votarys, and
· you will oblige Your affectionate friend.

· NELSON AND BRONTE.

· *To CAPTAIN TYLER, H.M.S. Warrior.*

We find another letter written from Lord Nelson to Tyler on June 16th on board the *St. George*, then

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lying with the fleet in St. Kioge Bay, a few days before he handed over the commaad to Sir Maurice Pole and returned to England in the *Kite* brig. The letter refers to Tyler's son Charles, by his first marriage, who had entered the navy, and was now preparing to pass his examination for lieutenant. The victory of Copenhagen had been made the occasion for a general promotion of lieutenants throughout the fleet, and was thus a favourable opportunity for midshipmen and youths generally to gain their first commissions. Nelson had evidently exerted his great interest in favour of young Tyler. He had already appointed him as acting lieutenant on the *Alcimene*, and enclosed with his letter to Tyler an order for his examination, after passing which the commission would be confirmed.

We may here look forward a few years in order to follow the career of this young man, which later became the cause of considerable anxiety to his father, and the occasion of much kindness on the part of Nelson to both. Lieutenant Tyler, as it would seem from the following letters of the Admiral, became infatuated by some Italian lady whom he met at Malta in the early part of 1805, and left his ship, the *Hydra*, for the sake of her companionship. We may be sure that Nelson in these circumstances understood the temptation to which young Tyler had been exposed, and these letters display the solicitous kindness of heart with which he sought to shield him from the consequences of a youthful folly. They speak eloquently, also of the esteem in which he held his father.

‘ *Victory*, at sea.

‘ Sir,

‘ 11th April, 1805.

‘ I am extremely concerned to acquaint you, for the

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· information of the Lords Commissioners of the
· Admiralty, that Lieutenant Tyler, son of that ex-
· cellent and respectable officer, Captain Tyler, from an
· unfortunate desire to travel, and perhaps an imprudent
· attachment to an Italian lady, quitted the *Hydra*,
· when she was last at Malta without, I fear, the smallest
· inclination of ever returning to his duty on that ship.

· I have, in consequence, removed the Honourable
· Lieutenant Waldegrave of the *Victory* to the *Hydra*,
· and appointed Mr. William Ram of the *Spencer* in his
· room, copy of which is here transmitted for their Lord-
· ships' approbation. And also copy of a commission
· which I have given to Mr. George Scott, a former
· Admiralty recommendation, and also of Admiral Lord
· Keith's, to be Lieutenant of the *Childers* in the room of
· the Honourable Lieutenant Maitland ordered to Eng-
· land by their Lordships, which you will be so good as
· to lay before them for confirmation. And I must beg
· that you will interest their Lordships in favour of this
· unfortunate young Officer, Lieutenant Tyler, whose
· youthful imprudence I trust their Lordships will take
· into consideration, and on account of his worthy and
· respectable father, Captain Tyler, allow his name to
· remain on the lists of lieutenants. Their Lordships will
· readily conceive the feelings of Captain Tyler, and,
· I hope, enter into my wishes on this occasion.

I am, Sir,

· You most obedient humble servant,

NELSON AND BRONTE.

· To WILLIAM MARSDEN, ESQ.,

· Secretary of the Admiralty.'

· *Victory*, May 7th, 1805.

· My dear Tyler,

· It gives me real sorrow to be the messenger of bad
· news, but under the present circumstances I hope you
· will think I have done all I can to prevent your son

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‘ being erased from the lists of Lieutenant. I send you
‘ a copy of my letter to the Admiralty, and Captain
‘ Mundy’s to me. I still hope the young man who
‘ does not want abilities will recollect himself; his mis-
‘ fortune has been his being made independent. I will
‘ not dwell longer upon this very unpleasant subject, but
‘ be assured that I ever am,

‘ dear Tyler,

‘ Your most sincere friend,

‘ NELSON AND BRONTE.

‘ *To* CHARLES TYLER, ESQ.’

It is satisfactory to know that Nelson’s efforts were successful at least to the extent of keeping young Charles Tyler’s name upon the navy list, for he died with the rank of Captain in the retired list in 1846.

There is little to record further of Tyler in the Baltic. He wrote an affectionate letter to his wife from Dantzic Bay on May 29th, where the *Warrior* was laying for the purpose of replenishing her stores of beef. He speaks of being well-treated ‘ at an English Country house ’ near the port. Mrs. Tyler was evidently settled at Northdown House, near Pembroke, and was apparently just recovering from an illness.

Early in July, Tyler sailed with a squadron of the Baltic fleet round the North of Ireland to join Gardner, who was stationed off Cork, expecting the appearance of a French force off that coast. This he duly accomplished, and a few days after his arrival at Cork he received orders marked ‘ secret ’ to sail with the *Warrior* and three other ships of the line to reinforce Sir James Saumarez at Gibraltar. That Admiral’s squadron had been badly mauled in the attack on July 7th, upon the French force under Linois lying in Algeiras Bay, where he made a gallant but hardly prudent attempt to

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destroy it in shoaling water, and in the face of formidable land defences. This failure, however, was more than redeemed by his action of August 12th, between the Straits and Cadiz, when Moreno with a Spanish squadron escorting the French ships from Algeciras to Cadiz was signally defeated, and lost three ships of the line before he gained the shelter of that port with the rest of his force. Tyler arrived at Gibraltar just too late to take a share in that action. He remained in the Mediterranean station until January 20th, 1802, when Saumarez ordered him to sail, with three other sail of the line, the *Bellona*, *Defence*, and *Zealous*, twenty leagues to the westward of Cape Spartel with sealed orders. These on being opened contained instructions to proceed to Jamaica, and place himself with his squadron under the orders of Sir J. T. Duckworth, commanding in the West Indies. Although the armed truce named the Peace of Amiens had been concluded with France and Spain, the British found it advisable to keep an eye upon their ships in those waters. Here Captain Tyler remained until June 7th, 1802. On that date he received an order from Duckworth that 'he felt sanctioned from the state of the French and Spanish naval force to further reduce the squadron under his command,' and directing him to sail for Plymouth with the *Warrior* and five other sail of the line. Captain Tyler made Spithead on July 11th, took his squadron round to Plymouth five days later, and on the 22nd of that month he quitted the *Warrior* on half-pay, after a continuous service on board that vessel for three and a half years.

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CHAPTER V.

1802-1806.

CAPTAIN TYLER seems to have been about a twelvemonth upon half-pay and out of employment, but on July 21st, 1803, we find him writing to the Secretary of the Admiralty from Pembroke with reference to an appointment he held in the South Wales district, where he was engaged in raising a local force known as the Sea Fencibles.

The creation of this force, together with the raising of large bodies of volunteers, was the patriotic reply of the country to Napoleon's plans for the invasion of England. Since early in 1801, the First Consul had been employing all the arts of which he was master in inflaming the imagination of his countrymen to that end. The peace with Prussia in February of that year enabled him to devote his attention to the scheme. His first step was to preach a crusade against England. 'Tous les moyens,' says a French historian, 'propres à entretenir la haine de la nation contre la Grande-Bretagne furent employés avec activité et avec succès. Les autorités, les orateurs de gouvernement, les écrivains publicistes, rivalisèrent de zèle pour prêcher cette espèce de croisade contre l'éternelle ennemie de la France.' There followed in July the establishment of the force at Boulogne, and the beginning of those long preparations for the building of the invasion flotilla, the objects of which were only at last frustrated at Trafalgar. We

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need not follow these at length. In 1801, popular apprehension in England was somewhat allayed by the appointment of Nelson to the defensive force which was organized along the British coast from Beachy Head to Milford. The hollow peace of Amiens in October enabled Napoleon the better to continue his preparations, and when war was again declared in May of 1803, his plans were well matured. In France great efforts were made to augment the navy. Nearly every department of the State voted money for the equipment of a ship of the line, or frigate, and every commune gave its prame, gun vessel, flat-bottomed boat, or peniche, as the small craft prepared for the enterprise were then termed. The flotilla eventually reached the enormous number of 1339 armed vessels and 904 transports.

Tyler's duties were to receive men along a stretch of coast in South Wales who should form a sort of coast-guard for that portion of the kingdom, as a security against the descent and landing of a French force. It would appear that he had two other officers under his command, and the district they covered stretched from Kidwelly to Cardigan. We read of consultations with the Lord-Lieutenant of the county, and with Lord Cawdor, who was Governor of Milford Haven, with the result that Milford was chosen as a place of rendezvous in preference to Haverfordwest. Recruiting apparently proceeded with difficulty, owing mainly, as Tyler told the Admiralty, to the competition of the numerous volunteer corps then being raised in the country.

'The men do not come forward as they ought,' he wrote on August 13th, 1803. 'Some evil-disposed persons have insinuated that as soon as they are enrolled they will be sent to man the ships. I have taken every pains but

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‘cannot quite convince them to the contrary. At Fishguard not a man would enroll, although from the best information there are near two hundred employed in the coasting trade during the summer, and fishing in the winter. Nothing but a strong military force could press them. They bid defiance to any press-gang.’

Among Tyler’s duties was to make a thorough inspection of the coast and report upon such places as he judged an enemy might be able to use for landing an expedition. This duty he discharged with great fidelity, and there is yet existing at the Admiralty a report which gives the most minute particulars as to soundings, anchorages, prevailing winds and salient points for defence of every cove, bay, or sandy beach round that coast. Tyler continued in this appointment until late in the autumn of 1804, though a few months after the renewal of the war in 1803, we find him soliciting the Admiralty for a ship. ‘Be pleased to inform my Lords Commissioners of the Admiralty,’ he wrote to the Secretary in November of that year, ‘I beg leave to make an offer of my services when their Lordships will do me the honour to employ me.’ At present, however, the application was unavailing. In June of 1804 we find him reporting that his force consisted of 422 men, all living within a mile of the coast, with the exception of a few in a small district five miles from the sea. At Tenby and at Fishguard, the men were exercised at the batteries and with the pikes, one day in the week, and elsewhere with the pike alone. We gather also that they received two shillings a day when on duty, and that there were no boats, armed or unarmed, in his district. It would seem that the force was disbanded later in the same year, when Tyler was presumably again unemployed.

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However, his wish was at length gratified; on February 9th, 1805, we find a letter acknowledging his appointment by the Admiralty to the command of the *Tonnant* then lying at Plymouth. A fortnight later he is with the vessel refitting at Causand, and three days afterwards he applies for a chaplain in order to complete his complement before sailing, recommending the Rev. Samuel Evans to that office.

The year 1804 had passed without any serious encounter with the French naval force, though the following January disclosed a posture of affairs which was full of anxiety for the British nation. Napoleon a few days before had concluded a treaty with Spain which again brought her into his alliance, and which was followed by an open declaration of war on the part of that country against England. Napoleon by this treaty claimed to have 30,000 men with transports at the Texel; and his force now reached a total of forty-three sail of the line, besides frigates, and 188,000 men. Spain brought to the Alliance twenty-five to twenty-nine sail of the line at Ferrol, Cadiz, and Carthagena, with stores and provisions for six months, and 5000 men, both parties to the compact undertaking to augment their fighting fleets by all the ships of the line and frigates thereafter to be repaired or constructed in any of their ports.

The alliance with Spain thus brought the naval forces at the disposal of Napoleon up to an effective strength of nearly seventy ships of the line, though in his calculations he was careful to reckon two Spanish ships as the equivalent of one English or French man-of-war. His plans for the invasion of England were now modified. If we are to believe his own confidential despatches to the French Ministry, he never

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relied for success on the numerous armed vessels of the flotilla, but considered them only as a blind to mislead the English Admiralty. His real aim was to decoy the Channel fleet to the West Indies, and in its absence concentrate an overwhelming force of line-of-battle ships which should hold the Channel at least long enough to put the invading army upon the English shore.

Tyler's duties in the *Tonnant* took him to the blockading fleet off Brest for the first half of the year. He was then to proceed south to the blockade of Cadiz, and remain off that port with the investing squadron under Collingwood.

We find from an official letter from Collingwood to Tyler that as early as June the *Tonnant* formed one of that Admiral's force, and as all information bearing upon the preparations for the approaching battle have an interest, we give this letter and two others of similar purport in full.

· *Dreadnought,*

· Dear Sir,

· June the 19th, 1805.

· I must beg you to take the *Colossus* station off the
· Straits entrance for a little time, with the *Bellerophon*,
· and should anything come down the Mediterranean,
· which, I understand, is the purpose of the "Carthaginia"
· people, give us the earliest notice of it you can. I did
· intend making a run up there myself, but the hourly
· expectation of hearing from England, for which I am
· impatient, made me return.

· I hope you keep well.

· I am, your faithful and humble servant,

· CUTHBERT COLLINGWOOD.

· On service.

· To Captain TYLER,

· H.M.S. *Tonnant*.

· P.S.—Take care you are not driven through the
· Straits in this light wind and weather.'

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Tyler subsequently, as we learn from his own notes, passed through the Straits to join Sir R. Bickerton, and for two months was cruising off Carthagena, and along the African coast, rejoining Collingwood off Cadiz on August 22nd. On the 30th of that month, Calder's arrival with his fleet of eighteen sail brought Collingwood's force up to twenty-four sail of the line, and the following private letters from Collingwood to Tyler display very well the terms upon which he stood with his chief.

‘ *Dreadnought,*

‘ August 21st, 1805.

‘ My dear Tyler,

‘ I am glad to hear you are well, and should like to
‘ have a chat with you for half an hour. We have a
‘ fine fleet now, and these gentry may come when they
‘ like, but where have you been with your Admiral? *
‘ What can possess him to go off and leave me in my
‘ poverty. I thought you were gone to survey Toreney
‘ Bay. Now I am richer and can do without him, and
‘ I have sent him to his station at Gibraltar.

‘ God bless you my dear Sir,

‘ I am, ever sincerely yours,

‘ CUTHBERT COLLINGWOOD.’

Royal Sovereign,

October 12th, 1805.

‘ My dear Tyler,

‘ You have got on well with your provisions. Your
‘ pork, cocoa, sugar, wood, and candles are to come
‘ from the *Malabar*. I have sent for her down to be
‘ near the *Prince* and you, and I hope you will get them
‘ to-day if the Admiral lyes to. The peas are in your
‘ own *Lord Duncan*.

‘ Would to heaven we had peace, for what with

* Bickerton,

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‘changing ships and distributing provisions, etc., etc.,
‘etc., my head is turned. You may conceive what a
‘confusion it makes.

‘I have an order and instruction about our batch
‘which I wish to give to the Captains rather soon that
‘we might converse on the general plan intended to be
‘executed. If there is opportunity, pray come here for
‘a quarter of an hour.

‘The good sailing of the *Sovereign* makes up for
‘all the other things she is inferior to the *Dreadnought*
‘in, but I hope every day I shall feel more at home,
‘I am not at all yet.

‘I am, my dear Sir,

‘Your faithful servant,

‘CUTHBERT COLLINGWOOD.’

On September 28th the blockading squadron received its most powerful reinforcement when Lord Nelson arrived in the *Victory* from England accompanied by the *Ajaw*, the *Thunderer*, and the frigate *Euryalus*. With that foresight and thoughtfulness which ever distinguished him, Nelson had sent the *Euryalus* ahead to acquaint Collingwood of his approach and to direct that on assuming his command the customary salute and hoisting of flags should be dispensed with, in order that the enemy might not learn of his arrival. The Commander-in-Chief had now twenty-seven sail of the line at his disposal, and in order to prevent the enemy being kept in port by any fears resulting from a knowledge of the strength of the British force, he withdrew the main body of his fleet fifty miles westward of Cadiz, leaving five sail of the line and two frigates only off the port under Rear-Admiral Louis in the *Canopus*, to watch the movements of the allies. The frigates alone kept guard in the harbour, while

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westward, Louis' little squadron stretched out in a long line until his furthest vessel was within touch of the easternmost ship of the main body.

At 7 a.m. on October 19th the Franco-Spanish fleet was discovered by the British frigates getting under way in a light wind. By daybreak on the following day, Villeneuve and Gravina had cleared Cadiz with a combined force of thirty-three sail of the line and seven frigates, besides smaller vessels, and put to sea. At 5 p.m. eighteen sail of the British fleet were descried by the French frigates to the southward, upon which the combined fleet steered to the north-west with a view of avoiding them. By the following morning the French Admiral realised he was in the presence of a British fleet nearly of the same strength as his own, and recognising that he could no longer hope to postpone an engagement, formed his fleet in line of battle. As early as 6.40 a.m. Nelson had signalled his fleet to form in two columns in accordance with instructions previously given to his captains, and in this order they approached the Franco-Spanish line at right angles to its course, with the western division aiming a little ahead of its centre. Nelson himself, in the *Victory*, led the weather column, followed in succession by the *Téméraire*, *Neptune*, *Leviathan*, *Conqueror*, and *Brittannia*. Collingwood in the *Royal Sovereign* led the lee column, and was followed by the *Belleisle*, *Mars*, *Tonnant*, *Bellerophon*, *Colossus*, *Achille*, *Polyphemus*, *Revolutionnaire*, and *Dreadnought*. The remaining ships in the British fleet were a considerable distance astern, and in the light winds then prevailing were unable to take much part in the early stages of the action.

The engagement that followed is so famous and so

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familiar to Englishmen that we must confine our account more particularly to the part borne in it by the *Tonnant* and her crew. The *Tonnant*, as we have seen, was one of the finest vessels of her class afloat, and went far to prove the contention held by many competent judges in England at that time, that England owed her supremacy in the naval struggle with France, which she waged continuously for nearly a quarter of a century, more to her men than to her material. Certainly the numerous ships captured from the French were unexcelled by any of the products of the English shipyards. Here is a contemporary allusion to the *Tonnant* when she was refitted in 1803 :

‘ This day (22nd December, 1802) that beautiful ship, one of the trophies of the glorious August 1st, 1798, in the battle of the Nile, *Le Tonnant* of 84 guns, now in the Parlby Dock, was coppered by several gangs of punchers and nailors, and it was supposed she would be ready by the next tide, as the work is performed by task work, the artificers even working in their dinner hours to complete her for commission. *Le Tonnant* has a neat stern elegantly finished in light carved work, with G.R. and a crown in the centre of the stern railing under the middle lanthorn, and her head is a bust of Jupiter hurling his thunder, all beautifully executed by Mr. Dickinson and his son, Master Carver to the Dockyard and this arsenal.’

We are enabled also to give a verbal portrait of *Tonnant's* captain as well as the impression made by the ship herself upon a young lieutenant, Frederick Hoffmann, who joined the *Tonnant* at Portsmouth early in the year. The following lively passage occurs in the

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memoirs of Captain Hoffmann, lately published under the title of *A Sailor of King George* :

· Soon after . . . I was informed by the Admiralty
· that I was superseded in the last ship and ordered to
· Portsmouth to join the *Tonnant*, an eighty-four. A
· few days after receiving my commission I joined this
· glorious ship of ships. When I got a perspective view
· of her gundecks I thought her an equal match for any
· ship afloat, and so she certainly was, and nobly proved
· it afterwards. Her gallant Commander, Captain
· Tyler, was from the Emerald Isle, had a slight touch
· of the brogue, and was replete with anecdote. He
· was good-humoured and a gentleman, and he never
· punished a man unless he richly deserved it. My
· messmates were all young men and, generally
· speaking, well informed, with the exception of the
· Master, who was a countryman of mine and desperately
· fond of doggerel verse as well as crayfish and conger
· eels.

We are fortunate, too, in being able to quote Hoffmann as well as two other officers who served on the *Tonnant* as to the part played by that ship in the action off Cape Trafalgar. Before doing so, however, we may take a general glance at the opening phases of the engagement as recorded in the naval histories of the year 1805.

As 8.30 a.m. the French Admiral made the signal for his ships to wear together and form a line in close order upon the port tack, so as to bring Cadiz on his lee bow and avail himself of that port as a harbour of refuge if necessary. The Franco-Spanish line, owing to the lightness of the wind and the consequent difficulty in executing this manœuvre, bore northward in the form of a long crescent-shaped line, composed at first of

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two irregular lines with ships two deep at some places and three at others. The eventual cutting of this line increased the confusion by separating the Franco-Spanish force into two divisions, the rearmost of which, with which we are concerned, gradually clustering about its leading vessel, the *Santa Anna*, the flagship of Admiral Alava.

Collingwood, leading the lee division of the British, came up with a light wind from the N.W. on his quarter, and it was just at noon, in a bright sun and with a gentle swell from the westward, that the *Fugueux*, the ship in the French line on his starboard bow, opened her fire. Without any possibility of replying, the *Royal Sovereign* stood straight for the interval between that vessel and the next ahead in the French line, the *Santa Anna*, and, in the midst of a tremendous fire from all the ships of the enemy's line within gunshot, passed under the stern of the *Santa Anna*, into which she discharged a raking broadside, by which she placed four hundred of her crew and fourteen of her guns *hors de combat*. With his other starboard broadside, Collingwood raked the *Fugueux*, and then, putting his helm at starboard, ranged alongside of the *Santa Anna* until the guns of the two ships nearly touched. Here for nearly two hours the two three-deckers maintained a terrific fight, the *Royal Sovereign* at one time assailed by three other vessels, the *Fugueux* on her stern, the *San Leandro* on her bow, and the *Indomptable* on her starboard bow and quarter, until the *Santa Anna*, at 2.15, with her three masts over the side, surrendered, the *Royal Sovereign* herself being in a state little better than a hulk.

The *Belleisle* was next engaged, then the *Mars*. The latter lost her captain and over seventy of her

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officers and crew, when the *Tonnant's* arrival saved her from total destruction. The *Tonnant* steered straight for the larboard bow of the *Algesiras*, passing between her and the *Monarca*, raked her astern, and placed herself alongside that vessel, pouring in a heavy fire from her broadside. The *Monarca* fell astern and struck, though she afterwards rehoisted her colours. The *Algesiras* now tried to cross the stern of the *Tonnant*; but Captain Tyler, putting his helm hard aport, ran her aboard and defeated the manœuvre, when the two ships became entangled—the *Tonnant* being in an advantageous position, with her starboard broadside on the French ship's bow. From this position she was also able to bring her larboard guns to bear on the *Pluton*, then engaging the *Mars*, and the *San Juan Nepomaceno*, lying upon her own bow. Shortly before this, about 1.40 p.m., Captain Tyler was shot through the thigh by a musket-ball fired from the rigging of the *Algesiras*, and was carried below, leaving the command of the ship to Lieutenant John Bedford.

Meanwhile the firing between the *Tonnant* and *Algesiras* continued with great fury. The latter soon lost her foremast, and the *Tonnant* her main and mizzen top-masts. The *Algesiras* now made an attempt to board; but her crew were driven back by the *Tonnant's* marines with a heavy musketry fire, with the exception of one bold spirit, who was made a prisoner. At 2.15 the French ship struck, and was boarded and taken possession of by Lieutenant Charles Bennett. Fifteen minutes later the *San Juan* added a third to the *Tonnant's* prizes, when she hailed and struck her colours, and Lieutenant Clement was sent with two hands in the sole remaining boat, the jolly-boat, but

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failed to reach her, in circumstances which we shall leave that officer to relate himself. The prize was later secured by the *Dreadnought*. After getting clear of the *Algesiras*, the *Tonnant* sought to engage the ships of Dumanoir's squadron, then endeavouring to make their escape to windward, but, in her crippled state, without much success. The *Tonnant* lost twenty-five killed and fifty wounded among her officers and crew. The *Algesiras* suffered much more heavily. Her loss in killed and wounded amounted to two hundred, including Admiral Magon, who afterwards died of his wounds but refused to leave his deck.

There is little need to pursue the general account of the Battle of Trafalgar much further. As is well known, Collingwood's division was in action by the accident of its position some twenty minutes before that of the weather column led by Nelson in the *Victory*, then about two miles to the windward.

We may now turn to different accounts of the *Tonnant's* engagement which have been recorded by officers serving on board of her. Before setting these out, however, we may quote a passage from a memoir of Admiral Hargood, then Captain of the *Belleisle*, which shows how the *Tonnant* lost her pride of place in the lee division, that of first astern to Admiral Collingwood :

· At twenty minutes before six o'clock, the *Belleisle*,
· according to her log, answered the general signal to
· form the order of sailing in two lines, and at six to
· bear up and sail large, and to prepare for battle. At
· this time the *Belleisle* was the third ship of the line,
· which was led in gallant style by Vice-Admiral
· Collingwood in the *Royal Sovereign*. But the wind



*The French "Huerfano" Flagship of Rear Admiral Hagen
engaging the U.S. "Huerfano" Flagship of Rear Admiral Hagen
from a painting by Schuchert.*

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· was very light, and the *Tonnant*, the ship at that time
· ahead of the *Belleisle*, sailed so heavily that, although
· she had all sails set, the *Belleisle* under topsails and
· topgallant sails, could with difficulty keep her station
· astern. At eight, the wind falling still lighter, the
· *Royal Sovereign* was increasing her distance from the
· *Tonnant*, and consequently from the *Belleisle* also, and
· the ships of the Division. The combined fleets at this
· time were plainly to be seen, and under every sail on
· the starboard tack.

· At twenty minutes past nine, the *Royal Sovereign*
· made the *Belleisle* and *Tonnant's* signal to change
· places in the line, and for the *Belleisle* to make more
· sail. A few minutes later the *Belleisle* with Royals
· or studding sails on both sides, was passing the *Tonnant*
· in obedience to Vice-Admiral Collingwood's signal, and
· the two Captains greeted each other warmly, Captain
· Tyler hoping that we should each of us have an enemy's
· ship in tow before night and the bands playing "Rule
· Britannia."

The first of the recollections of the battle by officers
who served on board is that of Captain Hoffmann, whom
we have seen joining as lieutenant at Portsmouth just
before the *Tonnant* sailed for Ushant early in the year.

· In a week's time we formed one of the squadron,
· and shortly after were joined by fourteen sail of the
· line under Lord Nelson. The salutation was heartfelt
· and most gratifying. The dispositions of the fleet were
· soon made, and as they were as simple as possible,
· there could be no mistake. A cordon of frigates were
· ordered to repeat signals to us from the one nearest the
· shore whilst we kept nearly out of sight of the land,
· and all our ships' sides were ordered to be painted
· yellow with black streaks, and the masts yellow.

· We now mustered twenty-seven sail of the line,
· four frigates and a schooner, and were waiting im-

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‘ patiently for the joyful signal from the frigates that the
‘ enemy were coming out of harbour. On the afternoon
‘ of the 20th of October, 1805, our longing eyes were
‘ blessed with the signal. We cleared for quarters and
‘ were in high spirits. At daylight we had the felicity
‘ of seeing them from the deck, and counted thirty-three
‘ sail of the line, and three large frigates. They extended
‘ in line ahead.

‘ We answered with alacrity the signal to make sail
‘ for the enemy, preserving our order of sailing. The
‘ sails appeared to know their places, and were spread
‘ like magic. The wind was very light, and it was nearly
‘ noon before we closed with the enemy. We remarked
‘ they had formed their ships alternately French and
‘ Spanish. All our ships that had bands were playing
‘ “Rule Britannia,” “Downfall of Paris,” etc. Our own
‘ struck up “Britons, strike home.” We were slow in
‘ moving through the water in consequence of the light-
‘ ness of the wind so that some of the enemy’s ships
‘ gave us a royal salute before we could break their line,
‘ and we lost two of the band and had nine wounded
‘ before we opened our fire. The telegraph signal was
‘ flying from the masthead of the *Victory*, “England
‘ expects every man to do his duty.” It was answered
‘ by three hearty cheers from each ship, which must have
‘ shaken the nerve of the enemy. We were saved the
‘ trouble of taking in our studding-sails, as our opponents
‘ had the civility to effect it by shot before we got into
‘ their line. At length we had the honour of nestling
‘ His Majesty’s ship between a French and a Spanish
‘ seventy-four, and so close that a biscuit might have
‘ been thrown on either of them. Our guns were all
‘ double-shotted. The order was given to fire; being so
‘ close every shot was poured into their hulls, and down
‘ came the Frenchman’s mizzen-mast, and after our
‘ second broadside the Spaniard’s fore and cross-jack yards.
‘ A Spanish three-decker now crossed our bows and gave

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‘ us a raking broadside which knocked away the fore and
‘ main top-masts, the main and fore-yards with the
‘ jibboom and spirit-sail yard, part of the head, and killed
‘ and wounded twenty-two of the men. One midship-
‘ man was cut literally in half. This was the more pro-
‘ voking as we could not return her the compliment,
‘ having full employment with those we first engaged.

‘ We were in this situation about half-an-hour, when
‘ the Spaniard called out he had struck, but before we
‘ could take possession of him, a French ship of eighty
‘ guns with an Admiral’s flag came up, and poured a
‘ raking broadside into our stern which killed and
‘ wounded forty petty officers and men, nearly cut the
‘ rudder in two, and shattered the whole of the stern
‘ with the quarter gallies. She then in the most gallant
‘ manner locked her bow-sprit in our starboard main
‘ shrouds, and attempted to board us with the greater
‘ part of her officers and ship’s company. She had rifle-
‘ men in her tops who did great execution. Our poop
‘ was soon cleared, and our gallant captain shot through
‘ the thigh and obliged to be carried below. During this
‘ time we were not idle. We gave it to her most
‘ gloriously with the starboard and main-deckers, and
‘ turned the fore-castle guns loaded with grape on the
‘ gentlemen who wished to give us a fraternal hug. The
‘ marines kept up a warm and destructive fire on the
‘ boarders. Only one man made good his footing on our
‘ quarter-deck, when he was pinned through the calf of
‘ his right leg by one of the crew with his half-pike,
‘ whilst another was going to cut him down, which I
‘ prevented, and desired him to be taken to the cock-
‘ pit. At this period the *Bellerophon*, seeing our critical
‘ position, gallantly steered between us and our first
‘ French antagonist, and sheeted her home until she
‘ struck her colours. Our severe contest with the French
‘ Admiral lasted more than half-an-hour; our sides
‘ grinding so much against each other that we were

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· obliged to fire our lower deck guns without running
· them out.

· At length both ships caught fire before the chest-
· tress, and our firemen, with all the coolness and courage
· so inherent in British seamen, got the engine and
· played on both ships, and finally extinguished the
· flames, although two of them were severely wounded
· in doing so. At length we had the satisfaction of
· seeing her three lower masts go by the board, ripping
· the partners up in their fall, as they had been shot
· through below the deck, and carrying with them all
· their sharp-shooters to look sharper in the next world,
· for as all our boats were shot through we could not
· save one of them in this. The crew were then ordered
· with the second lieutenant to board her. They cheered
· and in a short time carried her. They found the gallant
· French Admiral Magon killed at the foot of the poop
· ladder, and the captain dangerously wounded. Out of
· eight lieutenants five were killed, with three hundred
· petty officers and seamen, and about one hundred
· wounded. We left the second lieutenant and sixty
· men in charge of her, and took some of the prisoners
· on board when she swung clear of us. We had
· pummelled her so handsomely that fourteen of her
· lower deck guns were dismounted, and her larboard
· bow exhibited a mass of splinters.

· After she cleared us another Spanish three-decker
· drifted nearly on board of us. We received her fire
· which shot away the gaff. We returned her salute
· with interest, and her fore-mast went about four feet
· above her deck. We cheered and gave her another
· broadside, and down came her colours. We manned
· the jolly boat—the only boat that we thought would
· float—to take possession of her, but she had not pro-
· ceeded more than a few yards when down she went,
· leaving the fourth lieutenant and her crew paddling
· like sea nondescripts. Having no boat that would

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· float, four of the seamen jumped overboard to rescue
· those who could not swim, and they all regained the
· ship. Mr. Clement, the lieutenant, was nearly
· drowned, and had it not been for a black man, who
· took him on his back, he must have sunk. (This man
· he never lost sight of, and left him a handsome legacy
· when he died.) The signal was then made to repair
· damages. We soon cut away all that was useless, and
· in twenty minutes we were under topsails as courses,
· and top-gallant sails as topsails.

· The carpenters had cobbled up one of the cutters
· in which I was sent on board the *Royal Sovereign* to
· report our condition and to request the assistance of
· one of the fleet to tow us, as in consequence of our
· rudder being so much shattered by shot it was rendered
· unserviceable. The *Defiance* was ordered to take us in
· tow : we shortly afterwards made the signal, that we
· were able to renew the action. The enemy's fleet were
· making for Cadiz. Nineteen sail of their line of battle-
· ships had surrendered, and one, the *Achille*, had blown
· up. The explosion she made was sublime and awful ;
· a number of her crew were saved by the *Pickle*
· schooner. The wind still continued light, and the
· signal was flying to renew the attack. In about
· twenty minutes we were again in the rear of the
· enemy, who appeared to have had enough of it, as
· they had neared Cadiz, and all the prizes except four
· seventy-fours were making for the harbour. This
· was owing to their having so few of our men on board
· them, and to our not being able, in consequence of
· the loss of boats, to take out the prisoners. We gave
· them some parting salutes. There were so many of us
· in a crippled state it was thought prudent to haul to the
· westward, as the swell was throwing us towards the
· shore, and the sky had all the tokens of a gale of wind
· from the west-south-west. The signal was out to pre-
· pare to anchor if necessary. The *Royal Sovereign*,

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‘ which had only her foremast standing, with four other
‘ ships of our fleet, had already anchored.’

An interesting letter written to his father by Lieutenant Clement, the youth whom we have seen attempting to take possession of the *San Juan* in the *Tonnant’s* jolly-boat, appeared in the *Cornhill Magazine* for May 1895. which, by the courtesy of the publishers, we are able to reproduce.

‘ *Tonnant*, the back of the Isle of White.

‘ 30th November, 1805.

‘ My dear Father,

‘ I with pleasure sit down to give you a few particulars of the late glorious action. Lord Nelson had information that the enemy intended coming to Sea, and that they should not know our force we kept off Cape St. Mary’s, we were reinforced by six sail of the line from England. Admiral Lewis* was detached up the Mediterranean with six ships of the line. The enemy knew Admiral Lewis had gone though the Straits and not knowing we were reinforced judged it a most convenient opportunity of meeting us. Altho’ we kept at so convenient or rather great distance yet we kept up a chain of communication by ships being in sight of one another, by signal all the way to Cadiz. On the 19th October the signal was made “ the Enemy was getting under weigh,” we immediately stood to the Southward to preventing them passing the gut.† On the 20th dark cloudy weather with rain, the signal for 16 of the Enemy being at sea and heavy squalls with thick rain—In the evening the signal for 30 of the Enemy’s ships, we stood to the Southward and Westward, that they should not see us, altho’ our look-out ships saw them. During the night signals continually made by the look-out ships to let us know the Enemy’s situ-

* Louis.

† Of Gibraltar.

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· ation. At length daylight opened to our view, the
· Enemy's fleet, a most glorious sight for an English
· fleet, having them also to leeward. The signal
· immediately for a general chase, moderate breezes, the
· enemy forming a line of battle ahead to wait our
· attack, the English fleet composed of 27 sail of the line,
· 3 frigates, the combined fleets 33 of the line, 2
· frigates, we went down in no order, but every man to
· take his bird.

· At 11.30 the signal was made "England expects
· every individual will do his duty." at 12 the Enemy's
· ships opened a most tremendous fire on the *Royal*
· *Sovereign*, which she returned, in a style that did
· honour to old England, then on the *Belleisle*, then on
· the *Tonnant* . . . The *Mars* seconded us and at this
· moment Lord Nelson's line began, but from smoke,
· guns, etc., from now all became confusion, except
· within a few hundred yards at intervals. They cut us
· up a good deal until we got our broadsides to bear on
· a Spanish ship in breaking the line, when we gave her
· such a murdering broadside that she did not return a
· gun for some minutes, and a very few afterwards.
· The French *Algesiras* (Admiral Magon) was the ship
· astern of the ship we had saluted. She filled her Main
· Top sail and shot up to rake us, but we put our helm
· up and tumbled on board of her and fought it out:
· the fire from both ships was tremendous, one or the
· other must give way. At this critical time a Spanish
· and French ship crossed our bow. Being stationed on
· the Forecastle and seeing the situation we were in, I
· went aft to inform Captain Tyler, when I found he
· been carried below wounded. The first Lieutenant
· became Captain—he said he had sent for the officers
· to consult what was best to be done, and at that
· moment, the 2nd Lieutenant came up when we three
· agreed to keep the boarders aft, and turn to on those
· gentlemen on the Bow. They kept up a heavy fire on

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· us for some time, and we accommodating them with
· as good as they sent, when an English ship took the
· French one off from us—at this moment the Spanish
· ship found our fire too heavy for her, and the ship on
· board of us on the Quarter struck, when Lt. Bennett
· with 60 men, stepped on board from our ship and took
· possession: she proved to be the *Algesiras* of 74 guns.
· Adml. Magon* who was killed in the action, as also
· three lieutenants of her, and the Captain very badly
· wounded. She had 850 men when she began, and lost
· 300 killed and wounded. She attempted to board us
· several times. During this time we were hard at it on
· the Spanish ship, when at last down came her colours.
· I hailed him and ask him if he had struck, when he
· said “yes” I came aft and informed the first Lieut.
· when he ordered me to board her. We had no boat
· but what was shot, but he told me I must try: so I
· went away in the Jolly boat with 2 men, and had not
· got above a quarter of the way when the boat swampt
· . . . I cannot swim, but the two men that were with
· me could, one a black man, the other a Quarter
· Master, he was the last man in her, when a shot struck
· her and knocked her Quarter off, and she turned bottom
· up . . . Macnamara, the black man, staid by me on
· one side, and MacKay, the Quarter Master, on the
· other, untill I got hold of the Jolly Boat’s fall that was
· hanging overboard. I got my leg between the fall,
· and as the boat was lifted by the sea, so was I, and as
· she deended I was ducked: I found myself weak,
· and thought I was not long for this world, but
· Macnamara swam to the ship and got a rope, and
· came to me again, making it fast under my arms,
· when I swang off and was hauled into the stern port.

* The sword and snuff-box of Admiral Magon are still in the possession of the Tyler family, as well as the sword surrendered by the Captain of the Spanish ship *San Juan Nepomuceno* which struck to the *Tonnant*.

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· In a short time I felt better, and the anxiety of the
· time roused me, and I soon returned to my Quarters.
· When some ship had taken possession of the Spanish
· ship; she proved to be the *Sun Juan Nepomuceno* of
· 74 guns, 900 men, and had 400 killed and wounded
· in the action. At this time Admiral Dumanoir with
· 4 sail of the line was making off, when we opened a
· heavy and well-directed fire on them. They fired on
· their own ships, as they went along that were in our
· possession: 16 in number . . . one blew up and
· one sunk, and eleven got into Cadiz. The next
· morning they came out to recapture as many as they
· could, when there came a heavy gale, during which 11
· were lost. We have since got our people from Cadiz.
· We were by this time so complete a wreck that the
· *Spartiate* was obliged to take us in tow, our rudder
· being very badly shot. Our Top Mast and Main yard
· and Top sail yards being also shot away, and our
· lower mast being very badly wounded as also every
· remaining spar . . . In this state we experienced as
· heavy a gale as ever I was in. The *Spartiate* parted
· the tow rope, and to tell you the truth I never
· thought we should weather the land. All our prizes
· were lost in the gale except 4, and what is most
· astonishing, not one English ship was lost, and out
· of the 9 that remain in Cadiz, only 4 are worth repair,
· and only 3 with masts standing. On the 28th we
· weathered Cape Trafalgar and got to Gibraltar, and
· got jury masts to come home. We are ordered to
· Portsmouth to refit, when I shall endeavour to get
· leave of absence, and shall be able to give you a
· better account than I can here. The loss has been
· dreadful on the Enemy as all their men were lost in the
· wrecks . . . we spoke a vessel this morning which
· says Sir Richard Strachan has taken Dumanoir with
· the other 4 . . . 24 out of 33 is tolerable good work
· . . . and only 4 of the 9 worth repair. We had

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‘ 26 killed and 50 wounded. Captain Tyler was shot
‘ through the thigh early in the action by a musket ball,
‘ but the bone is not hurt and he will soon recover.
‘ One little midshipman by the name of Brown killed,
‘ the only officer in the ship, and another instance is not
‘ known where not one of the ward-room officers was
‘ hurt, in a ship so warmly engaged, and the number
‘ of killed and wounded so great. I have recd. 2
‘ letters since May last, but I hope you have recd. mine,
‘ and trust through your goodness and interest to be
‘ soon promoted. We came home in company with the
‘ *Temeraire, Royal Sovereign, Colossus, and Leviathan.*
‘ We are all lame ducks but the *Leviathan* who tows
‘ the *Sovereign*. We sent most of the Spanish prisoners
‘ on shore at Algeiras. Our Mess is full of officers,
‘ and our stern is so completely beat that it is obliged to
‘ be plancked up and we have only 2 little peepholes which
‘ makes it unpleasant. I have 2 Gibraltar newspapers
‘ which I will enclose in another letter, begging to be
‘ kindly remembered to my dearest Mother, Brothers
‘ and Sisters and all at home, I am, my dearest Father,
‘ your Affectionate Son,

· BENJ. CLEMENT.

‘ I hope you got a few lines I wrote by an un-
‘ expected opportunity, but if there had been hours at
‘ the time I could not have said more.

‘ The *Royal Sovereign* and *Leviathan* went into
‘ Plymouth yesterday.’

‘ Thomas Clement, Esq.,

Alton,

Hants.

Of another phase of the naval warfare of those times, the sufferings of the wounded, and the fortitude with which they were borne, there is vivid record in the following extracts, both relating to the work

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of Mr. Chevers, the Surgeon to the *Tonnant*. Lieutenant Hoffmann in his Memoir says :

‘ I must retrograde a little here and relate a few
‘ occurrences which took place during the action, and of
‘ which I was an eye-witness. We had hoisted our
‘ colours before the action in four different places—at
‘ the ensign-staff, peak, and in the fore and main top-
‘ mast shrouds, so that if one was shot away the others
‘ might be flying. A number of our fleet had done the
‘ same, and several of the enemy followed our example.
‘ The French admiral’s ship who so gallantly attempted
‘ to board us had his flag hoisted in three places. One
‘ of our men, Fitzgerald, ran up his rigging and cut
‘ away one of them and placed it round his waist, and
‘ had nearly, after this daring exploit, reached his ship,
‘ when a rifleman shot him and he fell between the two
‘ ships and was no more seen. The principal signalman,
‘ whose name was White, and a captain of one of the
‘ guns on the poop, had his right great toe nearly
‘ severed from his foot. He deliberately took his knife
‘ and cut it away. He was desired to go below to the
‘ doctor. “No, sir,” was his reply; “I am not the
‘ fellow to go below for such a scratch as that. I wish
‘ to give the beggars,” meaning the enemy, “a few more
‘ hard pills before I have done with them.” Saying
‘ this, he bound his foot up in his neck-handkerchief
‘ and served out double allowance until his carronade
‘ was dismounted by the carriage of it being shattered
‘ to pieces. He then hopped to another gun, where he
‘ amused himself at the Frenchman’s expense until the
‘ action ceased.

‘ We had fought on nearly empty stomachs. At
‘ the time we began the action it was dinner-time, *i.e.*,
‘ twelve o’clock; a small proportion of cheese had been
‘ given out and half an allowance of grog. During the
‘ latter part of the action Captain Tyler, who was

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‘wounded and lying on a cot in the purser’s cabin, sent
‘for me to report. On entering the cockpit I found
‘fourteen men waiting amputation of either an arm or
‘a leg. A marine who had sailed with me in a former
‘ship was standing up as I passed, with his left arm
‘hanging down. “What’s the matter, Conolly?”
‘said I to him. “Not much, sir,” replied he: “I
‘am only winged above my elbow, and I am waiting
‘my turn to be lopped.” His arm was dreadfully
‘broken by a grape-shot. I regret to mention that
‘out of sixteen amputations only two survived. This
‘was in consequence of the motion of the ship during
‘the gale. Their wounds broke out afresh, and it was
‘impossible to stop the hæmorrhage. One of them,
‘whose name was Smith, after his leg was taken off,
‘hearing the cheering on deck in consequence of
‘another of the enemy striking her colours, cheered also.
‘The exertion he made burst open the vessels, and
‘before they could be again dressed he fell back and
‘died.’

We also take the following from *Notes and Queries*,
6th sec., vol. iv., signed ‘Calcuttensis’:

‘It may well be imagined that, with 26 killed and
‘50 wounded, C. had hot work in the cockpit of the
‘*Tonnant* during the action. The place was utterly
‘dark, half of its depth being below the water-line.
‘C. did all his amputations by the light of tallow
‘candles, held torch-like by two assistants, to whom he
‘said, “If you look straight into the wound, and see
‘all that I do, I shall see perfectly.” I have myself
‘tried this plan, which is of infallible accuracy when
‘any work of this kind has to be done at night. A
‘consequence was that, when he washed his face at the
‘first opportunity, he found that his eyebrows had been
‘burnt off. He received most admirable assistance
‘from Mr. George Booth, the purser, who, having no

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‘ duty elsewhere, shared the labours of the surgeon.
‘ Excellent aid was also given by a very powerful and
‘ resolute woman, the wife of a petty officer, whose
‘ name I deeply regret I cannot recall. She and Mr.
‘ Booth (whom I saw many years afterwards), a small
‘ but singularly agile man, carried the sailors who had
‘ been operated upon to their temporary berths, taking
‘ them up in their arms as if they had been children, in
‘ a manner in which C. himself, a tall and very strong
‘ young man, always spoke of with expressions of
‘ wonder. C. brought away a singular relic of the
‘ battle, which signally represented the fury of the fire
‘ of musketry from the enemy’s tops. When the ship
‘ was cleared for action, the Windsor chairs forming
‘ part of the ward-room furniture were suspended by a
‘ rope passed from the main to the mizzen mast. The
‘ chair which fell to C.’s lot when the ship was paid off
‘ had part of its legs shot away, and another bullet had
‘ passed completely through its thick oaken seat. In
‘ the hurriean which followed the battle, all our people,
‘ including the wounded, were greatly exposed to the
‘ inclemency of the weather. One of the consequences
‘ of this was that, when the wounded were placed in
‘ hospital at Gibraltar, where C. worked with the other
‘ surgeons, many of the poor fellows died of tetanus.
‘ C. described the agony suffered by strong, muscular
‘ sailors torn by splinter wounds (these wounds being
‘ generally much more formidable than those inflicted
‘ by shot) as being terrible, even to a surgeon. It will
‘ be borne in mind that the venerable Sir George Rose
‘ Sartorius, to whom every true Englishman wishes
‘ many more years of happiness and honour, was mid-
‘ shipman in the *Tonnant* at Trafalgar. . . .’

On the evening of the day of the battle, Collingwood, now in command of the fleet, found time to write a letter to Captain Morris, of the *Colossus*, from

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which the following extract is taken. Captains Duff and Cooke commanded the *Mars* and *Bellerophon* respectively, which with the *Colossus* and *Tonnant* were, as we have seen, in Collingwood's column. Cooke was killed soon after getting into action; Duff, mortally wounded, died a few days later at Gibraltar:

‘ *Queen*,

‘ October 21st, 1805.

‘ My dear Morris,

‘ Give my love to Tyler. I esteemed you both long since. How much then must this action which has placed you among the most distinguished of England's defenders, have increased my respect and admiration for you.

‘ Amid this blaze of glory, my heart is sinking with grief and sorrow for our loss. The dearest and oldest of my navy friends I have lost in the Commander-in-Chief.

‘ The virtues of Duff and Cooke will ever live in my remembrance. Such a battle England never saw, so begun and so supported to the end, it is an example to future times.

‘ With anxiety of mind and fatigue of body I am quite worn down. I came into this ship to-day with nothing but my secretary and my dog. My servant was slain, and I cannot find the *Sovereign* to get anything out of her. If you have any young men for lieutenants, send them to me, with their passing certificates, and tell Tyler to do so too.’

* * * * *

Captain Tyler's subsequent experiences are best told in the following letters, from which it will be seen that he lay wounded at Gibraltar for a little over three weeks, by which time he was well enough to resume command of the *Tonnant*, and proceed to England

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with the *Téméraire* as consort. He sailed on November 18th, and arrived at Spithead on the 1st of the following month.

‘ *H.M.S., Tonnant,*

‘ Gibraltar,

‘ 29th October, 1805.

‘ My beloved Margaret,

‘ Before this reaches you, the account of our glorious
‘ victory of the 21st inst. must have reached England,
‘ and I therefore take this, the earliest opportunity of
‘ assuring you I am in the fairest and best possible
‘ way of doing well. The hurt I received was in my
‘ right thigh from a musket ball, but, fortunately, it
‘ done no other harm than passing through it. My
‘ surgeon is perfectly satisfied and my health and spirits
‘ are so good he gives me hopes I shall very soon get
‘ about.

‘ I am writing this in Mr. Pownall’s house, who has
‘ kindly given me a room as the noise on board is
‘ dreadful and my cabin is a perfect barn. The *Tonnant*
‘ done her part well: I will send you in my next more
‘ of the particulars. My friend Morris inhabits the
‘ next room to me and I am happy to say his wound is
‘ but slight, on the knee. His ship suffered much. We
‘ had twenty-five killed and fifty wounded.

‘ I beg and entreat you will keep up your spirits,
‘ for, be assured, I would not buoy you up with false
‘ hopes, and trust in God my next will give you
‘ accounts of my perfect recovery.

‘ Give my affectionate love to the dear children, and
‘ every good wish to your father and all his house,
‘ friends, &c. I am obliged to write this in bed, as I am
‘ obliged to keep my leg up for the present.

‘ Most sincerely do we all lament our noble and
‘ worthy Admiral, but when or how could he die better
‘ than for his country.

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‘Phelps is well and very attentive to me. Mind my
‘charge and prove yourself worthy of being the wife of
‘an English sailor. God bless you and preserve you,
‘prays yours affectionate husband,

To

‘CHARLES TYLER.

‘Mrs. C. Tyler,

‘Northdown,

‘Pembroke.’

‘Rossair Bay House,

‘Gibraltar,

‘3rd November, 1805.

‘I have the unspeakable satisfaction of assuring my
‘beloved and dearest Margaret, I am astonishingly
‘recovered for the short time I have been here. The
‘wound in my thigh has the best appearance and the
‘surgeons who have seen it pronounce there is not the
‘smallest danger and in the course of ten days I shall
‘be able to walk. I have never had any fever to
‘signify. My surgeons would have had me drink
‘plenty of Madeira, but I would not, fearing it would
‘increase the inflammation, but now, thank God, every
‘appearance of that is gone, and profuse and good dis-
‘charge from the wound. I shall and must have a little
‘fruit. I wrote you a few lines the day after I landed.
‘Morris (who is much better, his was only a graze of a
‘shot on the outside knee) sent it by a Jew, who
‘promised to send it to Lisbon, but I think this will
‘reach you first, therefore keep up your spirits with the
‘hope of soon seeing me, as the *Tonnant* is in the
‘Mole. Her rudder was severely damaged, but will be
‘patched to take us home, which I expect and hope in
‘about ten days. Plymouth, I conclude, will be our
‘port. I shall reserve the deeds of heroism performed
‘by the *Tonnant*, on the glorious battle of the 21st. I
‘told you, my beloved Margaret, if they did come out,
‘it would be a proud day for old England. Their force

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· at the commencement of the battle was thirty-three,
· ours twenty-seven. We have taken and destroyed
· twenty-two, and those that did escape were all
· dismasted and beat most shocking, so that the com-
· bined Fleet in this quarter is quite done up. I must
· tell you, my opponent, after my breaking their line,
· was a Spanish line of battle ship, in fifteen minutes she
· was silenced; we were not thirty yards from her. The
· ship astern was French, the *Algesiras* (Admiral
· Magon) mounting eighty-two guns; she ran aboard us
· on the starboard quarter and remained there till we
· obliged her to strike. The coolness of the officers
· and uncommon courage of the men soon gave us a
· superiority. Admiral Magon, several of his officers,
· and three hundred men were killed and wounded.
· Our loss is very trifling considering the exposed
· manner we went down to engage them, twenty-six
· killed, fifty wounded. God certainly was our chief
· support. Not an English ship is missing or materially
· damaged excepting masts and sails. A violent gale
· came on the Tuesday evening, and blew a perfect
· storm right on shore for four days, so that we were
· obliged to abandon our prizes to save the men's lives
· and although we have only saved four, yet the honour
· is to us the same, and our country has to claim the
· greatest victory ever obtained by any nation. And
· can you, dearest Margaret, regret for a moment your
· husband was one of the twenty-seven that achieved
· this glory to their country. I forget my wound, and
· would not now be without it for a great deal. You
· may expect to see me with a genteel limp for a little
· time. Give my affectionate love to the dear children,
· I long to embrace you and them. Love to your
· father, Bessie, John and Corisande.

· I sent my last to Coutts that it might appear
· a commercial letter to prevent curiosity on its way
· through Spain. Phelps is well and very attentive to

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‘ me. James as usual; he had a slight touch but his
‘ head proved the harder. Bourne and Peregrine* are
‘ well and behaved with spirit. The remains of our
‘ late dear, and much to be lamented Lord Nelson are
‘ to be sent home. Poor Duff and Cooke, both men of
‘ unblemished honour, fell, Morris and I the only captains
‘ wounded. The enemy reckon on ten thousand killed,
‘ wounded and prisoners.

‘ God preserve you, my beloved and dearest
‘ Margaret is the prayer of your faithful and affectionate
‘ husband,
CHARLES TYLER.

‘ P.S.—I expect a letter from you will meet me at
‘ Plymouth Dock, I think we shall sail for England
‘ in seven or eight days.’

‘ Gibraltar,

‘ 9th November, 1805.

‘ I wrote to my beloved Margaret by the *Belleisle*,
‘ Captain Hargood, who sailed the 3rd, and desired he
‘ would write a few lines to you, as he saw me half an
‘ hour before sailing, as it would be more satisfaction to
‘ you and confirm the good account of my health, and
‘ the promising state of my wound. I have to thank
‘ God I get better every day; the wound is fast healing
‘ up, and has every appearance of doing well. A long
‘ confinement and being only able to lay on my back
‘ makes it tiresome and my nights are tedious and rest-
‘ less, but by small opiates I get ease and rest without
‘ any bad consequences from it.

‘ Thursday the 7th was appointed by the Admiral
‘ to return thanks to God for our victory and deliver-
‘ ance. I was very sorry I could not attend in my
‘ place; The people I am told had a very proper sense
‘ of God’s good providence and behaved with great

* Two midshipmen.

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‘ decorum. For my own part I most sincerely return
‘ thanks, for never had any person more reason; had
‘ the ball taken any other direction, I must have lost
‘ my leg high above the knee. I have no doubt but
‘ what I shall walk stiff for some time, but as I have
‘ perfect use of my knee joint, ankles and toes, I am
‘ persuaded I shall be as well as ever. I have given you
‘ the truth and the whole truth and entreat you will
‘ not be uneasy, and make your mind up to see me in
‘ England ere long. *Tonnant* hauls out of the Mele
‘ this morning. Her rudder was very much damaged,
‘ but is repaired sufficiently to take us home. We shall
‘ sail in the next division as the Admiral desires five or
‘ six to go at a time, and as I am not fit to take charge of
‘ a squadron I prefer going with the *Temeraire*, Captain
‘ Harvey, who is my senior. I hope our victory will
‘ meet its just applause from our King and Country. It
‘ stands unrivalled for the bravery of its attack and its
‘ result. The enemy have lost 22 sail of the line out
‘ of 33 and those that got into Cadiz are miserably
‘ shattered. Villeneuve the French Admiral says men
‘ who would make the attack we did and de-
‘ termined to conquer or fall, must beat, and that we
‘ were irresistible. The poor Spaniards declare they
‘ will never meet us again. Captain King, of the
‘ *Achille* has just called and gets under weigh to-day.
‘ He is so good as to take charge of this and will also
‘ write you a line as he met my surgeon coming from
‘ dressing me. Kiss our dear children with my affec-
‘ tionate love. I long and trust in God the time is not
‘ far off when I shall hold you all to my heart. Give
‘ my kind regards to your father, Bessie, John, Abraham,
‘ and family. Morris is doing vastly well. His was
‘ only a graze of a shot on the outside of the knee but
‘ of little consequence though painful. I received a
‘ letter from Lisbon yesterday from you, but conceive
‘ my disappointment, it was for Phelps. He is well and

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‘ very attentive, but sleeps too sound for a nurse. I am
‘ extremely indebted to Mr. Pownall for his attention
‘ and keeping a room for me, otherwise I don’t know
‘ what would become of me and Morris. ‘ C. T.’

‘ 15th November 1805.’

‘ My dear Tyler,

‘ God bless you and send you well home. Where-
‘ ever you are, you have my hearty and sincere wish for
‘ every happiness to you. All my own squadron are
‘ leaving me, and I am sorry for it, but I shall always
‘ remember that you were the original. Farewell.

‘ I am,

‘ Ever most sincerely yours,

‘ CUTHBERT COLLINGWOOD.’

‘ *Tonnant*,

‘ Spithead.

‘ Sunday 1st Dec. 1805.

‘ Thank God, my beloved Margaret, we have arrived
‘ here safe after a passage of thirteen days from Gib-
‘ raltar. I have only time to tell you I am much better,
‘ the wound in my thigh will soon be healed up, but I
‘ must expect to go lame for some time, however, thank
‘ God, that is of little consequence. You must expect to
‘ see me very thin, but Northdown air and good living
‘ will get me round.

‘ Write by return of post to Portsmouth. I have
‘ only a minute to write. ‘ C. T.’

‘ *Tonnant*,

‘ Spithead.

‘ 1st Dec. 1805.

‘ My beloved Margaret,

‘ I wrote a few lines last evening which Mr. Motley,
‘ Pratique Officer, thought would be in time for cross
‘ post, but I fear it. Our passage home was very

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· favourable. Some of the ships that sailed ten days
· before we did, are coming in now. I shall leave all I
· have to say of the battle till we meet. I have to-day
· written for leave of absence, and as I must stay a
· few days at Portsmouth, I have requested Sir John
· Carter to take me a lodging. Very likely I must
· go to town for if I can get a pension for my wound, I
· don't see why I shouldn't have it. Many have had it
· for less hurt. I am certainly better, but I don't gain
· strength, having a nasty low fever, but I attribute it
· to the confinement. I have hardly any inconvenience
· from my wound, but I feel it will be some time before
· I can have the proper use of my leg and thigh. It is a
· very correct case.

· *Tonnant's* list of killed and wounded was not sent
· with the rest, but I have sent it to the Admiralty.

· I wrote three letters to you from Gibraltar, one by
· Lisbon, but I fear you have received neither.

· It was out of my power to write immediately after
· the action as we lost our top mast and were not near
· the Admiral but as soon as the gale would permit
· I got to Gibraltar. Mr. Pownall, storekeeper, was
· particularly kind to me and Morris. He (Morris) is
· quite recovered and can walk with the assistance of a
· stick. His wound was trifling in the knee.

· Had it been summer I would have invited you to
· take a trip but at this time of the year, and I fully
· purpose getting home as soon as possible, it would be
· worrying you to no purpose and the fatigue more than
· you can bear.

· Heaven knows how I long to once more enjoy our
· fireside. I don't think I shall soon again leave it.
· Give my kind regards to your father, love to Bessie,
· &c., &c. I shall go home by Gloucester as I don't
· like the ferry, it is such a walk at low water. I
· shall make easy journeys for I must not be out after
· dark. Phelps will attend me, he is not a good nurse,

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‘ he likes his bed too well and does not anticipate what
‘ is wanting. I am obliged when getting up to make
‘ my bed and almost tell him every article of dress
‘ I want though he has done it a thousand times. In
‘ other respects he is certainly a very good servant.

‘ I hope last night’s letter may save post so that
‘ I may hear by Friday. It is a long tedious time
‘ to wait for I dread your anxiety at not hearing from
‘ me and knowing nothing certain about *Tonnant*, but
‘ all will be well again. I am sure I ought to be very
‘ thankful to God at receiving so little harm. We have
‘ just got rid of two hundred French prisoners. The
‘ officers a miserable set. Sir John has sent me word
‘ he has got me a lodging. I hope to get on shore
‘ to-morrow if it is fine, to-day it rains. Young Bourne
‘ and Peregrine are well. God bless you my dearest
‘ Margaret, send me a good account of yourself and
‘ children, and I shall be happy. ‘ C. T.’

From Mr. Josiah Wedgwood :

‘ Gunville.

‘ December 6th 1805.

‘ My dear Sir,

‘ I am happy to hear from yourself that you are
‘ in a convalescent state. Your escape has been a
‘ narrow one, and such as all your friends have great
‘ occasion to be thankful for. I fear Mrs. Tyler will
‘ have suffered much from her apprehensions, and there
‘ is something very shocking to the feelings in so near
‘ an escape from so great a danger.

‘ Bessie and I are very desirous of having you here
‘ to nurse you if you do not go to Pembrokeshire. If
‘ travelling by land is too fatiguing to you, we are
‘ only 18 miles from Poole, or 40 from Southampton.
‘ If Mrs. Tyler should come to you at Portsmouth,
‘ Bessie flatters herself she would rather bring you here
‘ than remain at Portsmouth. I will only add on this

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‘ subject, that if it is not inconsistent with your plans
‘ we should be made happy by your coming here and
‘ Bessie, who is a good nurse, would do her best to
‘ recruit you.

‘ The feelings of grief and regret for the loss of your
‘ incomparable Admiral were so general and so strong
‘ as quite to check and abate the delight that the
‘ victory would otherwise have created in all our
‘ bosoms. What then must be the emotion with which
‘ his death was deplored by his friends and companions
‘ in danger and glory. This victory was as seasonable
‘ as it was unequalled. It has given security for our
‘ country and will animate our allies on the Continent.
‘ It has taught Frenchmen a lesson that this generation
‘ will not forget, and whatever may be the event of
‘ Continental warfare, our navy is found so superior to
‘ all opposition that we may look on the war without
‘ dread, and firmly rely on our wooden walls for safety.

‘ It appears to be allowed by all that the *Tonnant*
‘ had a brilliant share in the victory, and though such
‘ achievements can only be produced from the manly
‘ and honourable feelings you have expressed, I hope
‘ your wound and the consciousness of having so per-
‘ fectly fulfilled your duty will not be the only conse-
‘ quence of your exertions on that proud day.

‘ With Bessie’s affectionate remembrances,

‘ I am, my dear Sir,

‘ Most truly yours,

J. WEDGWOOD.’

‘ Admiralty,

‘ 9th December, 1805.

‘ Dear Sir,

‘ I heartily congratulate you on the share you have
‘ had in the late glorious unparalleled victory, and your
‘ return home. I shall be very happy to see you at the
‘ Admiralty when you come to town.

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¶ The French signals may be useful to us at the
Board, and I shall be obliged to you for them.

‘ I am, my dear Sir,

‘ Your sincere humble servant,
‘ GAMBIER.’

‘ Arlington Street,

‘ December 10th, 1805.

‘ My dear Sir,

‘ I was very happy to find the enquiries I had made
‘ respecting your wound and the answer I had received
‘ were confirmed by your letter, and since I learn it is
‘ not likely to prove dangerous and I hope not
‘ materially inconvenient.

‘ I might almost congratulate you on receiving a
‘ mark of your gallantry on the glorious day on which
‘ the wound was acquired. I am always particularly
‘ sorry when I hear any officer thinks of retiring from a
‘ service he has engaged in, especially when he has
‘ attained the high rank and reputation you have done,
‘ and I therefore hope more consideration and a pros-
‘ perous recovery will induce you to give up that idea.
‘ I hope it is unnecessary for me to say I shall very
‘ readily be a channel of any request you may have to
‘ make to the Admiralty, if the channel is necessary,
‘ but I do not quite understand from your letter what
‘ is the nature of the application you wish me to make.
‘ As soon as I do, I will very readily consult with some
‘ friends of mine at the Admiralty upon it.

‘ I did not receive your letter from Gibraltar. I beg
‘ you to believe me,

‘ Most sincerely and truly yours,
‘ CAMDEN.’

‘ London,

‘ 12th December, 1805.

‘ My dear Charles,

‘ I am abundantly thankful to you for your very
‘ kind letter of the 10th inst., which was doubly

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· acceptable in that it brought me a favourable account
· of your wound doing well and a flattering proof that
· as an old friend I was still in your memory, and you
· will do me but justice in believing that I have not
· been without my enquiries and a natural degree of
· solicitude about you. You needed not the memento
· you have met with to bring to your recollection the
· glorious achievements of that day which have done
· you all such honour. Had your Chief happily sur-
· vived it, what a one it would have been for him, but
· as it is, it will be justly held in commemoration for
· ages as the only tribute which can now be paid him.

· You may believe I shall be truly happy to see you
· when you come to town, which I hope you will not
· do without sending me your address. I go into the
· country to-morrow, but shall be back the beginning of
· the week. Adieu, my dear Charles, and believe me,

· Ever invariably yours,

· HOTHAM.

· Ibbotson's Hotel,

· Vere Street, London,

· 31st December, 1805.

· I am just returned, my beloved Margaret, from a
· visit to the Admiralty and having an interview and
· some conversation with Admiral Gambier.

· My account for *Tonnant* I hope will be passed
· and perhaps some of the Trafalgar prize-money paid,
· and then we may indulge ourselves: at present the
· quiet and country air, the society of my beloved
· Margaret and children will contribute a thousand
· times more than all the waters.

· I have put your ring in hand and I hope you will
· like it. Harry dined with me yesterday, and in the
· evening Mr. James Allen was so good as to come: he
· wanted me to dine with him to-day, but that was
· quite out of the question. I hope to see Baugh Allen.

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‘ Mr. Clyne is not to be here before five, so that I feared
‘ I should lose post, but if in time you shall know his
‘ opinion. Lord Hotham called on me again this
‘ morning. Lord Camden won’t be in town till Friday.
‘ I shall speak freely to him, and hope by Saturday or
‘ Monday to bend my course home. I will certainly
‘ call on Mr. Jeffries at Brecon if I go that way, which
‘ is my intention. Capt. Leach wrote me word he was
‘ laid up with gout, but I think of driving there to-
‘ morrow. I must dine with Lord Teynham Thursday,
‘ Friday I shall see Lord Camden. I must see the
‘ Dowager and Lady Dacre after, and then my visits
‘ end. Mr. Clyne has just left me, and says he has no
‘ doubt in three months I shall be able to walk, he
‘ recommends sea-bathing to the part affected so that I
‘ can have it cheap at home; he also says he never saw
‘ such an escape. He is a cheerful pleasant man and
‘ has quite given me spirits, and says I may go home
‘ whenever I choose. Let me hear by return of post.
‘ God bless you. Love to the children.

‘ Ever yours affectionately,
‘ C. T.’

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CHAPTER VI.

1806-1816.

FROM Captain Tyler's official correspondence with the Admiralty we gather that he still continued in command of the *Tonnant* on full pay, though he appears to have been granted what in those strenuous times was considered an indulgence in the form of a month's leave of absence. This in the circumstances seems no especial favour to a man severely wounded in a victory which relieved his country of the greatest menace with which it had ever been threatened. However, we find him applying to the Admiralty on February 9th, 1806, for an acting captain to be appointed temporarily to his ship, 'as I am not yet able to walk without a crutch.' Subsequent correspondence suggests that this was done, as we find him writing from his home of Northdown, Pembroke, until the end of the year, letters that show that he was in full possession of all the details of the routine on board the *Tonnant*, and was still responsible for her management to the Admiralty.

Meanwhile it is pleasant to know that his efforts to obtain a pension in respect of his wound were not unsuccessful, and that the 250*l.* per annum which resulted from his application was an addition to his income, which as appears from letters to his wife as already quoted, he had scarcely hoped to gain. His petition to

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King George the Third for the granting of the pension may, perhaps, be given as an interesting document of that date.

‘TO THE KING’S MOST EXCELLENT MAJESTY
‘ IN COUNCIL.
‘ THE HUMBLE PETITION OF CHARLES TYLER

‘ Humbly Sheweth

‘ That your Majesty’s petitioner during the action
‘ with the Combined Fleets of France and Spain off
‘ Trafalgar on the Coast of Spain, while commanding
‘ Your Majesty’s Ship *Tonnant* under the Orders of
‘ Lord Viscount Nelson, received a severe wound in his
‘ right Thigh, by a Musket Ball which passed thro’ it;
‘ and has so injured the Muscles as to make it very
‘ doubtful whether he may ever have again the use of
‘ the Limb. The Report of the Surgeons’ Company
‘ hereunto annexed will best explain the nature of the
‘ wound which, in their Opinion, is of equal prejudice
‘ to the habit of Body as the loss of a Limb.

‘ That your petitioner while on Duty in America
‘ under Lord Hotham in the year 1777, by the extrem
‘ severity of the weather, was so injured in his left Leg,
‘ as to render it necessary to remove the small bone, in
‘ consequence of which he was upwards of Two Years
‘ unable to move, except on crutches, and he has ever
‘ since been Lame.

‘ That your petitioner has served in Your Majesty’s
‘ Navy about thirty-five Years, with Zeal and Fidelity,
‘ and has now no other means of support for himself
‘ and his family than what he derives from his pay.

‘ Your Majesty’s petitioner therefore.’ etc.

We may here give a letter from his aunt, Lady Dacre, which seems characteristic of an old lady little

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reconciled with the changes which she saw going on around her. Lady Dacre died a few months later.

· Bruton Street,

· May 18th, 1806.

· Dear Sir,

· The receipt of your kind letter was most welcome
· to me, as it informed me that you had succeeded in
· your application for a pension; well-earned, God
· knows: I wish, however, they had been a little more
· liberal in the sum, but I cannot help looking to your
· still being of use in the cause of your country, and
· being entitled to a more distinguished rank. In the
· meantime I hope you will enjoy the society of your
· valuable companion and amiable children. I am glad
· to hear your eldest son is come to his senses, and I
· much hope having seen his errors, he will henceforth
· be a comfort to you, and that your inclinations as well
· as interest may ever be united.

· I should, indeed, be happy once more to be pos-
· sessed with a sight of Mrs. Tyler for whom I feel a
· sincere regard, and also of your young offspring and
· eldest daughter, who is in a manner grown up. It is
· a mortifying circumstance that the distance is so great
· between us, but as every one at times has a wish to see
· this wonderfully increased Capital, not for the better
· in my opinion, when night is turned to day, and the
· amusements far from what used to occur, that for my
· part a little of London goes a long way. I am now
· going to my villa to be ready to attend Mrs. Tyler when
· called upon. The country at present is in high per-
· fection, which induces me to quit London without
· reluctance. Should anything induce you to take a
· trip there, I shall hope you would not forget that I
· reside only 8 miles off. I beg thro' you to assure Mrs.
· Tyler and your young folks of my affectionate compli-
· ments, and shall release you, wishing you every success

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‘ command on this occasion, and have the honour to be,
‘ with the highest regard,

‘ Sir,

‘ Your most obedient humble servant,

‘ HOWICK.’

‘ To Captain C. Tyler, R.N.’

One of Tyler's preoccupations during 1806 was that of procuring the entrance into the Navy of his son George, born in 1792, and now consequently in his fourteenth year. We read from a letter to the Secretary of the Admiralty, that he had been ‘ three years at a clergyman's previous to the Reverend Mr. Jones's certificate,’ and that he understood ‘ the common rules of arithmetic and a little of the French language.’ The Reverend Mr. Jones, Rector of Hongeston and Master of the free Grammar School, certifies that ‘ Master George Tyler, son of Captain Tyler of the ‘ Royal Navy, was at my school from March 1st, 1804 ‘ to June 6th, 1806, and that he read Ovid's *Metamorphosis*, Justin, and the Greek Grammar, and that the ‘ whole of his conduct merited my full approbation.’

Tyler's efforts to pass the boy into the Navy were duly successful a year or two later. He lost an arm in 1811 in a boat attack in Quiberon Bay, later served under his father as Flag Lieutenant, and attained post rank in 1822, Rear-Admiral in 1852, and Vice-Admiral, 1857. He in due season obtained knighthood, was Governor of the Island of St. Vincent, M.P. for the County of Glamorgan, and died in 1862, leaving a family to-day represented by the Tylers of Cottrell.

It is uncertain how long Tyler remained in command of the *Tonnant*, but we think it probable that he was placed on the half-pay list at the end of 1806, or early

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in the following year. In any case, in April of 1807 he was again soliciting active service at the Admiralty. In that month we find a letter from Lord Mulgrave, evidently in answer to such an application. 'I remember,' writes Mulgrave, 'with great satisfaction the advantage which His Majesty's service derived from your active exertions at Toulon,' and he promised his interest in Tyler's application as soon as he had taken his seat at the Admiralty. Later in the year we find an offer of the 'Control of payment of ships,' which Mulgrave made with another expression of his happiness 'in this opportunity of renewing our old Toulon acquaintance,' which, however, Tyler did not feel able to accept. Later, on May 24th, 1808, he hoisted his flag on board the *Gladiator* as second in command at Portsmouth, having on April 28th been promoted to flag rank as Rear-Admiral, and on the 27th he at length resumed active service by an appointment which was conveyed by the following letter from Lord Mulgrave:—

· Private. Admiralty,
· May 27th, 1808.

· Dear Sir,

· I am happy to have it so soon in my power to offer
· you services afloat, and (as I recollect you to have
· mentioned some inconvenience which you apprehended
· from your wound, if you should have undertaken the
· payments which I offered to you previous to your
· promotion) I will leave it to your option to be
· employed either in the Lisbon Fleet under the
· command of Sir Charles Cotton, or in the Squadron to
· be assembled for the purpose of watching the Enemy's
· force collected in the Scheldt. I do not wish you
· to mention my having left you this option, as I am not

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‘ desirous of creating any general expectation of choice
‘ of service.

‘ I am, with great esteem and regard,

‘ dear Sir,

‘ Your very faithful and obedient servant,

‘ MULGRAVE.

‘ P.S.—If you should go to Lisbon, it will be neces-
‘ sary that you should go in a small ship of war.

‘ To Rear-Admiral Tyler.’

Of the two options in this offer Tyler chose that of employment in the Lisbon Fleet, and in June of 1808 he sailed for the Tagus, where upon his arrival he hoisted his flag upon the *Bayfleur* as second in command under Sir Isaac Coffin.

The circumstances which drew a British force to the Tagus were a direct result of the peace with Spain concluded in July of 1808. It is a matter of history how that country resolved to throw off the degrading yoke of her late ally and declare war against France. That declaration found the French Admiral Rosily lying off Cadiz with five sail of the line and two frigates, and in a somewhat embarrassing position. Outside the harbour Purvis cruised with ten English sail, and on shore the Spanish, rejecting the help of the British Admiral, decided upon bombarding the French into submission on their own account, which they eventually succeeded in doing. This movement, leading as it did to peace with England, inspired a similar spirit of resistance among the Portuguese, and Cotton received deputations from all parts of the country soliciting aid against the French, solicitations which, as we know, resulted in the landing of a body of troops under Sir Arthur Wellesley, the victory of

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Vimiera, and the opening of that long and glorious struggle with France in the Peninsula.

Events in Spain had brought Collingwood out of the Mediterranean, where he had spent the early part of the year in a vain attempt to bring the French Fleet under Admiral Ganteaume to action. A letter written to his friend Tyler, soon after the latter's arrival in the station, gives an interesting glance at contemporary events as they presented themselves to a famous seaman. It also records the continuing friendship between the two men.

‘Queen, off Cadiz,
‘July 16th, 1808.

‘My dear Tyler,

‘I am very much obliged to you for your letter
‘and truly glad to find you at sea again, for I have
‘thought you long in coming. You have come to a
‘scene which will probably soon be a very active one.

‘I hope the army that has come out have brought
‘plenty of arms for the Portuguese, for, poor wretches,
‘they are stripped of everything but their skins and
‘then told it is for their good.

‘I think the French will be driven out of Spain
‘and Portugal, but have no expectation of peace while
‘Buonaparte lives. He is a sort of evil spirit that sows
‘discord wherever he goes. I have no idea of more
‘malignity existing than in him, consequently he
‘answers to my conception of the Devil.

‘I was sorry to hear of the death of Sir J. Carter.
‘He was a very worthy man and will be a great loss
‘to Portsmouth, for he had many years watched over
‘them there with parental care.

‘When I saw Morris last he was very well, ap-
‘parently, in his *Colossus* off Toulon; but since I left
‘him I have received a letter from him requesting to

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· go to England; he has a rupture, and it is a com-
· plaint which, I understand, requires an immediate
· remedy. I am sorry for it that the flowers of the
· flock should drop off so. I hope he will soon recover.

· I am well, thank God, considering all things, but
· growing old, old and infirm. I have never been in a
· port since you left me, and I do not suppose I ever
· shall again. I am impatient for the French army in
· this province being fought with. I am told they are
· most of them little ragged boys—poor things, they had
· better be at school. The Spaniards at Saragossa ran
· over them and killed them without mercy. The
· Archbishop headed the army with his sword in the
· right hand, while he bore a cross in the left.

· We have an army here of fine troops. They were
· intended to go to Xeres as a back to the Spaniards,
· but from the difficulty of getting mules for the
· cannons and baggage, they have yet got no further
· than where the boats carried them to,—Puerto St.
· Maria. I wish sincerely you had them at Lisbon,
· where Junot is to occupy them all. Whenever the
· French are driven out of this province I shall go
· again up the Mediterranean, unless the Toulon people
· come down, which I think is very likely.

· I shall be glad, whenever I have the opportunity, of
· seeing you, for I am, with great regard,

· My dear Sir,

· Your most faithful and obedient servant,

· COLLINGWOOD.

· P.S.—Mr. Bounce is much obliged to you for your
· kind remembrances. He is a good dog and a faithful
· friend to me.

· P.S.—I do not think Seniavin will burn his ships,
· unless to prevent the French having them. I have
· every reason to believe the Russians have commenced
· hostilities against France at this moment.'

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While in the Tagus, Tyler also received the following letter from Lady Hamilton :

· Hill Street, Richmond,
· September 12th, 1808.

· My dear Admiral,

· Let me earnestly recommend to you Mr. Jackson, Lieutenant on board your ship. Our dear lamented Nelson always promised me promotion for young Jackson. His father, mother, and sisters are great friends of mine.

· Lord Mulgrave was so good as to make him lieutenant for me, and he is desirous for your protection. I need not say to you, be kind to him, for I am convinced you will.

· I am and ever shall be broken-hearted, but if you ever come this way, pray call and see me that we may speak of past times—happy times never more to be recalled—but I beg you will believe me,

· Your most obliged and affectionate friend,

· EMMA HAMILTON.

· P.S.—If you could get my protégé confirmed Flag Lieutenant you will make me very happy.'

Admiral Tyler and his chief Admiral Sir C. Cotton were more particularly interested in the subject mentioned in the last paragraph of Collingwood's letter. The treaty of Tilsit, concluded by Russia with France the previous year, had again ranged that country among England's enemies, and as soon as the Baltic was closed by the winter against the British fleets, the Emperor Alexander issued a declaration which, reaching London on December 3rd, 1807, provoked reprisals by this country upon Russian ships, and was followed by naval operations in the Baltic during the spring of 1808.

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Among the Russian squadrons was one under Admiral Seniavin which early in the summer found itself in the Tagus, and whose position, like that of the French Admiral at Cadiz, was compromised by the turn events had taken in Spain and Portugal. Sir C. Cotton had been watching him for some months, and the battle of Vimiera had influenced affairs on shore greatly to his disadvantage.

In the result Seniavin made what must be considered a good bargain. By a convention concluded with Cotton, on September 3rd, he undertook that

‘the ships of war (nine of the line and a frigate) of the Emperor of Russia now in the Tagus, shall be delivered up to Admiral Sir C. Cotton immediately with all their stores as they now are, to be sent to England and there held as a deposit by His Britannic Majesty, to be returned to His Imperial Majesty within six months after the conclusion of peace between His Britannic Majesty and His Imperial Majesty the Emperor of all the Russians.’

Cotton also undertook that the Russian Admiral and the entire complement of his fleet, officers, sailors, and marines, should return to Russia without any conditions as to their future service, and in British ships and at British expense. This Convention was approved by the British Government, but an agreement arrived at subsequently by which Cotton engaged that the Russian Fleet should continue flying the Russian flag in English ports was repudiated, and was the cause of much animadversion at home.

It was Admiral Tyler's duty to escort the Russian Fleet into British waters, and he accordingly sailed from the Tagus in the *Barfleur* with eight British sail, and

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the Russian Fleet of nine line of battle ships on September 11th. After meeting with bad weather he made St. Helens on October 7th. Off this port he received secret despatches from the Admiralty, and by their orders immediately informed the Russian Admiral that the British Government refused to recognise the supplementary agreement concluded by Sir Charles Cotton, 'a measure which the parties contracting were not at liberty to negotiate and conclude after the exchange of a perfect instrument.' 'Therefore,' concluded Tyler, 'I request you will not hoist your flag nor the colours of His Imperial Majesty of Russia, and you will be pleased to give the same direction to the captains under your command, and that the ships under your late orders do not hoist the flag or pennant after the sun sets this day.'

Tyler then anchored at Spithead with his fleet and reported to the Admiralty that the Russian Admiral had complied with his request. The following letter from his late chief, Sir C. Cotton, completes our knowledge of this matter, and we find that Tyler struck his flag on the *Barfleur* on November 3rd of the same year.

'H.M.S. *Hibernia*,

'Tagus,

'October 12th, 1808.

'My dear Tyler,

'Many thanks for your letters of the 3rd which I received by Captain Derret on the 11th. I lament that your anxiety was prolonged for three weeks, and that you had such bad weather. Nothing prevented your being hove to the southward, but the judicious plan you adopted of keeping on to the westward till the wind enabled you to stand to the northward. All the transports that stood back to the coast have been

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· driven to leeward, and have returned here disabled, and
· what with the two garrisons of Elvas and Almeida, we
· shall have above three thousand men in security for our
· ships, if the French are disposed to stop the transports :
· one is gone down with 290 men.

· We have had some gay doings with the natives
· since you sailed. A ball given at the opera house on
· Tuesday by the army excelled the one given by
· Junot's officers, and I fear they will have an exorbitant
· sum to pay for it.

· The Portuguese ships are not yet out, though the
· Algerians have been in the Bay and on the coast this
· month, I believe they will sail next week. The Danes
· are in such condition that the expense of sending them
· home, if we could do it, would not leave much to the
· captors. The army, I am sorry to say, are very sickly ;
· no wonder, with the cursed spirit, and worse wine,
· drunkenness, and the exposure to the sun in the day,
· and to the damps in the night. They are marching to
· Spain now with Sir John More, leaving about 12,000
· men behind them, three or four of which are in the
· hospitals.

· About 50,000*l.* in specie the French were made to
· disgorge, ere the chief parted, some cotton and indigo
· levied and sent home, but nothing of any conse-
· quence.

· You will have known long e'er this, of the refusal
· of our Government to ratify the two additional
· articles : the wisest measure they could adopt to get
· rid of them if they disapproved, though I doubt
· whether Seniavin would have gone home so good-
· humouredly, if they had not been granted. None of
· the officers I appointed to the Portuguese are con-
· firmed. I did not expect it, but thought they might
· do so with some of their own. The convention is a
· perpetual fund of John Bull's abuse, the papers we
· receive contain nothing else. My masters have

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· approved respecting the Russians, but I see none of
· the reasons I stated published: ergo, I expect to be
· spattered not a little.

· Lord Howe and Sir Arthur have both gone home
· with many others. I hope to be on the same road
· shortly. I have about thirty officers on my list,
· petitioning for passage by the first man-of-war, also
· ladies, etc. If I could see a packet, it would relieve
· me from much military application. I live and sleep
· on board: the Generals are all in palaces, but the dirt,
· smells, flies, and mosquitos, make me prefer my cot to
· any of the fine apartments I might have in the city.
· I slept one night in the sumptuous bed at Melus,
· prepared for the Corsican himself by Junot. The
· suite of apartments, though not quite finished, are very
· elegant, and fitted with a most refined taste, rather
· voluptuous and gaudy, but “*a la mode de Paris.*”

· I hope your family are all well with you. Re-
· member me to all friends, Admiral Montagu, Otway,
· etc.

· Yours ever,

· C. CORTON.’

Admiral Tyler was now destined to spend nearly four years in inactivity on shore, a period in which there is little record of him. Our only means of tracing details of his life between 1808 and 1812 consists of letters he received from friends and a few others which he wrote to Mrs. Tyler when he was absent from home. His life now was probably very pleasant, apart from questions of financial anxiety. The country was grateful to the men who, with Nelson, had delivered England from the danger of the Corsican, and we find record of much congratulation and entertainment which were doubtless the expression of that feeling. Lord Camden, who is mentioned in the following letter, was brother to

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Admiral Tyler's aunt, Lady Daere, several of whose letters we have already given.

· Ibbotson's Hotel,
· London.
· November 8th, 1808.

· My beloved Margaret,

· I went on Thursday to dinner at the Commo-
· dore's. James Allen and Lloyd dined there. We
· passed a very pleasant day and Mr. L. uncommon
· civil.

· Friday I set out for Wildernesse, and arrived 4 o'clock.
· Lord Camden was in London, he came to dinner at
· six, bringing with him the Duke of Montrose, I was
· very graciously received, and don't recollect passing
· my time more pleasantly. Nothing could be kinder
· than the Lord and Lady of the house. It is a most
· beautiful place and most beautifully furnished. The
· room I slept in had the portraits of Lord Daere and
· my grandmother.

· I paid the Misses Hardinges a visit; their house
· is in fact in the Park. Miss Caroline and poor George
· Hardinge's eldest sister were at home. They were
· very glad to see me, but felt severely for their loss.

· I am informed the Judge has published his sketch
· of George Hardinge's life in which I make a con-
· spicuous figure; I will get it and bring it home, he
· has even published my letters to him on the subject,
· for which I am not well pleased, as I never suspected
· he would have done that without saying so to me, but
· he is very odd. I must go on with my history. On
· Saturday morning I had my chaise at the door, but as
· prayers were ordered at breakfast, I thought it decent
· and proper to wait and attend with the tutor and
· clergyman. Lord Bayham read the service. All the
· servants attended.

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· I took my leave with regret, I could not pass more
· time so much to my satisfaction.

· The two elder girls, Lady Frances and Lady
· Georgina, are elegant, the first is a pretty girl, the
· younger Caroline, only 14, is as tall as either, and
· promises to be very handsome. Their mother is a
· charming woman, and an example to all mothers, be
· they of what rank whatsoever.

· I returned here at six, dined, and went to my
· brothers. Yesterday, I attended the Admiralty, but
· Lord Mulgrave could not see me till to-morrow. My
· chief wishes are to know exactly about Charles. By
· your letter of the 5th, I am glad to find he is with
· you.

· I met the Lennards in Bond Street; she, the best-
· natured creature in the world, went to show me an
· excellent shop beyond Temple Bar for silken goods,
· where I have bought you some. On my way home, Sir
· Thomas insisted on sending you a small mark of his
· remembrance, and though I resisted, he has sent you a
· pair of pretty ear-rings. I have made some purchases
· for you I hope you will like. Mrs. T. has purchased
· the gown, and as she offered it to me I could not
· refuse it. I dined yesterday with my friend Morris
· and his wife, Mr. Vernon and his, a very pleasant, nice
· party. I shall go in quest of Baugh. I have not yet
· seen him. I was discharged on the 4th and have given
· my valet directions to prepare to go to Portsmouth
· and be discharged from my service. My things
· will be taken great care of, as my secretary lives
· at Fareham, and Turner will take charge of everything
· unsold. I think it best to order the chest containing
· linen, plate, etc. to be sent by the waggon as we may
· want these things and it will prevent their spoiling. I
· will call on Dr. Weir, and as I am a tolerable judge of
· your constitution, will state your case to him, follow
· his advice as you think best.

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· I shall most sincerely rejoice to embrace you and
· all my friends, no one can be more sensible of their
· kindness than I am, or wish more anxiously to be
· among them.

· I dined with Lord Teynham to-day, and I shall get
· a frank for George. I forgot to tell you the Lennards
· set out this morning for Bath: he has shown such
· friendship for me, that I am angry with myself for not
· having esteemed him, and I now think he cannot help
· some traits in his character which I have so much
· disliked. I long to be with you, and I have so much
· to tell you that it will appear an age until I have the
· comfort to hold you to my heart. I will do as you
· desire, but I grudge chaise hire here. It costs me five
· guineas to go and return from Wildernesse.

· Harry and his family are well. Kiss the dear
· children with my affectionate love. God bless you
· and them is the constant wish of

· Your faithful and affectionate husband,
· C. T.'

The following letter from Collingwood is of interest, if only as showing how Buonaparte was regarded by an English sailor. His reference, too, to the state of Spain is an interesting reminder of the circumstances in which Wellington began his campaign in the Peninsula.

· *Queen,*

· January 4th, 1809.

· My dear Tyler,

· I received your letter lately, recommending your
· nephew to my attention. Whenever I have it in my
· power to serve him, you may depend on it I will have
· much pleasure to doing it, but he wants a year of his
· necessary age. Where do you think I shall be in that
· time? I am old and decrepid. It is impossible I can
· stand this sort of life long. It is my patience that has
· until now supported me—that is almost worn out.

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· I was sorry to find so much fuss made about the
· Portuguese affairs, which makes a triumph for the
· French in the eyes of Europe. The Russians that you
· conducted to England, I consider as dissolved; they
· will never go to Russia, for their Emperor dare not
· make peace with us, so completely is Europe sub-
· jugated by that fiend of France.

· I am very much in the dumps. The Spaniards in
· Catalona seem to have lost that enthusiasm which, in
· the beginning of their resistance, promised so well and
· made so much noise, and it is not without a reasonable
· cause—the mass of people unorganized, untaught in
· war, unarmed, whatever their good intention and zeal
· may be, find themselves unsupported by a regular
· force.

· What they call a regular force is almost without
· officers, and the few of little experience.

· Then how will this end? The fleet has suffered
· much off Toulon, this ship particularly—all her bolts,
· which were of copper, broken, and the ship in a
· lamentable state. I am now on my way to Malta to
· try what can be done for her repair. I am worn, my
· dear Sir, and wishful to return to England, but there
· are objections made to it, which I am sorry for. You
· know how little respite I have had from labour, and
· how I labour.

· I wish you health and every comfort, and am,

· With great esteem, dear Sir,

· Your faithful servant,

· COLLINGWOOD.

· P.S.—How is the poor leg? I hope quite re-
· covered and well.

From 1810 onwards we find the Admiral again seeking active service. In May a letter from Mr. Yorke at the Admiralty offers him the command at Malta, 'where a Flag Officer is wanted,' which, how-

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ever, Tyler declined. Lord Camden's interest had evidently been enlisted in Admiral Tyler's behalf, for a year later we find the following passage in a letter to the Admiral :

‘ Mr. Yorke assured me, when I spoke to him after
‘ you had declined to go to Malta, that such declining
‘ of service should not be detrimental to you, and yet
‘ there is something in the expression of his note which
‘ makes me think he was not pleased with it. You will
‘ best be able to judge what steps to take. I will not
‘ fail again to remind him on your subject.’

A year later still, viz., in August 1812, Lord Melville writes that ‘ Vice-Admiral Stopford having signified his wish to give up the command of the Cape of Good Hope, I beg to acquaint you that the same is much at your service if you are disposed to accept it.’ Tyler did so forthwith, and the next few weeks were rich in congratulations from old friends or commanders like Lord Bridport and Lord St. Vincent, and of applications for the disposition of appointments under Tyler's patronage. We may perhaps set out two of these as typical of many others :

· September 7th, 1812.

‘ My dear Admiral.

‘ Admiral Dommet having informed me that you
‘ are appointed to command at the Cape in the room of
‘ Stopford, I take my pen to congratulate you upon the
‘ occasion, as I hope the appointment is in all respects
‘ such as you wish. Admiral Dommet also gives me
‘ the pleasure of knowing that you will take Captain
‘ Eveleigh to be captain of the ship that has your flag
‘ in case he should return from Lisbon in time to have
‘ that honour. I have long known Captain Eveleigh, as
‘ he served under my flag in the *Royal George* and with
‘ other flag officers, and last with Admiral Holloway

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· who made him a commander. I have always had a
· high opinion of his character as an officer, and if he
· shall have the honour of attending you to the Cape I
· am confident he will give you satisfaction in the exe-
· cution of his duty.

· Allow me to offer my best wishes for your health
· and success, and with real regard,

· I am, my dear Admiral,

· Your sincere and obedient servant,

· BRIDPORT.

· P.S.—I suppose Mrs. Tyler and your family will
· accompany you to the Cape.’

· Mortimer Street,

· 11th September, 1812.

· My dear Admiral,

· You will do me a great kindness by placing Mr.
· John Ruth, who will present you with this, in the
· office of your Secretary and giving him a Purser’s
· warrant should he merit it, as I trust he will, for I am
· very much interested in his advancement.

· Heartily wishing you health and aggrandisement,

· Believe me to be,

· With great regard and esteem,

· Yours most truly,

· ST. VINCENT.’

From the official *Admiral's Journals* we find that Admiral Tyler hoisted his flag on the *Semiramis* at Spithead, on October 2nd, 1812, and that his orders were to take under his protection any trade for the South Sea or Cape of Good Hope and proceed thither at once. The *Semiramis* took the ground on the Kicker Shoal soon after Tyler hoisted his flag, but she sailed on October 12th, and, after putting in to Torbay on the 24th in consequence of a gale, seems to have made a

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prosperous voyage to South Africa. She anchored in Table Bay on January 2nd, 1813, where she found the *President*, flying Admiral Stopford's flag, the *Lion*, and the *Astrea*. On January 4th, 1813, Tyler struck his flag on the *Semiramis* and hoisted it on the *Lion*, thus taking over the command of the Cape Station from Admiral Stopford.

Tyler's command at that station, which continued for three years, was destined to be comparatively tranquil, when compared with the stirring times in which the greater part of his active life had been passed. It is true that we were still at war with France and half Europe, and that the year 1812 had added the United States to our enemies. Indeed, one of Tyler's first orders to his commanders was to 'seize or destroy all ships and vessels belonging to' that nation. It is true also that the naval exertions both of France and England were by no means relaxed after Trafalgar. That victory had doubtless decided the mastery of the sea for the time being, but it was only by the most unwearying vigilance on the part of the English Admirals that such a supremacy was retained. It is also sometimes forgotten that two years after Trafalgar, Napoleon had as many as eighty well-equipped ships of the line at his disposal, and that the consolidation of his power along the coasts of the Continent was adding constantly to his naval resources. Thus Antwerp and the Dutch ports were provided with sufficient establishments for the launching and equipment of men-of-war which regularly sent new vessels to take their place in the French line. Ports, too, in the Mediterranean, like Spezzia and Venice, just as regularly extended his naval power eastward in the Mediterranean. It seems clear, indeed, that after

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Austerlitz had established his military supremacy on the Continent in 1806, Buonaparte contemplated a naval descent upon Ireland, which should render possible the military occupation of the island.

This survival of the naval strength of France, as we say, involved unremitting energy upon the part of the English Admiralty. In 1808, Great Britain had no less than 113 ships of the line in commission, and thirteen ready for sea, with an additional force of 673 frigates and smaller fighting vessels. In that year Parliament voted 130,000 seamen and marines for the service of the fleet, a complement increased by 15,000 in 1812.

From the Texel to the Adriatic there was no squadron of the enemy, and scarcely a single ship which was not beset by some vigilant Admiral commanding a fleet, some commodore with a frigate and a couple of corvettes, or some energetic young commander with a sloop and a cutter under his orders, always ready to risk an action or to decoy the enemy into the presence of a stronger force. England as we know was engaged during these years in what was really the final struggle with Buonaparte in the Peninsula, and it was necessary at all hazards to keep the seas clear of the French fleets in order that Wellington and his troops in Spain might not go short of food, ammunition, and reinforcements. So we find that the naval history of the period between Trafalgar and Waterloo resolves itself into little more than a record of blockade on the part of the British, and of vain attempts of one admiral or another to lure some French force at Brest, or Rochefort, or Toulon, far enough away from its port to bring on a general action. The French Admirals were sometimes forced to take

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their ships a few leagues from land for the sake of exercising their crews, when the blockading fleet would swoop down upon them, exchange broadsides with a few of the rearmost of the enemy ; if lucky they would cut off a ship or two, but invariably drive the Frenchmen back under the shelter of their forts.

Sometimes stress of weather and the dangers of a lee shore would force the blockading fleet to make a wide offing, or even to retire to an English port to refit. Then the French Admiral would seize the opportunity of slipping out of his port with a squadron, which would sail to the West Indies, or the Indian Ocean, reinforce some French colony sorely beset by the British, or prey upon conveys of rich Indiamen or merchantmen trading with the Colonies. Upon the news reaching the Admiralty, a squadron of British ships would be despatched in pursuit, and the French force would be almost invariably captured, destroyed, or dispersed. Single frigates, too, would constantly steal out of French harbours, evade the blockade, sail westward, and provide antagonists for the single British frigates cruising in all parts of the world.

Tyler's duties at the Cape Station were chiefly those of watch and ward at a point which enabled him to keep guard on the route between the Adriatic and Indian Oceans. He himself, with the *Lion*, lay at Table Bay or at Simon's Bay throughout his command. If a French or American frigate or squadron was reported as likely to be within the limits of his station, he would detach a couple of his smaller vessels to try and bring them to battle, and to pick up any French or American merchantmen which were unlucky enough to cross their course. The log of the *Lion* and Tyler's

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despatches are full of such incidents, and of little else. There are entries of the almost constant changing of the force under his command: a fleet of lumbering Indiamen would want convoy to Europe, and one or two of his frigates would be despatched upon that service. Other frigates bound on similar duties eastward would see their charges safe into Bombay or Colombo, and sail to the Cape to bring up Tyler's force to its normal Establishment. The islanders of Tristan d'Acunha would want succour, and a sloop would leave Capetown on that errand, or a French frigate hovering about Mauritius would be driven off by a similar vessel of Tyler's command.

There is little need, we think, to follow the Admiral much further through the useful but uneventful records of his command at the Cape of Good Hope. Some personal matters, however, seem of sufficient interest to be mentioned. Thus, on April 8th, 1813, we find him writing to the Secretary of the Admiralty, at that time the ingenious John Wilson Croker, informing him that Lieutenant George Tyler had taken the oath on being promoted to the rank of Lieutenant of the *Lion*, and Tyler thus had the happiness to see his own son growing up into the efficient sailor he became under his own eye.

In September of 1814 the *Culloden* arrived in Table Bay and brought the following:

Admiralty Office.

4th June, 1814.

Sir,—His Royal Highness the Prince Regent
having been pleased in the name and on the behalf
of His Majesty, to order a promotion of Flag Officers

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‘ of His Majesty’s Fleet, and my Lords Commissioners
‘ of the Admiralty having in pursuance thereof signed
‘ a commission appointing you Vice-Admiral of the
‘ White Squadron, I have the honour to acquaint you
‘ therewith, and am.

‘ Sir,

‘ Your most obedient humble servant,

‘ JAS. BARROW.

‘ Admiral Tyler, Cape of Good Hope.’

The peace of 1814 with France brought the thanks of both Houses of Parliament to the Fleet, as well as the congratulations and thanks of the Prince Regent, for the conduct of the officers, seamen, and marines during the eleven years of war which had followed the Peace of Amiens. These honours the Admiral had the satisfaction of communicating to his command. The peace with America, which followed on December 24th, was the occasion of an order from the Admiralty that as soon as he had received notice of the ratification of the Treaty, pending which hostilities with America were to continue, Admiral Tyler, who had meanwhile transferred his flag from the *Lion* to the *Medway*, was to sail to England with his command, leaving orders also for all his vessels absent on detached service to follow at once.

Our peace with the States was not ratified until March 15th, and news of the ratification reached Tyler a little before he received intelligence of the escape of Napoleon from Elba and the renewal of hostilities with France. This intelligence decided him to remain at the Cape with his command upon his own motion and responsibility, proceedings which were fully approved later by the Admiralty.

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A letter from Mr. Croker of January 1815 brought a well-deserved honour for Admiral Tyler :

· Admiralty Office,

· 3rd January, 1815.

· Sir,

· The Prince Regent acting in the name and
· on the behalf of His Majesty having been graciously
· pleased in consideration of your eminent services, to
· confer upon you the distinction of Knight Commander
· of the Most Honourable Order of the Bath, I have the
· commands of my Lords Commissioners of the
· Admiralty to acquaint you that you are to assume
· the style and dignity of Knight Commander of the
· said Order accordingly, in pursuance of the notifica-
· tion of the Royal Pleasure, as contained in the *London*
· *Gazette* of this date. But you are not to wear the
· insignia of the Order until you shall be authorised by
· further and sufficient authority so to do, and when
· you shall receive the insignia, you will return to me
· the naval medal heretofore conferred upon you, which
· is to be considered as superseded by the decoration of
· the Bath.

· I am, Sir,

· Your most obedient humble servant,

· J. W. CROKER.

· To Vice-Admiral Sir Charles Tyler, K.C.B.,

· Cape of Good Hope.

The unnecessary provision as to the naval medal which accompanied this distinction was evidently received with protest by Sir Charles Tyler, and no doubt by other recipients who already possessed naval distinctions. There followed a correspondence from which we learn that as a first concession the Commissioners were pleased to intimate to Sir Charles Tyler that although the wearing of the Trafalgar Medal was still

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forbidden, 'it may still be gratifying to you to preserve in your family that honourable badge of your distinguished merit, and that therefore you will not be called upon to return the said medal.' This concession failed to pacify Admiral Tyler, who stuck to his point, and a year later we find all conditions as to the wearing of the medal with the insignia of the Bath withdrawn.

Sir Charles continued on the Cape Station until after the battle of Waterloo had at length given final pause to the restless ambition of Napoleon. An order of August 28th instructed Sir Charles to return to England with his command. Several matters delayed his departure from the Cape, and it was not until January 11th, 1816, that Tyler in pursuance of further orders from home relinquished the command of the Cape Station to Rear-Admiral Sir R. A. Cockburn at St. Helena, who had brought out Napoleon Buonaparte to that island.

The few days' stay which Tyler made in St. Helena enabled him to give an interesting account of a visit he made to Longwood shortly after the arrival of the ex-Emperor at his future home of detention. The following is recorded in one of his note-books. The Admiral evidently wrote it on the day of his departure as soon as his squadron had cleared the island, for it is dated January 12th, the day of his sailing.

- General Buonaparte's suite at Longwood in the Isle of St. Helena, 12th January, 1816.
- General Count Bertrand, Marshal of Ye Palace.
- General Count Montolon, an able officer of horse.
- Count Las Cases, Secretary, and clever.
- Genl. Girgon, a great Russian.
- A Youth, son of Las Cases.

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· Captain Pislowski, a Pole, much attached to
· Buonaparte in his exile, but I hear they, the French,
· treat this man very ill.

· Madam Bertrand and three children wife to the
· Marshal, a clever intriguing woman.

· Madam Montolon, wife to General Count Montolon
· in particular favour with Buonaparte, and of course the
· ladies hate each other.

· Where Buonaparte is lodged is called the Long
· Wood, there are a number of trees but of small growth,
· though they appear a great age, they are a gum tree,
· the Island on its first discovery was covered with them,
· but now there are few.

· Long Wood was the house of the Lt.-Governor's,
· the grounds are extensive, a fine view and a constant
· cool breeze; on the whole there cannot be a better
· situation for Buonaparte so long as he behaves pro-
· perly, but he is trying with all his strength to have
· many of the necessary restraints now upon him taken
· off, but Sir Geo. Cockburn knows Buonaparte too well
· to be duped.

· A guard is kept close to the house, and during the
· night it is placed round it, so that no person could
· come or go if a proper look out is kept. There are
· bounds where sentinels are placed beyond which none
· of the French are allowed to go unless they are with a
· British officer, and then they can go wherever they
· please. Buonaparte can have a good 9 miles gallop-
· ing ground, and not be out of bounds, but that won't
· satisfy him.

· I left Simon's Bay, Cape of Good Hope, the 19th
· December, 1815, *Tamar* and *Harpy* (with George) in
· company, and arrived at St. Helena the evening of the
· 10th of January. Sir George Cockburn came on board
· and wished me to go on shore, but I declined, and
· waited on him after breakfast the next morning,
· Thursday. He provided me with a horse, and re-

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· requested Sir Geo. Bingham, Colonel of the 53rd Regt.,
· who came out with Sir Geo. Cockburn and the 53rd
· to guard Buonaparte, to call on me as well.

· We went to Long Wood about 5 miles from
· Jamestown the road good, but cut out of the sides
· of the mountains in traverses. The greatest part of
· the Island bears evident marks of Volcano, the ravines
· too are an immense depth, and their imposing appear-
· ance is beyond any description without seeing it.

· On our arrival Marshal Bertrand informed us the
· Emperor had been ill all night and was unable to see any
· person. It was evident this wasn't true, and it proved
· so, for an hour after we had gone, he went into the
· Field close to the house, and amused himself by hold-
· ing the Plough, and sometimes by driving the horses.
· He afterwards went riding. The reason of his not
· appearing I believe was—Sir George Cockburn had
· a few days before been displeas'd at Buonaparte's
· riding away from Captain Poplewell of the 53rd
· Regiment, who has the peculiar charge of riding with
· him and keeping a strict look-out on Buonaparte's
· conduct as well as on all the French. He, the
· Captain, has apartments in Buonaparte's house, which
· annoys the General very much—I therefore be-
· lieve his not seeing me was to shew his anger against
· Cockburn.

· Sir George Bingham shewed me the greatest and
· certainly the prettiest part of this wonderful rock; the
· S.W. part is the most beautiful, there are several hills
· with very fine verdure, and the scenery put me much
· in mind of Brecknockshire. The Governor, Colonel
· Wilks, a very gentlemanly man, has his wife and
· daughter with him, and has been here for some years.
· We went to pay our respects at his country house,
· Plantation Farm, which is very pretty, the house quite
· in the English style, and the grounds handsomely laid
· out with extensive plantations all in a very thriving

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· state. Colonel Wilks will shortly leave St. Helena
· in consequence of Sir Hudson Low's appointment as
· Governor. It's a great hardship as he is delighted
· with the climate, while the Government and the
· people adore him. How much he must hate the
· Devil Buonaparte; the common people actually think
· he is the D.

· Plantation Farm has been the favourite place of
· several governors, and all have given their tribute to
· improve it. Mrs. Wilks is lady-looking (*sic*), and Miss
· Wilks very pretty.

· Early in the morning of the 12th the *Liverpool*
· arrived, she sailed from Simon's Bay, Monday the 1st
· January, but could not get out for the wind was S.E.
· I ordered her to be completed with water, and the
· squadron sailed the evening of the 12th for Ascension.
· We had remarkably fine weather, wind from S.S.E. to
· S.E. At 3 p.m. Wednesday the 17th January brought
· to, off the anchorage, Cross Hill S.S.E. One and a
· half miles from the shore. Bore up and made sail,
· steered N.N.W. a fine breeze. The Captain of the
· *Vesuvian* sloop sent me two very large Turtles each
· weighing 4 or 5 hundred pounds. The season for taking
· them had just begun. Sir George Cockburn has taken
· possession of Ascension as it might be possible for
· Buonaparte to make his escape to that Island, where
· a vessel might be ready to take him to America. A
· guard of Marines are on shore, and a sloop of war to
· be stationed there. As yet Fresh water sufficient for
· 50 men is found, but it is doubted there will be any
· in the heat of the summer. The water that runs in a
· small rill on the side of Green Hill is evidently from the
· clouds that gather on the top of the hill which is the
· highest in the island, but I fear the heat of the sun in
· summer will dry it up. There are quantities of goats,
· turtle, fish and sea birds, the latter so tame they will
· hardly get out of your way. I sent half a bullock to

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‘the Captain of the *Vesuvian* in return for the turtle
‘and fish.

‘Crossed the Equator in 20’ west with a light
‘breeze S.E. or E b. S. at a rate of 3 and a half miles
‘an hour.’

It happens that Las Cases, in his memoir of Napoleon, mentions the visit of Admiral Tyler to St. Helena, which we may collate with Sir Charles’s own account of it. The memoir says :

‘January 11th, 1816.

‘As I was walking after breakfast about half-past
‘twelve before the gate, I saw a numerous cavalcade
‘approaching preceded by the Colonel of the 53rd. It
‘was Admiral Tyler who had arrived the evening before
‘with his squadron from the Cape and was to leave us
‘the next day but one for Europe. Among his
‘Captains was his son who had lost his arm at the
‘battle of Trafalgar,* where his father commanded the
‘*Tonnant*.

‘Admiral Tyler said he was come to pay his re-
‘spects to the Emperor, but he had just received for
‘answer that he was unwell, at which the Admiral was
‘much disappointed. I observed to him that the
‘climate of Long Wood was very unfavourable to
‘Napoleon. I chose an unlucky time for making this
‘observation as the sky was beautiful, and displayed
‘at this moment all the illusion which it is capable of
‘producing. The Admiral did not fail to remark that
‘the situation was charming. I replied in a tone of
‘genuine sorrow. “Yes, Admiral, to-day, and for you,
‘who only remain a quarter of an hour in it”; at this
‘he seemed quite disconcerted, began to make excuses,
‘and begged me to pardon him for having made use of

* A mistake for Quiberon Bay.

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· what he called an impertinent expression. I must
· render justice to the peculiar urbanity of manner
· which he evinced on this occasion.'

The further voyage home of Sir Charles Tyler was uneventful. He duly arrived at Spithead on February 27th, 1816, and finally bade adieu to active service when, on March 2nd following, he struck his flag in the *Medway*.

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L'ENVOIE.

EARLY in the following year Sir Charles and Lady Tyler, together with the younger children, took up their residence at Cottrell House, in the country of Glamorgan. This charming place, which occupies an elevated site overlooking the Vale of Glamorgan and the Bristol Channel, came into the possession of the Tylers under somewhat peculiar circumstances. It was originally the property of the Gwynnet Family, who, besides other lands in the county, owned the neighbouring estate of Penllyn.

Tradition says that the last Mr. Gwynnet of Cottrell and Penllyn Castle had once been a suitor for the hand of Lady Tyler, and true to the memory of his early affections had made a will leaving the Cottrell* estate to her eldest son, George. The will in question appears to have been bitterly resented by his sister, Miss Emilia Gwynnet, who is stated to have suppressed and burnt it; thus, under a former will, securing the inheritance for herself. It is further said that on her deathbed, being overcome with grief for her treacherous conduct, she again bequeathed the estate to George Tyler, but first for his life to Thomas, second Earl of Clarendon. The latter duly inherited the property, but seems never to have lived there, though the spirit of the remorseful lady is said to nightly wander through

* Cottrell is now the property of Mrs. Mackintosh of Mackintosh, whose mother was the eldest daughter of Admiral Sir George Tyler, M.P. It was purchased by her from Mr. George William Tyler, late R.N., the present head of the family.

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the lower corridors of Cottrell House, where, according to the testimony of more than one witness, she can be seen in the act of burning her brother's will.

Sir Charles Tyler purchased from Lord Clarendon his life interest in the estate, and after Lord Clarendon's death, in 1824, he continued to reside there as tenant of his son, who, by Miss Gwynnet's will, had now become the owner.

But little is recorded of the Admiral's life in what was in those days a remote and peaceful country district, though, doubtless, the rest and quiet incidental to such a life, combined with the interest attached to a growing family, must have come as a welcome sequence to the strenuous years he had passed in the service of his country. His daily occupations seem to have been those of a country gentleman, while from letters still extant we hear of periodical visits from members of the family and old naval friends with whom he kept up a regular and affectionate correspondence. Sir Charles was promoted Admiral of the White in May, 1825, and in January, 1833, he was made Knight Grand Cross of the order of the Bath, an honour conferred upon him by King William IV., with whom, in his early days, he had been an intimate friend and shipmate. The following letter, written by the King when Duke of Clarence, may be here quoted; it refers evidently to George Peter Tyler, the Admiral's brother, who was then resident at Madras. The letter was written in 1816.

Bushey House,
Monday Night.

‘Dear Charles,

‘I would have acknowledged yours of the 13th inst. sooner, but that I have been confined to my bed with



Cottrell House, Hamorgan.

Open 1871

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‘ a bilious fever and this is the first day I have been able
‘ to hold a pen. I shall feel the greatest pleasure in
‘ enclosing your letter to me and your brother’s case
‘ to the Marquis of Hastings. I will write to India
‘ to-morrow. I enclose the printed thanks to Lord
‘ Exmouth, and ever remain,

‘ Your sincere friend,

‘ WILLIAM.’

Early in 1834, Sir Charles’s health began to fail, and he also appears to have suffered much inconvenience from the injury to his leg caused by a frost-bite while on the American station, and which now prevented him from taking his accustomed exercise. In the following year his troubles were further increased by the death of his wife, and the loss of her whose sympathy and devotion he had experienced for nearly fifty years affected him deeply. His health still continued to decline, and on September 28th, 1835, he died at Beaufort Buildings, near Gloucester, where he had gone in search of medical advice, the immediate cause of death being mortification of the injured limb. His loss was sincerely regretted not only by his many personal friends, but by the public generally, who were not slow to recognise the active part he had taken in maintaining the honour of the British Flag. *The Cambrian* newspaper, in an obituary notice, says: ‘ Sir Charles Tyler was slight in person but exceeding good-looking, he was a very lively man and a pleasant companion, especially in the society of ladies. His manners were courteous and had all the polish of the best society.’

The funeral took place at the Parish Church of St. Nicholas, amidst every manifestation of sympathy and respect. A tablet has since been erected there by

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the members of the family and bears the following inscription:—

‘ To the memory of Sir Charles Tyler of Cottrell in
‘ this parish Admiral of the White and Knight Grand
‘ Cross of the most honourable Order of the Bath who
‘ died the 28th day of September 1835 aged 75 years.
‘ His life was devoted to the service of his country
‘ during a period of the greatest difficulty and danger
‘ and he bore a distinguished part in the ever memorable
‘ Battle of Trafalgar in which he commanded the
‘ *Tonnant*, 80 guns. He was honoured by the friend-
‘ ship of the hero under whose auspices he then fought
‘ and in whose glorious end it was nearly his fate to
‘ participate. His whole professional career was marked
‘ by many acts of valour and honourable service and
‘ won for him those high distinctions which were con-
‘ ferred upon him by his Sovereign with the general
‘ approbation of his countrymen.

‘ Also Margaret, Wife of the above, who died the
‘ 21st July, 1835, age 76 years.’

R. I. P.

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APPENDIX I.

THE TRAFALGAR ROLL.

H.M.S. 'TOXANT,' 80 GUNS.

Captain	Charles Tyler. (1)	Severely wounded.
Lieutenants	John Bedford. (2)	
	Charles Bennett. (3)	
	Frederick Hoffman. (4)	Wounded.
	Benjamin Clement. (5)	
	Hugh Brice White. (6)	
	William Smith Millett. (7)	
	Master	Edward Soper. (8)
Master's Mates	Edward Collins Polwhele. (9)	
	John Treeve. (10)	
	Henry Ready. (11)	Wounded.
	James Little.	
	Midshipmen	James Primrose Blemmerhasset. (12)
	Robson Cruse. (13)	
	Joseph Symes. (14)	
	James Oldrini.	
	J. M. H. Allen.	
	George Rose Sartorius. (15)	
	Richard Langdon.	
	William Brown	Killed.
	William Smith Stokes. (16)	
	John Marshall.	
	William Peregrine.	
	Thomas Bourne.	
Surgeon	Forbes McBean Chevers. (17)	
Assistant Surgeon	Robert Evans. (18)	
Purser	George Booth. (19)	

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Clerk	William Allen	Wounded.
Gunner	Richard Rose.				
Boatswain	Richard Little	Wounded.
Carpenter	John Chapman.				
Captain, Royal Marines	} Arthur Hitchins Ball. (20)				
2nd Lieuts.,		} James Cottell. (21)			
Royal Marines			} William Magin. (22)		

(1) Admiral Sir C. Tyler, G.C.B.

(2) Captain J. Bedford was promoted Lieut., 1794. 1st Lieut. of the *Tonnant* at Trafalgar, the 21st October, 1805, and took command of the ship and continued to fight her when Captain Tyler was severely wounded and taken below—promoted Commander. Captain, 1813. Died in 1815.

(3) Captain C. Bennett was promoted Lieut., 1797. Lieut. in the *Tonnant* at Trafalgar, the 21st October, 1805. He took possession of the French 74, *Algésiras*, but with his party was subsequently overpowered by the French crew who took the ship to Cadiz, where he was liberated. Commander, 1810. Retired Captain, 1840. Died in 1842.

(4) Captain F. Hoffman became Mid. in 1793. Served as Mid. on the *Blonde* at the reduction of the French West India Islands in 1794. Mid. in the *Hannibal* at the capture of the French frigate *La Gentille*, 1795. Lieut., 1799. 3rd Lieut. of the *Tonnant* at Trafalgar, the 21st October, 1805—wounded. Commander, 1808. In the *Apelles*, sloop, was run ashore off Boulogne, and taken prisoner, in 1812. Retired Captain, 1840. Died in 1849.

(5) Captain B. Clement, a son of Thomas Clement, solicitor, of Alton, Hauts, entered the service in 1794. Served as Mid. of *Prince* in Lord Bridport's action with the French off L'Orient, the 23rd June, 1795. Mid. in the *Monarch* in the battle of Camperdown, the 11th October, 1797—three times wounded; at Capture of Texel Squadron, 1799; and the passage of the Sound, 1800-01. As Mid. commanded a flat-bottomed boat at the battle of Copenhagen, the 2nd April, 1801. Lieut., 1801. 4th Lieut. of the *Tonnant* at Trafalgar, the 21st October, 1805. In trying to take possession of the Spanish 74-gun ship *San Juan*,

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his boat, damaged by shot, swamped, and he narrowly escaped drowning. Commander, 1806. Captain, 1811. Died at Chewton, Hants. in 1836.

(6) Lieut. H. B. White entered the service in 1794. In the *Jason* he assisted at the capture of French 40-gun frigate *La Scinc*, 1798. Wrecked in *Jason*, 1798, and kept prisoner till the following year. Served in the *Pompée* in Saumarez' action with the French and Spanish Squadrons in the Gut of Gibraltar, the 12th July, 1801. Lieut., 1802. Lieut. in the *Tonnant* at Trafalgar, the 21st October, 1805. Inspecting-Commander Coastguard, Galway, 1827-47. Medal and 2 clasps. Died in Galway, Ireland, 1847.

(7) Lieut. W. S. Millett was promoted Lieut., 1802. Lieut. in the *Tonnant* at Trafalgar, the 21st October, 1805. Not in Navy List after 1814.

(8) Mr. E. Soper was appointed Master, R.N., 1799. Master of the *Tonnant* at Trafalgar, the 21st October, 1805. Not in Navy List after 1806.

(9) Lieut. E. C. Polwhele was son of the Rev. Richard Polwhele, J.P., of Polwhele, Cornwall, and Vicar of Newlyn, and Loveday, daughter of Samuel Warren, of Truro. Born 1786. Served as Master's Mate in the *Tonnant* at Trafalgar, the 21st October, 1805. Lieut., 1807. Died at Gosport, Hants, in 1810.

(10) Commander J. Treeve was born in Penryn, Cornwall, in 1785, and entered the service in 1801. He served as a Volunteer 1st class in *St. George* in the battle of Copenhagen, the 2nd April, 1801. Mid., 1802. Master's Mate in the *Tonnant* at Trafalgar, the 21st October, 1805. Lieut., 1809. Served in the *Fork* at the capture of Martinique, February, 1809; and in the expedition to Walcheren. Lieut. in the *Magnificent*, and served on shore, co-operating with patriots on the north coast of Spain, 1812. Commanded the *Rover* in unsuccessful attack on Baltimore 1814. Retired Commander, 1848. Greenwich Hospital Pension, 1851. Medal and 3 clasps. Died in 1855.

(11) Lieut. H. Ready was born in Sussex in 1784. Served as Master's Mate in the *Tonnant* at Trafalgar, the 21st October, 1805—wounded. Lieut., 1807. When 2nd Lieut. of the *Gurrière*, 38,

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was killed in action on her capture, after a gallant fight, by the U.S. 44-gun frigate *Constitution*, off Nova Scotia, 19th August, 1812.

(12) Commander J. P. Blennerhasset was born in Hampshire, in 1785. Entered service, 1800. Served in the *Pomone* at the capture of the *Carrière*, 10 guns, and the frigates *Succès* and *Bravoure*, 1801. Mid. in the *Tonnant* at Trafalgar, the 21st October, 1805. Lieut., 1807. 1st Lieut. of the *Bedford* at blockade of Flushing, 1809. Retired Commander, 1844. Greenwich Hospital Pension, 1853. Medal and clasp. Died in 1867-68.

(13) Lieut. R. Cruse served as Mid. in the *Tonnant* at Trafalgar, the 21st October, 1805. Lieut., 1810. Died in Speenhamland, Berks, in 1831.

(14) Rear-Admiral J. Symes was born in Somersetshire, in 1785, and entered the service in 1801. Served as Mid. in the *Tonnant* at Trafalgar, the 21st October, 1805. Wrecked in the *Melcager* near Port Royal, 1808. Lieut. in the *Bonne Citoyenne* at capture of the French frigate *Furieuse*, the 6th July, 1809—mentioned in despatches; promoted Commander, 1810. In the *Thracian*, sloop. at destruction of a French privateer, 1811. Captain, 1812. Retired Rear-Admiral, 1846. Medal and 2 clasps. Died at Crewkerne, Somersetshire, in 1856.

(15) Admiral of the Fleet Sir G. R. Sartorius, Kt., G.C.B., was the eldest son of Colonel John Conrad Sartorius, East India Company Service, by Annabella, daughter of George Rose. Born at Bath, in 1790, he entered the service in 1801. Mid. of the *Tonnant* at Trafalgar, the 21st October, 1805. Mid. in the *Duplne* in operations in the Rio de la Plata, 1806. Lieut., 1808. Lieut. in the *Success* at the reduction of Ischia and Procida, defence of Sicily, the destruction of vessels at Castiglione, and capture of a ship and three barks, 1810, and defence of Cadiz. Commander, 1812. Captain, 1814. Captain of the *Slaney*, which was in company with the *Bellerophon* when Napoleon surrendered on board her, 1815. Commanded the Portuguese Regency Fleet against Don Miguel, 1831-33, and for his services received the Grand Cross of the Tower and Sword, Grand Cross of St. Bento D'Avis, and the title of Viscomté de Piédale. He was

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restored to the British Navy in 1836. Knighted, 1841. Captain of the *Malabar* in the Mediterranean, 1841-44, and received the thanks of the United States Government for his efforts to save the U.S. frigate *Missouri*, which was burnt in Gibraltar Bay in 1842. Was one of the first to suggest to the Government the ancient idea of ramming an enemy's ship. A.D.C. to Queen, 1846-49. Rear-Admiral, 1849. Vice-Admiral, 1856. Admiral, 1861. K.C.B. 1869. Admiral of the Fleet, 1869. G.C.B., 1880. Died at East Grove, Lymington, Hants, 1885. Had three sons in the Army, two of whom, Major-General Reginald W. Sartorius, C.M.G., and Major-General Fuston H. Sartorius, earned the Victoria Cross.

(16) Lieut. W. S. Stokes served as Mid. in the *Tonnant* at Trafalgar, the 21st October, 1805. Lieut. 1811. Served on shore in Spain, 1812. Died in St. Leonard's, Bridgenorth, in 1826.

(17) Mr. F. McB. Chevers, Surgeon, R.N., served as Assistant Surgeon of the *Phaeton* at capture of the French frigate *Prompte*, and in Lord Howe's victory of the 1st June, 1794. Surgeon, 1795. Surgeon of *Hydra* in the action with the French frigate *Confiante*, 1798; of *Tumar* at capture of French frigate *Républicaine*, 1799; and of *Robust* at the cutting out of *Chevrette*, the 1st July, 1801. Served in the *Tonnant* at Trafalgar, the 21st October, 1805. In the *Implucable* at the capture of the Russian 74-gun ship *Serwolod*, the 26th August, 1808. Died in Upper Stamford Street, London, in 1847.

(18) Surgeon R. Evans, M.D., served as Assistant Surgeon in the *Tonnant* at Trafalgar, the 21st October, 1805. Surgeon, 1807. Retired, 1838. Died in 1846.

(19) Mr. G. Booth was appointed Paymaster and Purser, R.N., 1795. Purser of the *Tonnant* at Trafalgar, the 21st October, 1805. Died in 1839.

(20) Lieut.-Colonel A. H. Ball, R.M., joined the Corps as 2nd Lieut., 1793. 1st Lieut., 1795. Captain-Lieut., 1803. Captain, 1803. Senior marine officer in the *Tonnant* at Trafalgar, 1805; and assisted in taking possession of the French 74, *Algésiras*. Brevet-Major, 1814. Major, 1826. Lieut.-Colonel, 1828. Died in 1829.

(21) Captain J. Cottell became 2nd Lieut., 1798. 1st Lieut.,

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1804. Served in the *Tonnant* at Trafalgar, the 21st October, 1805. Present at capture of St. Paul, Isle de Bourbon, 1809; and at the capture of Isle de la Passe, Isle of France, and Isle de Bourbon, 1810. Planted the Colours on the latter island—wounded. Captain, 1814. Retired, half-pay, 1835. Died at Bedminster, Somerset, in 1842.

(22) Lieut. W. Magin, R.M., entered the corps as 2nd Lieut., 1803. 1st Lieut., 1805. Served in the *Tonnant* at Trafalgar, the 21st October, 1805. Retired, half-pay, 1810.

APPENDIX II.

DETAIL OF AMMUNITION

EXPENDED ON BOARD H.M.S. *TONNANT*,

*in the action of the 21st October, 1805, with the combined fleets
off Cape Trafalgar.*

Paper Cartridges, 32 pr.	...	...	...	...	...	1665
Flannel do.	...	...	...	...	...	840
Paper Cartridges, 18 pr.	1488
Flannel do.	340
Musketry	3330
					Total rounds	7663

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APPENDIX III.

GRANT OF ARMS TO
VICE-ADMIRAL SIR CHARLES TYLER, K.C.B., IN 1816.

To All and Singular

TO WHOM THESE PRESENTS shall come *Sir Isaac Heard* knight
GARTER Principal King of Arms and *George Harrison* Esq.
CLARENCEUX King of Arms of the South East and West Parts
of England from the River Trent Southwards send Greeting

WHEREAS *Sir Charles Tyler* Knight Commander of the Most
Honourable Military Order of the BATH Vice Admiral of the
White Squadron of His MAJESTY'S Fleet, Son of *Peter Tyler*
Esquire late a Captain in His Majesty's 52nd Regiment of Foot
deceased hath represented unto *Henry Thomas Howard-Molyneux*
Esquire Deputy with the Royal Approbation to his Brother the
Most Noble *Bernard-Edward* Duke of Norfolk Earl Marshal and
Hereditary Marshal of England that on an Examination of the
Records of the College of Arms he finds that the Armorial
Ensigns borne by him have not been duly registered to his Family
He therefore requested the favour of the said Deputy to the Earl
Marshal to issue his Warrant for our granting and assigning such
Armorial Ensigns as may be proper to be borne by him and his
Descendants and by the other Descendants of his said late Father
according to the Laws of Arms

AND FORASMUCH as the said Deputy to the Earl Marshal did
by Warrant under his hand and seal bearing date the thirtieth
day of March last authorize and direct us to grant and assign such
Armorial Ensigns accordingly

KNOW YE THEREFORE that we the said GARTER and CLARENCEUX
in pursuance of the consent of the said Deputy to the Marshal
and by Virtue of the Letters Patent of our several Offices to each
of us respectively granted do by these Presents grant and assign

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unto the said *Sir Charles Tyler* the Arms following that is to say *Sable on a Fess wavy Or between three Tygers passant guardant Erminois A Cross patée of the field between two Crescents gules in the centre chief point pendent from a Ribband a representation of the Gold Medal* presented to the said Vice Admiral then Captain *Tyler* by command of His Majesty for his services at the memorable Battle of Trafalgar (in which he commanded the *Tonnant*) *proper and underneath the word Trafalgar in letters of gold* And for the crest on a Wreath of the colours *A Tyger salient guardant proper Navally crowned Or in the Dexter paw a Flag Staff therefrom flowing the French tricoloured flag depressed and reversed* as the same are in the Margin hereof more plainly depicted to be borne and used for ever hereafter by him the said *Sir Charles Tyler* and his descendants and the said Arms without the Medal together with the crest without the tricoloured Flag to be borne by the other Descendants of his said late Father *Peter Tyler* with due and proper differences according to the Laws of Arms. IN WITNESS whereof We the said GARTER and CLARENCEUX Kings of Arms have to these Presents subscribed our Names and affixed the Seals of our several Offices this third day of April in the Fifty sixth year of the Reign of our Sovereign Lord GEORGE the third by the grace of God of the United Kingdom of Great Britain and Ireland KING Defender of the Faith &c. and in the year of our Lord one thousand eight hundred and sixteen.

ISAAC HEARD *Garter*
Principal King of Arms.

GEORGE HARRISON *Clarenceux*
King of Arms.

GRANT OF ARMS TO ADMIRAL SIR CHARLES TYLER IN 1833.

To All and Singular

TO WHOM THESE PRESENTS shall come *Sir Ralph Bigland* knight
GARTER Principal King of Arms sendeth Greeting.

WHEREAS His Majesty in consideration of the great Merit Prudence Virtue Generosity Valour and Loyalty of *Sir Charles Tyler* Admiral of the White Squadron of His MAJESTY'S Fleet and

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Knight Commander of the Most Honourable Military ORDER of the BATH has been graciously pleased to constitute and appoint him to be a KNIGHT GRAND CROSS of the said Most Honourable Military ORDER.

AND WHEREAS by a Statute of the said ORDER it is decreed that the Knights Companions for their greater Distinction and Honour shall upon all occasions bear and use Supporters to their ARMS AND that GARTER Principal King of Arms for the time being shall grant Supporters to such Companions as may not be entitled thereto by Virtue of their Peerage AND His late Majesty King GEORGE the Third having being graciously pleased to ordain that the Knights Grand Crosses shall hold and enjoy all and Singular the Rights Privileges Immunities and Advantages which the Knights Companions of the said ORDER had theretofore held and enjoyed by Virtue of the Statutes thereof.

KNOW YE THEREFORE that I the said GARTER in obedience to the said Decree and Ordinance and pursuant to a Warrant of the Most Noble *Bernard-Edward* Duke of Norfolk Earl Marshal and Hereditary Marshal of England one of His MAJESTY'S Most Honourable Privy Council have granted and do by these Presents grant and assign unto the said *Sir Charles Tyler* KNIGHT GRAND CROSS of the said Most Honourable Military ORDER of the BATH the supporters following that is to say on either side *A Tyger guardam proper Navally crowned and gorged with a Wreath of Laurel Or pendent therefrom by a Ribband Argent fimbriated Azure* A representation of the Gold Medal presented to the said Admiral *Sir Charles Tyler* by Command of His late Majesty King GEORGE the Third in testimony of His Majesty's Royal Approbation of his distinguished Services at the memorable Battle of Trafalgar *The dexter supporting a Flag of the Fourth inscribed with the word 'Algeriras' in letters of gold and the sinister also supporting a Flag Azure inscribed with word 'Ildefonso' in gold letters* as the same are in the margin hereof more plainly depicted to be borne and used by him the said *Sir Charles Tyler* according to the tenour of the aforesaid Statute and Ordinance. IN WITNESS whereof I the said GARTER Principal King of Arms have to these Presents subscribed my Name and affixed the Seal of my Office this eighth day of June in the Third year of the Reign of our Sovereign Lord

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WILLIAM THE FOURTH by the grace of GOD of the United Kingdom of Great Britain and Ireland KING Defender of the Faith &c. and in the year of our LORD one thousand eight hundred and thirty-three.

APPENDIX IV.

*Among other articles of interest preserved by the family
may be noticed:—*

(1) A GOLD SNUFF-BOX, with a miniature of the Emperor Napoleon set in brilliants and presented to Sir Charles Tyler by King William IV.

(2) A CRYSTAL containing a lock of Lord Nelson's hair presented to him by Emma, Lady Hamilton.

(3) The SEA CHEST used by Sir Charles Tyler throughout his Naval Service, and the UNIFORM worn by him at the Battle of Trafalgar.

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APPENDIX V.

MUSTER ROLL OF H.M.S. 'TONNANT.'

We whose names and marks are hereunto subscribed, being the Captain, Officers, and Company of His Majesty's Ship *Tonnant*, under the command of the late Rt. Hon. Lord Nelson at the battle off Cape Trafalgar on the 21st October, 1805, do acknowledge to have received by ourselves or our legal Representatives through the hands of Messrs. Christopher Cooke and James Halford, for and on account of the Rt. Hon. Lord Howick, John Earl Spencer, and Lord Henry Petty, Trustees for the Distribution of 300,000*l.* voted by Parliament, the several sums expressed against our Names, being the amount of our Portions of the said Grant

And we do hereby discharge our said Trustees as well as the said Messrs. Cooke and Halford from any further demand on account thereof.

NOTE.—The letter 'G' which is noted against some of the names appears on the original list in red ink, and would seem to indicate that the individual thus marked had been discharged from the ship, though for what reason is not quite clear. The letters 'D. D.' and 'R.' indicate 'Discharged Dead' and 'Run' (or Deserted) respectively, and it may be noticed in some cases the letter 'G' also appears in addition.

FIRST CLASS.

<i>No.</i>	<i>Names.</i>	<i>Quality.</i>	<i>Sum.</i>			<i>Date.</i>	
			<i>£</i>	<i>s.</i>	<i>d.</i>		
747	Chas. Tyler, Esq.	Captn. ...	2389	7	6	... 5 Aug. (18 06	—

SECOND CLASS.

18	Benjn. Clement...	Lient. ...	161	0	0	... 10 Sep. 06	—
169	Chas. Bennett ...	.. ...	161	0	0	... ..	—
170	Wm. J. Millett...	.. ...	161	0	0	... ..	—
663	H. B. White ...	.. ...	161	0	0	... ..	—
771	Edw. Soper ...	Mastr. ...	161	0	0	... ..	—
773	John Bedford ...	Lient. ...	161	0	0	... ..	—
775	John Sahuon (2) .	.. ...	161	0	0	... ..	—
789	Fredk. Hoffman .	.. ...	161	0	0	... ..	—
121	Arthur Ball	Captn. Mar.	161	0	0	... 16 Aug. 06	—

MEMOIRS OF

THIRD CLASS.

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
33	Edw. Polwhele ...	Mrs. Mte.	108	12	0	7 Jan. 07	—
52	John Treeve ...	..	108	12	0	8 Jan. 07	—
56	Henry. Ready ...	..	108	12	0	27 Jun. 07	—
649	Richd. Little ...	..	108	12	0	10 Sep. 06	—
654	John Chapman ...	Carpr. ...	108	12	0	12 Jan. 07	—
665	Geo. Booth ...	Purser ...	108	12	0	10 Sep. 06	—
668	F. M. Chevers ...	Surgn. ...	108	12	0	..	—
741	Richd. Rose ...	Gumr. ...	108	12	0	..	—
790	James Little ...	Mrs. Mte.	108	12	0	24 Feb. 06	—
123	Jas. Cottle ...	Lt. Mar.	108	12	0	10 Sep. 06	—
124	Wm. Magin ...	..	108	12	0	12 Aug. 06	—

FOURTH CLASS.

274	Armstrong, Jas. .	Bos. Mte.	26	6	0	3 Feb. 07	—
523	Anderson, Jas. ...	Yeo. Sheets	26	6	0	..	—
529	Allen, Wm. (1) ...	Clerk ...	26	6	0	31 Dec. 06	—
670	Allen, J. M. H. ...	Mid. ...	26	6	0	31 Oct. 06	—
30	Blennerhasset, J. P.	..	26	6	0	10 Sep. 06	—
47	Burt, Jasper ...	Qr. Mr. ...	26	6	0	3 Mar. 07	—
191	Brown, Jno. (1) ...	Qr. Mr. Mte.	26	6	0	3 Feb. 07	—
314	Burn, Jno. ..	Crs. Mte.	26	6	0	7 Jan. 07	—
779	Brown, Wm. ...	Mid. ...	26	6	0	7 Mar. 07	D.D.
813	Bourne, Thos. ...	..	26	6	0	20 Jan. 07	—
7	Burlace, Richd. ...	Sergt. Mar.	26	6	0	..	—
51	Crews, John ...	Qr. Mr. Mte.	26	6	0	29 Jan. 07	—
555	Cruse, Robson ...	Mid. ...	26	6	0	5 Jan. 07	—
637	Carney, Fras. ...	Yeo. Sheets	26	6	0	2 Feb. 07	—
199	Delany, Josh. ...	Bos. Mte.	26	6	0	..	—
308	Diamond, Richd.	Corpl. ...	26	6	0	29 Jan. 07	—
664	Davis, Alexr. ...	Mr. at Arms	26	6	0	25 Oct. 06	—
651	Evans, Robt. ...	Asst. Surgn.	26	6	0	10 Sep. 06	—
81	Fletcher, Josh. ...	Qr. Mr. ...	26	6	0	2 Feb. 07	—
301	Flogart, Jno. ...	Grs. Mte.	26	6	0	..	—
236	Keen, Davd. ...	Y.P. Room	26	6	0	..	—
436	Kelly, Wm. ...	..	26	6	0	26 Nov. 06	—
774	Langdon, Richd.	Mid. ...	26	6	0	7 Jan. 07	—
5	Lennell, Jno. ...	Sgt. Mar.	26	6	0	—	D.D.
267	McKay, John ...	Qr. Mr. ...	26	6	0	26 Aug. 06	—
268	Myers, John ...	..	26	6	0	2 Feb. 07	—
793	Marshall, Jno. ...	Mid. ...	26	6	0	7 Oct. 06	—
269	Nichols, Jno. ...	Qr. Mr. Mte.	26	6	0	6 Oct. 06	D.D.

ADMIRAL TYLER

<i>No.</i>	<i>Names.</i>	<i>Quality.</i>	<i>Sum.</i>			<i>Date.</i>	
			<i>£</i>	<i>s.</i>	<i>d.</i>		
512	Oliver, Thos. ...	Qr. Mr. Mte.	26	6	0	... 2 Feb. 07	—
656	Oldrine, Jas. ...	Mid. ...	26	6	0	... 24 Jan. 07	—
61	Peers, Saml. ...	Qr. Mr. ...	26	6	0	... 30 Sep. 06	—
492	Phillips, Wm. ...	.. ...	26	6	0	... 17 Mar. 07	—
748	Phelps, Thos. ...	Coxn. ...	26	6	0	... ..	—
795	Peregine, Wm. E....	Mid. ...	26	6	0	... 26 Aug. 06	—
435	Roskelly, Robt. ...	Grs. Mte.	26	6	0	... 12 Sep. 06	—
585	Symes, Josh....	Mid. ...	26	6	0	... 13 Apr. 07	—
603	Strong, John... ..	Qr. Mr. ...	26	6	0	... 13 Aug. 06	—
632	Spiltember, Jas. ...	Bos. Mte.	26	6	0	... 2 Feb. 07	—
726	Sartorius, Geo. R.	Mid. ...	26	6	0	... ..	—
792	Stokes, Wm. S. ...	.. ...	26	6	0	... 15 Jan. 07	—
244	Williams, Thos. (1)	Yeo. Sheets	26	6	0	... —	G.
556	White, Jas. ...	Qr. Mr. Mte.	26	6	0	... 26 Jan. 07	—
630	Webb, Richd. ...	Corpl. ...	26	6	0	... 2 Feb. 07	—
636	Williams, Jno. (4)	Yeo. Sheets	26	6	0	... ..	—
125	Winyard, Jno. ...	Sergt. Mar.	26	6	0	... 25 Feb. 07	D.D.

FIFTH CLASS.

80	Adamson, Abm. ...	A.B. ...	4	12	6	... 5 Feb. 07	—
129	Arthur, Saml. ...	L.M. ...	4	12	6	... 2 Feb. 07	—
136	Archer, Richd. ...	.. ...	4	12	6	... ..	—
	Ayers, Robt. ...	.. ...	4	12	6	... ..	—
502	Aiken, Patk. ...	.. ...	4	12	6	... ..	—
91	Alexander, John ...	Ord. ...	4	12	6	... ..	—
98	Anderson, Heny. ...	.. ...	4	12	6	... ..	—
691	Allen, Wm. (2) ...	L.M. ...	4	12	6	... ..	—
92	Aston, Richd. ...	.. ...	4	12	6	... ..	—
799	Ayres, Jas. ...	.. ...	4	12	6	... ..	—
17	Archer, Nichs. ...	Boy ...	4	12	6	... ..	—
18	Andrews, Chas. ...	Mar. ...	4	12	6	... ..	—
26	Beeton, Benjn. ...	L.M. ...	4	12	6	... 5 Feb. 07	—
73	Belman, Waltr. ...	.. ...	4	12	6	... 2 Feb. 07	—
85	Brown, Robt. ...	A.B. ...	4	12	6	... ..	—
88	Beil, Geo. (2) ...	.. ...	4	12	6	... ..	—
96	Burne, Thos. ...	Qr. Gr. ...	4	12	6	... ..	—
106	Beer, Jno. ...	Ord. ...	4	12	6	... ..	—
33	Bryan, Stepn. ...	L.M. ...	4	12	6	... ..	—
47	Bonaford, Wm. ...	Ord. ...	4	12	6	... ..	—
50	Broad, Thos. ...	L.M. ...	4	12	6	... ..	—
64	Brown, Geo. ...	.. ...	4	12	6	... ..	—
73	Brown, Josh ...	A.B. ...	4	12	6	... 14 Aug. 06	D.D.

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date.		
			£	s.	d.			
76	Butterell, Wm. ...	L.M.	4	12	6	...	2 Feb. 07	—
87	Bonnor, Fras. ...	Ord.	4	12	6	...	..	—
89	Bone, Geo. ...	L.M.	4	12	6	...	..	—
98	Bremer, John ...	Ord.	4	12	5	...	5 Aug. 06	—
221	Birkinghead, Wm.	A.B.	4	12	6	...	2 Feb. 07	—
22	Boyd, Thos. ...	Ord.	4	12	6	...	—	G.
27	Bourne, Geo. ...	A.B.	4	12	6	...	—	G.
265	Bray, Waltr. ...	L.M.	4	12	6	...	14 Oct. 06	—
77	Butler, Jasper ...	A.B.	4	12	6	...	2 Feb. 07	—
99	Bloisdell, Robt. ...	..	4	12	6	...	—	G.
350	Barr, Wm. ...	..	4	12	6	...	2 Feb. 07	—
53	Biram, Jas. ...	..	4	12	6	...	—	G.
56	Bond, Peter ...	..	4	12	6	...	2 Feb. 07	—
57	Bowman, Wm. ...	Ord.	4	12	6	...	..	—
90	Brown, Jno. (2) ...	..	4	12	6	...	..	—
417	Bickerstaff, Jno. ...	A.B.	4	12	6	...	..	—
40	Bazil, Geo. ...	L.M.	4	12	6	...	..	—
71	Burrows, Wm. ...	..	4	12	6	...	..	—
90	Beale, Benjn. ...	A.B.	4	12	6	...	30 Sep. 06	—
93	Butler, Thos. ...	Ord.	4	12	6	...	2 Feb. 07	—
505	Burn, Jas. ...	L.M.	4	12	6	...	..	—
14	Bickford, Hy. ...	..	4	12	6	...	..	—
65	Burne, Hugh ...	Ord.	4	12	6	...	..	—
69	Booth, Peter ...	L.M.	4	12	6	...	..	—
592	Bickering, Fras. ...	A.B.	4	12	6	...	..	—
95	Baptiste, Jean ...	L.M.	4	12	6	...	..	—
674	Burke, Edw. ...	..	4	12	6	...	..	—
79	Bully, Wm. ...	Ord.	4	12	6	...	—	G.
80	Burt, Michl. ...	..	4	12	6	...	2 Feb. 07	—
93	Bailey, Bartw. ...	L.M.	4	12	6	...	..	—
713	Bennett, Geo. ...	..	4	12	6	...	5 Aug. 06	—
42	Butts, Thos. ...	..	4	12	5	...	2 Feb. 07	—
52	Barline, Jas. ...	..	4	12	6	...	..	—
68	Bramble, Randle ...	..	4	12	6	...	—	G.
78	Belthyn, Richd. ...	Ord.	4	12	6	...	2 Feb. 07	—
25	Beeghan, Edwd. ...	Boy	4	12	6	...	..	—
30	Bryan, Heny. ...	..	4	12	6	...	..	—
20	Brown, Jas. ...	..	4	12	6	...	..	—
41	Bray, Jno. ...	Mar.	4	12	6	...	16 Jan. 07	—
63	Bentley, Jas. ...	..	4	12	6	...	..	—
95	Bowles, John ...	..	4	12	6	...	2 Feb. 07	—
106	Bennett, John ...	..	4	12	6	...	..	—
105	Crook, Wm. ...	Ord.	4	12	6	...	2 Feb. 07	—

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date.			
			£	s.	d.				
20	Calliman, John ...	Ord.	...	4	12	6	...	2 Feb. 07	—
23	Callaghan, Jerrh....	L.M.	...	4	12	6	...	..	—
28	Clive, Richd. ... ..	..	...	4	12	6	...	..	—
40	Cunningham, Jno. . .	..	...	4	12	6	...	—	D.D., G.
81	Cleave, Jno.	Ord.	...	4	12	6	...	2 Feb. 07	—
96	Chaley, Josh....	A.B.	...	4	12	6	...	..	—
204	Curbis, Wm.	L.M.	...	4	12	6	...	..	—
34	Carr, Henry. ... ..	..	...	4	12	6	...	—	G.
37	Clark, Gidn. Wm....	Ord.	...	4	12	6	...	2 Feb. 07	—
52	Carroll, Patk. ...	L.M.	...	4	12	6	...	19 Jun. 07	..
53	Charleton, Chas. ...	..	...	4	12	6	...	2 Feb. 07	—
56	Cullen, Lawce. ...	..	...	4	12	6	...	—	D.D., G.
60	Cronin, Danl. ...	Ord.	...	4	12	6	...	2 Feb. 07	—
261	Cotter, Thos....	..	...	4	12	6	...	5 Aug. 06	—
341	Cannon, Patk. ...	..	...	4	12	6	...	2 Feb. 07	—
42	Cook, Saml.	A.B.	...	4	12	6	...	..	—
87	Crawley, Mich. ...	L.M.	...	4	12	6	...	17 Oct. 06	—
92	Clayton, Josh. ...	Ord.	...	4	12	6	...	2 Feb. 07	—
402	Coates, Jno.	A.B.	...	4	12	6	...	..	—
7	China, Jas.	Ord.	...	4	12	6	...	..	—
12	Cecil, Paul ... ..	..	...	4	12	6	...	..	—
42	China, Wm.	A.B.	...	4	12	6	...	26 Sep. 06	D.D.
48	Conway, Jas....	L.M.	...	4	12	6	...	2 Feb. 07	—
61	Cogden, Josh. ...	Ord.	...	4	12	6	...	..	—
63	Cash, Jno. (1) ...	L.M.	...	4	12	6	...	—	G.
67	Cash, Jno. (2) ...	A.B.	...	4	12	6	...	2 Feb. 07	—
82	Chanley, Wm. ...	L.M.	...	4	12	6	...	..	—
86	Compton, Jas. ...	..	...	4	12	6	...	..	—
516	Cole, David	A.B.	...	4	12	6	...	5 Aug. 06	—
42	Caunn, Isaac ... ..	..	...	4	12	6	...	2 Feb. 07	—
545	Clark, Jno.	L.M.	...	4	12	6	...	..	—
82	Cunnack, Nichs. ...	Ord.	...	4	12	6	...	..	—
90	Condren, Jno....	..	...	4	12	6	...	—	G.
610	Clint, John	A.B.	...	4	12	6	...	2 Feb. 07	—
29	Cullen, Jas.	L.M.	...	4	12	6	...	..	—
90	Cromwell, Glasco...	..	...	4	12	6	...	..	—
99	Cole, Wm. ... ..	..	...	4	12	6	...	..	—
718	Cahill, Thos. ... ..	..	...	4	12	6	...	..	—
19	Christie, Chrstr. ...	..	...	4	12	6	...	..	—
20	Crosby, John... ..	..	...	4	12	6	...	..	—
31	Christie, Peter ...	A.B.	...	4	12	6	...	—	D.D., G.
56	Connor, Jas.	L.M.	...	4	12	6	...	2 Feb. 07	—
59	Cox, Fras. ... ..	..	...	4	12	6	...	..	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
85	Creswell, Jno. ...	Ord.	4	12	6	2 Feb. 07	—
96	Chesnaugh, Wm. ...	L.M.	4	12	6	„	—
801	Cruthers, Jas. ...	„	4	12	6	„	—
11	Cunningham, Red.	Ord.	4	12	6	„	—
32	Clemo, Jas. ...	Boy	4	12	6	„	—
12	Cocker, John ...	Mar.	4	12	6	5 May 07	—
33	Catherine, Jos. ...	„	4	12	6	2 Feb. 07	—
44	Coates, Jno. ...	Corpl.	4	12	6	„	—
52	Connor, John ...	Mar.	4	12	6	19 Sep. 06	—
73	Chant, Wm. ...	„	4	12	6	2 Feb. 07	—
74	Curren, Patk. ...	„	4	12	6	„	—
84	Chorley, Jno. ...	„	4	12	6	23 Jan. 07	—
91	Cotter, Thos. ...	„	4	12	6	9 Sep. 09	D.D.
108	Cray, Thos. ...	„	4	12	6	2 Feb. 07	—
22	Cornish, Robert ...	„	4	12	6	6 Feb. 07	—
71	Davis, Jno. (1) ...	L.M.	4	12	6	2 Feb. 07	—
94	Dodd, Wm. ...	A.B.	4	12	6	„	—
95	Davis, Jno. (3) ...	„	4	12	6	„	—
134	Dunnie, Edwd. ...	L.M.	4	12	6	„	—
141	Daly, John ...	„	4	12	6	„	—
55	Dosoix, Anty. ...	Ord.	4	12	6	„	—
214	Duncan, Archd. ...	„	4	12	6	„	—
17	Davis, Peter ...	L.M.	4	12	6	„	—
26	Downward, Saml. ...	A.B.	4	12	6	—	G.
310	Davis, Wm. (1) ...	„	4	12	6	2 Feb. 07	—
20	Downie, Aaron ...	„	4	12	6	„	—
23	Dunsworth, Davd. .	Ord.	4	12	6	„	—
28	Dunn, Patk. ...	L.M.	4	12	6	30 Sep. 06	—
31	Doyle, Patk. ...	„	4	12	6	2 Feb. 07	—
426	Dew, Robt. ...	A.B.	4	12	6	„	—
41	Davis, Geo. ...	L.M.	4	12	6	„	—
70	Dacres, Wm. ...	„	4	12	6	„	—
74	Dickenson, Isaac ...	„	4	12	6	„	—
506	Dalton, Patk. ...	„	4	12	6	„	—
31	Dwire, Martin ...	„	4	12	6	—	G.
675	Dunnovan, Jno. ...	„	4	12	6	2 Feb. 07	—
763	Dancer, John. ...	„	4	12	6	„	—
16	Dickenson, Jas. ...	Boy	4	12	6	„	—
7	Dix, John ...	„	4	12	6	—	G.
14	Diamond, Saml. ...	Mar.	4	12	6	2 Feb. 07	—
65	Draper, Jno. ...	„	4	12	6	16 Jan. 07	—
72	Dixon, Jno. ...	„	4	12	6	2 Feb. 07	—
76	Driscoll, Timy. ...	„	4	12	6	„	—

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date.		
			£	s.	d.			
138	Dogmore, Wm. ...	Mar.	...	4	12	6	... 2 Feb. 07	—
143	Easterton, Wm. ...	L.M.	...	4	12	6	... ..	—
44	Eales, Jno. ... ..	..	...	4	12	6	... ..	—
276	Evans, Jno. (1) ...	A.B.	...	4	12	6	... ..	—
378	Evans, Jno. (2) ...	..	...	4	12	6	... ..	—
408	Elliott, Josh.	Ord.	...	4	12	6	... ..	—
581	Emmerson, Robt....	..	...	4	12	6	... ..	—
87	Edwards, Jas.	A.B.	...	4	12	6	... ..	—
589	Elvin, Jacob	Ord.	...	4	12	6	... ..	—
660	Estudely, Chas. ...	L.M.	...	4	12	6	... ..	—
61	Edwards, Wm.	Mar.	...	4	12	6	... 17 Mar. 07	—
64	Evans, Jno. ... ..	..	...	4	12	6	... 5 Feb. 07	—
132	Eskins, Peter A. ...	..	...	4	12	6	... 2 Feb. 07	—
72	Fine, Nichs.	L.M.	...	4	12	6	... ..	—
245	Fleming, Thos. ... ..	..	...	4	12	6	... ..	—
51	Finn, Jas.	Ord.	...	4	12	6	... ..	—
64	Fitzpatrick, Daul. .	L.M.	...	4	12	6	... ..	D. D., G.
82	Ferguson, Waltr....	Qr. Gr.	...	4	12	6	... 13 Mar. 07	—
95	Fisher, John	A.B.	...	4	12	6	... 2 Feb. 07	—
375	Floyd, Geo.	Ord.	...	4	12	6	... ..	—
645	Fanfalzer, Jacob ...	..	...	4	12	6	... ..	—
707	Francis, John	L.M.	...	4	12	6	... ..	—
45	Francis, Phillip ...	A.B.	...	4	12	6	... ..	—
762	Finn, Thos.	L.M.	...	4	12	6	... ..	—
76	Fletcher, Danl. ... ..	..	...	4	12	6	... ..	—
808	Fox, Chas. ... ..	..	...	4	12	6	... ..	—
34	Flooke, Jno.	Boy	...	4	12	6	... ..	—
13	Fern, Jno.	Mar.	...	4	12	6	... ..	—
29	Fry, Richd. ... ..	..	...	4	12	6	... ..	—
62	Ford, Thos. ... ..	..	...	4	12	6	... 12 Apr. 08	D. D.
86	Farthing, Thos. ...	..	...	4	12	6	... 16 Jan. 07	—
93	Griffiths, Benjn. ...	A.B.	...	4	12	6	... 2 Feb. 07	—
112	Griffiths, Edwd. ...	..	...	4	12	6	... ..	—
230	Gilman, Thos.	Ord.	...	4	12	6	... 30 Sep. 06	—
55	Grace, Thos.	L.M.	...	4	12	6	... 2 Feb. 07	—
336	Griffin, Michl.	Ord.	...	4	12	6	... ..	—
44	Grimes, Thos.	A.B.	...	4	12	6	... ..	—
84	Goldsmith, Heny....	Qr. Gr.	...	4	12	6	... ..	—
434	Garland, Philip ...	L.M.	...	4	12	6	... 17 Oct. 06	—
56	Gibson, John ... ..	..	...	4	12	6	... 2 Feb. 07	—
69	Gardner, Robt.	A.B.	...	4	12	6	... ..	—
95	Gibson, Wm.... ...	L.M.	...	4	12	6	... 30 Nov. 07	—
99	Godfrey, Wm. ... ..	..	...	4	12	6	... 2 Feb. 07	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
577	Green, Wm.	A.B.	4	12	6	2 Feb. 07	—
79	Gift, Geo.	„	4	12	6	..	—
93	Glass, John	Ord.	4	12	6	..	—
682	Gallaway, Jno.	„	4	12	6	..	—
87	Gomersall, Wm.	„	4	12	6	5 Feb. 07	—
708	George, Christopher	L.M.	4	12	6	2 Feb. 07	—
35	Gill, Jas.	A.B.	4	12	6	7 Aug. 07	D.D.
98	Geary, Patk.	L.M.	4	12	6	2 Feb. 07	—
21	Grumley, Jas.	Boy	4	12	6	..	—
26	Gavin, Jas.	„	4	12	6	..	—
24	Griffin, Wm.	„	4	12	6	..	—
33	Gainer, Wm.	„	4	12	6	..	—
20	Glynn, John	Mar.	4	12	6	16 Jan. 07	—
24	Garrett, Geo.	„	4	12	6	2 Feb. 07	—
43	Gudge, Saml.	„	4	12	6	30 Sep. 06	—
47	Gambling, Thos.	„	4	12	6	31 July 07	—
85	Gready, Benjn.	„	4	12	6	14 Aug. 06	—
101	Green, John	Drumr.	4	12	6	26 Jan. 07	—
42	Hawkins, John	Armr.	4	12	6	30 Oct. 06	—
99	Harnett, Michl.	Ord.	4	12	6	3 Sep. 06	—
130	Harris, Richd.	L.M.	4	12	6	2 Feb. 07	—
52	Heron, Alexr.	A.B.	4	12	6	..	—
56	Halbert, Wm.	Ord.	4	12	6	..	—
203	Hosking, Edwd.	„	4	12	6	..	—
16	Hodwin, Jno.	„	4	12	6	..	—
48	Hawke, Saml.	„	4	12	6	..	—
85	Hopkins, Wm.	Ord.	4	12	6	..	—
319	Holland, John	L.M.	4	12	6	..	—
24	Holt, John	„	4	12	6	15 July 07	—
35	Hennessey, Michl. .	Ord.	4	12	6	2 Feb. 07	—
43	Harlow, John	„	4	12	6	..	—
63	Hutchinson, Saml. .	„	4	12	6	—	G.
93	Howcroft, Hermn. .	A.B.	4	12	6	2 Feb. 07	—
400	Hulse, Thos.	„	4	12	6	..	—
11	Holland, Danl.	Ord.	4	12	6	..	—
45	Hughes, Danl.	„	4	12	6	..	—
64	Hughes, David	L.M.	4	12	6	..	—
73	Holden, Jas.	„	4	12	6	..	—
88	Harvey, John	A.B.	4	12	6	..	—
517	Hutson, Jno.	L.M.	4	12	6	..	—
59	Houx, Jacob	A.B.	4	12	6	—	G.
602	Hill, Jas.	L.M.	4	12	6	2 Feb. 07	—
5	Hudson, Thos.	„	4	12	6	..	—

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
43	Hanson, Hugh ...	Ord. ...	4	12	6 ...	2 Feb. 07	—
669	Harrington, Michl. .	Qr. Gr. ...	4	12	6 ...	—	G.
73	Hiam, Saml. ...	L.M. ...	4	12	6 ...	2 Feb. 07	—
701	Harris, Wm.	„ ...	4	12	6 ...	„	—
14	Hill, John ...	„ ...	4	12	6 ...	„	—
34	Headlam, Wm. ...	A.B. ...	4	12	6 ...	„	—
38	Haggerson, Jno. ...	Ord. ...	4	12	6 ...	„	—
46	Hayland, Patk. ...	„ ...	4	12	6 ...	—	D.D., G.
49	Hall, John ...	L.M. ...	4	12	6 ...	2 Feb. 07	—
57	Hurley, John ...	„ ...	4	12	6 ...	„	—
86	Hodge, Philip ...	Ord. ...	4	12	6 ...	„	—
91	Howard, Thos. ...	A.B. ...	4	12	6 ...	„	—
803	Hayter, Thos. ...	L.M. ...	4	12	6 ...	„	—
4	Harris, Geo. ...	„ ...	4	12	6 ...	„	—
29	Hyland, Wm. ...	Boy ...	4	12	6 ...	„	—
30	Hyson, Jno. ...	„ ...	4	12	6 ...	—	G.
10	Haywood, Jno. ...	Mar. ...	4	12	6 ...	2 Feb. 07	—
23	Hookway, Wm. ...	„ ...	4	12	6 ...	16 Jan. 07	—
28	Heath, Jno. ...	„ ...	4	12	6 ...	„	—
36	Hollett, Danl. ...	„ ...	4	12	6 ...	2 Feb. 07	—
69	Humphries, Thos. .	„ ...	4	12	6 ...	„	—
71	Holder, Robt. ...	„ ...	4	12	6 ...	„	—
90	Heaven, John ...	„ ...	4	12	6 ...	16 Jan. 07	—
104	Healy, Michl. ...	„ ...	4	12	6 ...	2 Feb. 07	—
9	Hughes, John ...	„ ...	4	12	6 ...	„	—
37	Hendon, Thos. ...	„ ...	4	12	6 ...	„	—
138	Johus, Richd. (1) ...	L.M. ...	4	12	6 ...	„	—
46	James, Wm. ...	Ord. ...	4	12	6 ...	„	—
58	Johnson, Robt. (1).	„ ...	4	12	6 ...	„	—
79	Jackson, Richd. ...	L.M. ...	4	12	6 ...	„	—
297	Jaggers, Thos. ...	„ ...	4	12	6 ...	„	—
98	Johnston, Wm. ...	Ord. ...	4	12	6 ...	„	—
315	Johns, Chrstr. ...	L.M. ...	4	12	6 ...	„	—
326	Jones, Davd. ...	„ ...	4	12	6 ...	„	—
72	Jones, Chas. ...	Ord. ...	4	12	6 ...	„	—
420	Ingrewell, John ...	A.B. ...	4	12	6 ...	„	—
43	Johns, Richd. (2) ...	L.M. ...	4	12	6 ...	„	—
49	Johnstone, Jno. ...	A.B. ...	4	12	6 ...	—	G.
84	Jones, Richd. ...	L.M. ...	4	12	6 ...	2 Feb. 07	—
671	Jackson, Josh. ...	A.B. ...	4	12	6 ...	„	—
85	James, Josh. ...	Ord. ...	4	12	6 ...	5 Aug. 06	—
702	James, Jno. ...	L.M. ...	4	12	6 ...	2 Feb. 07	—
9	James, Thos. ...	„ ...	4	12	6 ...	„	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
51	Johns, Chas.	L.M.	4	12	6	2 Feb. 07	—
55	Jeffrys, Benjn.	„	4	12	6	„	—
19	Judge, Wm.	Mar.	4	12	6	„	—
22	Jones, Geo.	„	4	12	6	„	—
45	Jones, Jas.	„	4	12	6	5 Aug. 06	—
66	Jones, Josh.	„	4	12	6	2 Feb. 07	—
231	Knight, Jno.	L.M.	4	12	6	—	G.
50	Kelly, Andrew	A.B.	4	12	6	2 Feb. 07	—
59	Kay, Jerh.	„	4	12	6	„	—
457	Kelly, Jas.	L.M.	4	12	6	„	—
87	Kilman, Wm.	A.B.	4	12	6	—	G.
513	Kirkham, Jas.	Ord.	4	12	6	2 Feb. 07	—
57	Knowles, Jno.	A.B.	4	12	6	14 Nov. 06	D.D.
640	Kelly, Timy.	Ord.	4	12	6	—	G.
754	Kempson, Chas.	L.M.	4	12	6	2 Feb. 07	—
60	Knight, Wm.	„	4	12	6	30 Sep. 06	D.D.
82	King, Geo.	Mar.	4	12	6	16 Jan. 07	—
94	Kendrick, Jno.	„	4	12	6	2 Feb. 07	—
37	Ley, Wm.	L.M.	4	12	6	„	—
77	Loton, Jas.	„	4	12	6	10 Sep. 06	D.D.
174	Leary, Josh.	Ord.	4	12	6	2 Feb. 07	—
329	Laughlin, Michl.	L.M.	4	12	6	„	—
33	Leary, Corns.	A.B.	4	12	6	„	—
55	Leith, Jas.	Ord.	4	12	6	„	—
97	Ledepard, John	L.M.	4	12	6	„	—
98	Leverett, Wm.	Crs. Cw.	4	12	6	„	—
444	Lity, Thos.	L.M.	4	12	6	„	—
80	Leach, Saml.	„	4	12	6	„	—
97	Lake, Ambrose	Qr. Gr.	4	12	6	„	—
544	Loader, Jas.	L.M.	4	12	6	„	—
46	Loader, Thos.	„	4	12	6	„	—
61	Leafé, Martin	A.B.	4	12	6	„	—
601	Layhel, John	Ord.	4	12	6	„	—
31	Love, Samuel	A.B.	4	12	6	„	—
34	Luke, Edward	Qr. Gr.	4	12	6	„	—
39	Lott, John	Ord.	4	12	6	„	—
42	Leysenburgh, Jno. .	„	4	12	6	„	—
88	Letz, Chas.	„	4	12	6	„	—
704	Liversedge, Saml. .	L.M.	4	12	6	„	—
28	Lowes, Wm.	Crs. Cw.	4	12	6	12 Sep. 06	—
64	Loring, Benj.	L.M.	4	12	6	16 Sep. 06	—
69	Lowry, John	„	4	12	6	2 Feb. 07	—
77	Large, Jas.	Trunpr.	4	12	6	27 Feb. 07	—

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
84	Long, Wm.	Ord. ...	4	12	6	... 2 Feb. 07	—
16	Lemon, John	Boy ...	4	12	6	... ..	—
50	Lillow, Wm.	Corpl. Mar.	4	12	6	... 24 Feb. 07	D.D.
68	Linzee, Job	Mar. ...	4	12	6	... 6 Dec. 08	D.D.
136	Latham, Richd.	„ ...	4	12	6	... 2 Feb. 07	—
62	Mealy, John	Qr. Gr. ...	4	12	6	... 24 Apr. 07	—
91	Money, Thos.... ...	„ ...	4	12	6	... 2 Feb. 07	—
101	McCarthy, Danl. ...	Ord. ...	4	12	6	... ..	—
11	Mark, Wm.	„ ...	4	12	6	... ..	—
14	McGuire, Michl. (1)	„ ...	4	12	6	... ..	—
115	Martin, Jno.	„ ...	4	12	6	... ..	—
17	Matthews, Fras. ...	„ ...	4	12	6	... 5 Aug. 06	—
21	Murphy, Timy. ..	L.M. ...	4	12	6	... 2 Feb. 07	—
35	Mortimer, Roger ...	„ ...	4	12	6	... ..	—
53	McFarlane, Wm. ...	Qr. Gr. ...	4	12	6	... ..	—
57	McLaughlin, Jno....	A.B. ...	4	12	6	... ..	—
208	McKellar, Jno. ...	„ ...	4	12	6	... ..	—
9	McCormick, Neil ...	„ ...	4	12	6	... ..	—
11	Munro, Jas.	Ord. ...	4	12	6	... ..	—
12	Malligan, Jno. ...	„ ...	4	12	6	... 26 Mar. 07	—
13	McFeal, Jno.	A.B. ...	4	12	6	... 2 Feb. 07	—
42	Moore, Danl.	L.M. ...	4	12	6	... ..	—
47	Matthew, Jacob ...	A.B. ...	4	12	6	... ..	—
91	McDonald, Jno. ...	Crs. Cw. .	4	12	6	... ..	G.
312	May, Richd.	L.M. ...	4	12	6	... 2 Feb. 07	—
17	McCarthy, Chas. ...	„ ...	4	12	6	... ..	—
32	McGrath, Edwd. ...	A.B. ...	4	12	6	... ..	—
347	McLeran, Davd. ...	Ord. ...	4	12	6	... ..	—
51	McGinlay, Malchm.	„ ...	4	12	6	... ..	—
52	McKenzie, Jno. ...	„ ...	4	12	6	... 16 Aug. 07	—
60	McNeil, Archd. ...	A.B. ...	4	12	6	... 2 Feb. 07	—
61	McNeil, Jas.	Ord. ...	4	12	6	... ..	—
67	Mantle, Christr. ...	A.B. ...	4	12	6	... 15 July 07	—
82	Mingis, Wm.	Cooper ...	4	12	6	... 2 Feb. 07	—
9r	Merlin, Jno.	Ord. ...	4	12	6	... ..	—
409	McKennon, Jas. ...	L.M. ...	4	12	6	... ..	—
53	Morris, Edwd. ...	Crs. Cw. .	4	12	6	... ..	—
62	Moore, Jno. (2) ...	A.B. ...	4	12	6	... ..	—
76	McCarthy, Adam... ..	L.M. ...	4	12	6	... ..	—
78	Martin, Jas.	„ ...	4	12	6	... ..	—
500	Mara, Martin... ..	Qr. Gr. ...	4	12	6	... 5 Feb. 07	—
1	McLaughlin, Jas....	L.M. ...	4	12	6	... 2 Feb. 07	—
3	McCulley, Saml.	4	12	6	—

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No.	Names.	Quality.	Sum.			Date.			
			£	s.	d.				
20	McKinsey, Saml. ...	A.B.	...	4	12	6	...	—	G.
524	Mills, Robt.	4	12	6	...	2 Feb. 07	—
27	Miller, Peter ...	..	...	4	12	6	...	..	—
58	Machan, Edwd. ...	Ord.	...	4	12	6	...	..	—
689	McFarlane, Dond. .	..	...	4	12	6	...	..	—
94	Meager, Heny. ...	L.M.	...	4	12	6	...	5 Feb. 07	—
95	McCarthy, Justin...	..	...	4	12	6	...	5 Aug. 06	—
710	May, John ...	..	...	4	12	6	...	2 Feb. 07	—
11	McMullen, Malcm. .	..	...	4	12	6	...	..	—
15	McGilvery, Alexr. .	..	...	4	12	6	...	..	—
37	McLane, Wm. ...	..	...	4	12	6	...	..	—
40	McNamara, Chas. .	Ord.	...	4	12	6	...	—	G.
61	Mulloney, Michl. ...	L.M.	...	4	12	6	...	9 Sep. 06	—
66	Morris, Lewis. ...	..	...	4	12	6	...	2 Feb. 07	—
70	McTeague, Patk. ...	..	...	4	12	6	...	..	—
800	Morrison, Heny. ...	..	...	4	12	6	...	..	—
2	Moore, Wm. ...	..	...	4	12	6	...	..	—
22	McGuire, Richd. ...	Boy	...	4	12	6	...	..	—
19	Moore, John ...	Boy	...	4	12	6	...	6 Sep. 08	—
16	Moles, Josh. ...	Mar.	...	4	12	6	...	2 Feb. 07	—
17	Morgan, Jas. ...	..	...	4	12	6	...	..	—
34	Milward, Thos. ...	..	...	4	12	6	...	16 Jan. 07	—
66	May, Richd. ...	..	...	4	12	6	...	2 Feb. 07	—
134	Mitchell, Wm. ...	..	...	4	12	6	...	5 Feb. 07	—
389	Nascn, Andrew ...	Ord.	...	4	12	6	...	2 Feb. 07	—
509	Norgate, Benjn. ...	L.M.	...	4	12	6	...	..	—
38	Naden, Geo. ...	Ord.	...	4	12	6	...	..	—
66	Nelson, Jno. ...	A.B.	...	4	12	6	...	—	G.
683	Nicholson, Alexr. ...	Ord.	...	4	12	6	...	2 Feb. 07	—
758	Nelson, Jas. ...	L.M.	...	4	12	6	...	..	—
42	Nottingham, Jno. ...	Mar.	...	4	12	6	...	27 Jan. 07	—
67	Nicholls, Jas. ...	..	...	4	12	6	...	2 Feb. 07	—
142	Oakey, John ...	L.M.	...	4	12	6	...	..	—
448	O'Brien, Lawce. ...	Ord.	...	4	12	6	...	..	—
21	Osborne, Henry ...	Mar.	...	4	12	6	...	8 Apr. 08	—
70	Pentreath, Richd. .	A.B.	...	4	12	6	...	7 Jan. 07	—
110	Poor, Wm. ...	Ord.	...	4	12	6	...	2 Feb. 07	—
82	Page, Geo. ...	L.M.	...	4	12	6	...	..	—
90	Pasey, Geo. ...	..	...	4	12	6	...	5 Aug. 06	—
218	Porter, Wm. ...	Qr. Gr.	...	4	12	6	...	2 Feb. 07	—
57	Palk, Jno. ...	Ord.	...	4	12	6	...	..	—
305	Paul, Wm. ...	..	...	4	12	6	...	..	—
9	Pascoe, Jas. ...	Caulkrs. Mte.	4	12	6	...	14 Oct. 06	—	—

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
66	Parker, Jas.	A.B.	4	12	6	2 Feb. 07	—
70	Parker, John (1) ...	Ord.	4	12	6	..	—
77	Price, Thos. ... ..	..	4	12	6	..	—
455	Pullen, Edw. ... ..	..	4	12	6	—	D.D., G.
66	Pratt, Wm. ... ..	..	4	12	6	2 Feb. 07	—
72	Plyer, Danl.	L.M.	4	12	6	—	G.
77	Price, Aaron ... ..	..	4	12	6	2 Feb. 07	—
511	Parker, Jno. (2) ...	A.B.	4	12	6	..	—
18	Paul, Thos.	L.M.	4	12	6	..	—
35	Palmer, Wm.	A.B.	4	12	6	..	—
47	Pearce, Wm.	L.M.	4	12	6	..	—
96	Pole, Jno. ... ..	..	4	12	6	..	—
600	Peters, Hans ... ..	..	4	12	6	..	—
96	Price, Jas. ... ..	..	4	12	6	..	—
717	Platt, Richd.	A.B.	4	12	6	..	—
30	Pymn, Jas.	Ord.	4	12	6	..	—
88	Polkinghorn, Thos.	..	4	12	6	..	—
809	Pepper, Josh. ...	L.M.	4	12	6	..	—
20	Parry, Howd. L. ...	Boy ...	4	12	6	8 Sep. 06	—
15	Pearce, Abm.	Mar.	4	12	6	2 Feb. 07	—
39	Perkins, Peter ... ..	..	4	12	6	16 Aug. 06	—
48	Portengale, Jno. ...	..	4	12	6	26 Sep. 06	D.D.
141	Pritchard, Thos. ...	..	4	12	6	2 Feb. 07	—
90	Reece, Thos.	A.B.	4	12	6	..	—
103	Reynolds, Jno. ...	Ord.	4	12	6	..	—
9	Roberts, Ralph ...	..	4	12	6	..	—
13	Rowney, David ...	..	4	12	6	..	—
16	Reed, Jno. (1) ... ..	..	4	12	6	..	—
24	Richards, Richd. ...	L.M.	4	12	6	..	—
86	Redding, Jno.	Qr. Gr.	4	12	6	..	—
205	Richards, Wm.	L.M.	4	12	6	..	—
6	Russell, Wm. ... ..	..	4	12	6	..	—
24	Ruddock, Thos. ...	Ord.	4	12	6	..	—
66	Ruth, Danl.	L.M.	4	12	6	..	—
88	Reed, Geo. (1)	A.B.	4	12	6	..	—
369	Reed, Jno. (2) ... ..	..	4	12	6	—	G.
80	Roberts, Hugh ...	Sl. Mrs. Mte.	4	12	6	2 Feb. 07	—
86	Ross, John	A.B.	4	12	6	5 Aug. 06	—
405	Reece, Jno. ... ..	..	4	12	6	2 Feb. 07	—
21	Riley, Michl. ... ..	..	4	12	6	..	—
30	Robinson, Wm. ... ..	..	4	12	6	..	—
37	Rodden, John	L.M.	4	12	6	..	—
54	Ryan, Jas.	Ord.	4	12	6	—	G.

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
79	Robinson, Benj. ...	A.B. ...	4	12	6	... 2 Feb. 07	—
583	Russell, Jno. (2) ...	Ord. ...	4	12	6	... ..	—
661	Rotner, Paul ...	L.M. ...	4	12	6	... ..	—
66	Rees, Mansel ...	Prs. Stewd. ...	4	12	6	... ..	—
67	Ray, John ...	L.M. ...	4	12	6	... ..	—
72	Richards, Jno. ...	A.B. ...	4	12	6	... 30 Sep. 06	—
700	Rogers, Jas. ...	L.M. ...	4	12	6	... 2 Feb. 07	—
82	Ronan, Wm. ...	Ord. ...	4	12	6	... 20 Jun. 06	—
807	Ryan, Thos. ...	L.M. ...	4	12	6	... 2 Feb. 07	—
27	Riley, Jas. ...	Boy ...	4	12	6	... ..	—
55	Robinson, Wm. ...	Mar. ...	4	12	6	... —	G.
69	Secombe, Mark ...	L.M. ...	4	12	6	... —	G.
74	Sidgmond, Robt. ...	.. ...	4	12	6	... 2 Feb. 07	—
75	Sobey, Thos. ...	Qr. Gr. ...	4	12	6	... 6 Jan. 07	—
79	Stanlake, Wm. ...	Cook ...	4	12	6	... 30 Sep. 06	—
92	Shipp, Wm. ...	A.B. ...	4	12	6	... —	G.
97	Smith, Wm. (2) ...	Ord. ...	4	12	6	... 2 Feb. 07	—
125	Stabb, Geo. ...	L.M. ...	4	12	6	... ..	—
51	Schollar, John ...	.. ...	4	12	6	... ..	—
92	Salmon, Jno. (1) ...	Crs. Cw. ...	4	12	6	... ..	—
201	Sheppard, Wm. ...	Ord. ...	4	12	6	... ..	—
19	Slythe, Heny. ...	.. ...	4	12	6	... ..	—
28	Strickland, Chas. ...	L.M. ...	4	12	6	... ..	—
40	Shouler, Edw. ...	Ord. ...	4	12	6	... —	G.
249	Squires, Jas. ...	A.B. ...	4	12	6	... 2 Feb. 07	—
58	Stephens, Jas. (2) ...	Rope Mr. ...	4	12	6	... ..	—
62	Sullivan, Danl. ...	L.M. ...	4	12	6	... 8 Jan. 08	—
89	Straffon, Fras. ...	A.B. ...	4	12	6	... 2 Feb. 07	—
303	Saundry, Heny. ...	Ord. ...	4	12	6	... 17 Apr. 07	—
4	Slockett, Jno. ...	L.M. ...	4	12	6	... 2 Feb. 07	—
38	Sullivan, Jno. ...	Ord. ...	4	12	6	... ..	—
45	Sterridge, Jno. ...	.. ...	4	12	6	... ..	—
46	Saunders, Stepn. ...	.. ...	4	12	6	... ..	—
48	Sinclair, Archd. ...	A.B. ...	4	12	6	... ..	—
54	Swan, Jas. ...	.. ...	4	12	6	... ..	—
401	Saville, Benjn. ...	L.M. ...	4	12	6	... ..	—
3	Simpson, Josh. ...	A.B. ...	4	12	6	... ..	—
6	Spence, Richd. ...	.. ...	4	12	6	... 26 May 07	—
19	Scott, Jno. (1) ...	L.M. ...	4	12	6	... 2 Feb. 07	—
96	Stockwell, Wm. ...	A.B. ...	4	12	6	... ..	—
520	Stickney, John ...	.. ...	4	12	6	... ..	—
525	Scales, Richd. ...	.. ...	4	12	6	... ..	—
26	Smith, Wm. (3) ...	Sl. Mrs. Cr. ...	4	12	6	... ..	—

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
28	Spencer, Wm. ...	Qr. Gr. ...	4	12	6 ...	2 Feb. 07	—
33	Spencer, Edwd. ...	L.M. ...	4	12	6 ...	5 Aug. 06	—
37	Smith, Heny. ...	A.B. ...	4	12	6 ...	15 Dec. 07	D.D.
41	Smerdon, Robt. ...	„ ...	4	12	6 ...	2 Feb. 07	—
48	Sinclair, Jno. ...	Sl. Mrs. Cw. ...	4	12	6 ...	13 Aug. 06	D.D.
97	Stephens, Fredk. ...	Ord. ...	4	12	6 ...	2 Feb. 07	—
641	Swyngedaw, Peter	L.M. ...	4	12	6 ...	5 Feb. 07	—
76	Sullivan, Jerh. ...	Ord. ...	4	12	6 ...	2 Feb. 07	—
81	Stewart, Jas. ...	„ ...	4	12	6 ...	„	—
84	Sloane, Archd. ...	„ ...	4	12	6 ...	—	D.D., G.
706	Skinner, Wm. ...	L.M. ...	4	12	6 ...	2 Feb. 07	—
33	Spooner, Edwd. ...	Ord. ...	4	12	6 ...	„	—
53	Sinclair, Thos. ...	L.M. ...	4	12	6 ...	—	G.
81	Stanley, Jas. ...	Ord. ...	4	12	6 ...	14 Aug. 07	—
97	Scanlan, Jno. ...	L.M. ...	4	12	6 ...	2 Feb. 07	—
805	Sanders, Michl. ...	„ ...	4	12	6 ...	„	—
6	Skain, Owen ...	„ ...	4	12	6 ...	„	—
10	Short, Chas. ...	„ ...	4	12	6 ...	„	—
23	Share, Alexr. ...	Boy ...	4	12	6 ...	„	—
5	Slade, John ...	„ ...	4	12	6 ...	„	—
9	Smith, Jas. ...	Mar. ...	4	12	6 ...	„	—
27	Skinner, Jas. ...	„ ...	4	12	6 ...	18 Oct. 06	D.D.
40	Sandford, Jas. ...	„ ...	4	12	6 ...	2 Feb. 07	—
70	Stephens, Aaron ...	„ ...	4	12	6 ...	„	—
92	Skrone, Thos. ...	„ ...	4	12	6 ...	16 Jan. 07	—
93	Shaddick, Edwd. ...	Corpl. ...	4	12	6 ...	27 Jan. 07	—
139	Skinner, John ...	Mar. ...	4	12	6 ...	2 Feb. 07	—
68	Thomas, Thos. (1) ...	Ord. ...	4	12	6 ...	„	—
84	Tison, Josh. ...	Qr. Gr. ...	4	12	6 ...	„	—
102	Tobin, Richd. ...	Ord. ...	4	12	6 ...	„	—
122	Toomey, Corns. ...	L.M. ...	4	12	6 ...	„	—
26	Trout, Wm. ...	„ ...	4	12	6 ...	6 Mar. 07	—
37	Tressider, John ...	„ ...	4	12	6 ...	24 Apr. 07	—
202	Towser, Thos. ...	Ord. ...	4	12	6 ...	2 Feb. 07	—
306	Thomas, David ...	„ ...	4	12	6 ...	„	—
27	Thomas, Jno. (1) ...	L.M. ...	4	12	6 ...	„	—
416	Trimlett, Geo. ...	A.B. ...	4	12	6 ...	„	—
91	Tertuish, Jno., <i>alias</i> John Veerhault...	„ ...	4	12	6 ...	„	—
504	Taylor, Wm. (1) ...	L.M. ...	4	12	6 ...	„	—
39	Thomas, Jno. (2) ...	Ord. ...	4	12	6 ...	„	—
628	Taylor, Thos. ...	L.M. ...	4	12	6 ...	„	—
44	Tiffonback, Jno. ...	Ord. ...	4	12	6 ...	„	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
712	Train, Jno.	A.B.	4	12	6	... 2 Feb. 07	—
30	Taff, Jno.	Crs. Cw....	4	12	6	... ..	—
32	Thompson, Wm. ...	A.B.	4	12	6	... ..	—
36	Tallman, Saml. ...	Ord.	4	12	6	... ..	—
39	Thomas, Stephn. ...	L.M.	4	12	6	... ..	D.D., G.
765	Tucker, Jno. ... ..	.. ... ..	4	12	6	... 2 Feb. 07	—
83	Thomas, Jno. (3) ...	Ord.	4	12	6	... ..	—
28	Talbot, Wm.	Boy	4	12	6	... ..	—
35	Thomas, Thos. (2)...	.. ... ..	4	12	6	... ..	—
37	Trapscott, John ...	Mar.	4	12	6	... ..	—
53	Venning, Niehs. ...	Ord.	4	12	6	... 16 Dec. 06	D.D.
536	Vials, Wm.	Crs. Cw....	4	12	6	... 2 Feb. 07	—
60	Velle, Chas.	A.B.	4	12	6	... ..	—
67	Videmore, Fredk. .	.. ... ..	4	12	6	... ..	—
655	Vosper, Josh. ... ..	.. ... ..	4	12	6	... 14 Aug. 06	—
31	Vincent, Edwd. ...	Boy	4	12	6	... 2 Feb. 07	—
422	Usher, Fras.	Ord.	4	12	6	... 31 Mar. 07	—
135	Underhill, Geo. ...	Drumr. Mar.	4	12	6	... 2 Feb. 07	—
54	Walling, Geo.	L.M.	4	12	6	... ..	—
76	Williams, Jas. ... ..	.. ... ..	4	12	6	... ..	—
108	Wotton, John	Ord.	4	12	6	... ..	—
32	Welsh, Wm.	L.M.	4	12	6	... ..	—
59	Wilmott, Richd. ...	.. ... ..	4	12	6	... ..	—
61	Wilson, Geo. ... ..	.. ... ..	4	12	6	... ..	—
63	Wilson, Jas. (1) ...	Ord.	4	12	6	... 21 Nov. 06	—
75	Weldon, John	L.M.	4	12	6	... 2 Feb. 07	—
207	White, Wm. ... ..	.. ... ..	4	12	6	... ..	—
20	Wilkinson, Thos. ...	.. ... ..	4	12	6	... 5 Aug. 06	—
33	Webbey, Wm.	A.B.	4	12	6	... 2 Feb. 07	—
72	Williams, Jno. (3) .	.. ... ..	4	12	6	... ..	G.
75	Watts, Matw. (1)...	.. ... ..	4	12	6	... 2 Feb. 07	—
302	Wells, Peter ... ..	.. ... ..	4	12	6	... ..	G.
11	Walker, Thos.	Ord.	4	12	6	... 2 Feb. 07	—
337	Welsh, Thos.... ...	.. ... ..	4	12	6	... ..	—
64	Wark, John	Qr. Gr. ...	4	12	6	... ..	G.
81	Woodward, Josh. .	A.B.	4	12	6	... 2 Feb. 07	—
85	Whitman, John ...	.. ... ..	4	12	6	... ..	—
414	White, John (1) ...	L.M.	4	12	6	... ..	—
25	Walker, John	A.B.	4	12	6	... ..	—
47	Williams, Thos. (2)	L.M.	4	12	6	... 15 July 07	—
75	Witley, John... ...	.. ... ..	4	12	6	... 2 Feb. 07	—
85	Weston, Jno. ... ..	.. ... ..	4	12	6	... ..	G.
98	White, Jno. (2) ...	.. ... ..	4	12	6	... 2 Feb. 07	—

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date.		
			£	s.	d.			
552	Williams, Hugh ...	A.B. ...	4	12	6	...	—	G.
94	White, Jno. (3) ...	L.M. ...	4	12	6	...	2 Feb. 07	—
635	Welsh, Thos. (2) ...	Qr. Gr. ...	4	12	6	...	..	—
78	Williams, Chas. (1)	Ord. ...	4	12	6	...	..	—
716	Wilson, Jas. (2) ...	L.M. ...	4	12	6	...	5 Aug. 06	—
22	Woodman, Jas. ...	..	4	12	6	...	2 Feb. 07	—
27	Wilkins, Aaron ...	Ord. ...	4	12	6	...	..	—
767	Williams, Chas. (2)	L.M. ...	4	12	6	...	..	—
87	Wilson, Thos. ...	Ord. ...	4	12	6	...	..	—
812	Williams, Thos. (3)	L.M. ...	4	12	6	...	30 May 07	D.D.
24	Wallis, Mattw. ...	Boy...	4	12	6	...	2 Feb. 07	—
38	Williams, Wm. ...	Mar. ...	4	12	6	...	..	—
78	Wilson, Wm. ...	..	4	12	6	...	..	—
87	Walsh, Sampn. ...	..	4	12	6	...	..	—
88	Webb, John ...	..	4	12	6	...	27 Feb. 07	—
96	Wright, Jno. (1) ...	..	4	12	6	...	2 Feb. 07	—
126	Williams, Edwd. ...	..	4	12	6	...	31 Jan. 07	—
33	Whitaker, John ...	..	4	12	6	...	2 Feb. 07	—
40	Wilcox, Wm. ...	..	4	12	6	...	18 Nov. 06	D.D.

MUSTER ROLL OF H.M.S. 'TONNANT'

II.

We whose names and marks are hereunto subscribed, being the Captain, Officers and Company of His Majesty's Ship *Tonnant* at the Battle off Cape Trafalgar on the 21st October 1805 under the command of the late Rt. Honble. Lord Nelson, do acknowledge to have received of our Agents Messrs. Chris. Cooke and Willm. Rd. Osway by ourselves or our legal representatives, the several sums expressed against our names, being the amount of our respective proportions of the proceeds of 4 French and Spanish ships captured on that day together with proceeds of bounty bills for the Enemy's ships destroyed.

And we do hereby discharge our said Agents from all demands on account thereof.

MEMOIRS OF

FIRST CLASS.

No.	Names.	Quality.	Sum.			Date. 1807.	
			£	s.	d.		
747	Chas. Tyler, Esq.	Captain ...	973	0	0	... 10 April	—

SECOND CLASS.

18	Benj. Clement ...	Lieut. ...	65	11	0	... ..	—
169	Chas. Bennett ...	.. ..	65	11	0	... ..	—
170	W. J. Millett ...	.. ..	65	11	0	... ..	—
663	H. B. White ...	.. ..	65	11	0	... ..	—
771	Wm. Soper ...	Master ...	65	11	0	... 9 April	—
773	Jno. Bedford ...	Lieut. ...	65	11	0	... ..	—
775	Jno. Salmon (2) ...	.. ..	65	11	0	... ..	—
789	Fredk. Hoffman...	.. ..	65	11	0	... 10 April	—
121	Arthr. Ball ...	Cap. Mar.	65	11	0	.. 25 June	—

THIRD CLASS.

33	Edwd. Polwhele...	Mr. Mte. .	44	4	6	... 19 June	—
52	Jno. Treeve ...	.. ..	44	4	6	... ..	—
56	Henry Ready ...	.. ..	44	4	6	... 23 June	—
649	Jas. Little ...	.. ..	44	4	6	... 10 April	—
654	Jno. Chapman ...	Carpr. ...	44	4	6	... 15 July	—
666	George Booth ...	Purser ...	44	4	6	... 10 April	—
668	F. M. Chevers ...	Surgn. ...	44	4	6	... 9 April	—
741	Richd. Rose ...	Gumr. ...	44	4	6	... 10 April	—
790	Richd. Little ...	Boatsn. ...	44	4	6	... ..	—
123	Jas. Cottle ...	Lt. Mar. ...	44	4	6	... 18 April	—
124	Wm. Magin ...	.. ..	44	4	6	... 11 April	—

FOURTH CLASS.

274	Armstrong, Jas. ...	Bn. Mte. .	10	14	0	... 15 July	—
523	Anderson, Jas. ...	Yn. Shts. .	10	14	0	... ..	—
529	Allen, Wm. (1) ...	Clerk ...	10	14	0	... ..	—
670	Allen, J. M. H. ...	Mid. ...	10	14	0	... ..	—
30	Blennerhasset, J.P.	.. ..	10	14	0	... 10 April	—
47	Burt, Jasper ...	Qr. Mr. ...	10	14	0	... 24 April	—
191	Brown, Jno. (1) ...	Qr. Mr. Mte.	10	14	0	... 15 July	—
314	Burn, John ...	Carp. Mte.	10	14	0	... 12 May	—
779	Brown, Wm. ...	Mid. ...	10	14	0	... 15 July	—
813	Bourne, Thos. ...	.. ..	10	14	0	... 13 July	—
7	Burlace, Richd. ...	Sgt. Mar. .	10	14	0	... 26 June	—
51	Crews, Jno. ...	Qr. Mr. Mte.	10	14	0	... 10 April	—
555	Cruse, Robsch. ...	Mid. ...	10	14	0	... 27 June	—

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date. 1807.	
			£	s.	d.		
637	Carney, Fras. ...	Yn. Shts. .	10	14	0	... 15 July	—
199	Delany, Josh. ...	Bo. Mte. .	10	14	0	... „	—
308	Diamond, Richd. .	S. Cpl. ...	10	14	0	... „	—
664	Davis, Alexr. ...	Mr. Armr.	10	14	0	... 30 July	—
651	Evans, Robt. ...	Ast. Surg.	10	14	0	... 10 April	—
81	Fletcher, Jos. ...	Qr. Mr. ...	10	14	0	... 15 July	—
301	Flogart, Jno. ...	Gr. Mte. .	10	14	0	... „	—
236	Keen, David ...	Y. P. R. ...	10	14	0	... „	—
436	Kelly, Wm. ...	„ ...	10	14	0	... 24 April	—
774	Langdon, Richd. ...	Mid. ...	10	14	0	... 20 June	—
5	Lennell, Jno. ...	Sjt. Mar. .	10	14	0	... —	D.D., G.
267	McKay, Jno. ...	Qr. Mr. ...	10	14	0	... 10 April	—
268	Myers, Jno. ...	„ ...	10	14	0	... 15 July	—
793	Marshall, Jno. ...	Mid. ...	10	14	0	... 21 April	—
269	Nicholls, Jno. ...	Qr. Mr. Mte.	10	14	0	... 18 April	—
512	Oliver, Thos. ...	„ ...	10	14	0	... 15 July	—
656	Oldrine, Jas. ...	Mid. ...	10	14	0	... 18 April	—
61	Peers, Saml. ...	Qr. Mr. ...	10	14	0	... 24 April	—
492	Phillips, Wm. ...	„ ...	10	14	0	... 12 May	—
748	Phelps, Thos. ...	Coxn. ...	10	14	0	... 10 April	—
795	Peregrine, Wm. E.	Mid. ...	10	14	0	... —	G.
435	Roskelly, Robert .	Gr. Mte. ...	10	14	0	... 18 April	—
585	Symes, Joseph ...	Mid. ...	10	14	0	... 13 April	—
603	Strong, Jno. ...	Qr. Mr. ...	10	14	0	... 22 May	—
632	Spiltember, Jas. ...	Bos. Mte. .	10	14	0	... 15 July	—
726	Sartorious, Geo. ...	Mid. ...	10	14	0	... 12 May	—
792	Stokes, W. S. ...	„ ...	10	14	0	... 18 April	—
244	Williams, Thos. (1)	Yn. Shts. .	10	14	0	... —	G.
556	White, Jas. ...	Qr. Mr. Mte.	10	14	0	... 18 April	—
630	Webb, Richd. ...	S. Corpl. .	10	14	0	... 21 April	—
636	Williams, Jno. (4)	Yn. Shts. .	10	14	0	... —	—
125	Winyard, Jno. ...	Sjt. Mar. .	10	14	0	... 18 April	—

FIFTH CLASS.

80	Adamson, Abrm. ...	A.B. ...	1	17	6	... 7 May	—
129	Arthur, Samuel ...	L.M. ...	1	17	6	... 15 July	—
136	Archer, Richd. ...	„ ...	1	17	6	... „	—
—	Ayers, Rob. ...	„ ...	—	—	—	... —	G.
502	Aikin, Pat. ...	„ ...	1	17	6	... 15 July	—
91	Alexander, Jno. ...	Ord. ...	1	17	6	... „	—
98	Anderson, Hy. ...	„ ...	1	17	6	... „	—
691	Allen, Wm. (2) ...	L.M. ...	1	17	6	... „	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
						1807.	
92	Aston, Richd.	... L.M.	... 1	17	6	... 15 July	—
799	Ayres, Jas....	... ..	... 1	17	6	... ..	—
17	Archer, Nichs.	... Boy	... 1	17	6	... ..	—
18	Andrews, Chas.	... Mar.	... 1	17	6	... 1 May	—
20	Beeton, Benj.	... L.M.	... 1	17	6	... 8 May	—
73	Belman, Walter	... ..	... 1	17	6	... 15 July	—
85	Brown, Robt.	... A.B.	... 1	17	6	... ..	—
88	Bell, George (2)	... ..	... 1	17	6	... ..	—
96	Burne, Thos.	... Qr. Gr.	... 1	17	6	... ..	—
106	Beer, Jno. ...	... Ord.	... 1	17	6	... ..	—
33	Bryan, Stephn.	... L.M.	... 1	17	6	... ..	—
47	Bonaford, Wm.	... Ord.	... 1	17	6	... ..	—
50	Broad, Thos.	... L.M.	... 1	17	6	... ..	—
64	Brown, Geo.	... ..	... 1	17	6	... ..	—
73	Brown, Josph.	... A.B.	... 1	17	6	... 21 April	—
76	Butterell, Wm.	... L.M.	... 1	17	6	... 15 July	—
87	Bonmor, Frans.	... Ord.	... 1	17	6	... ..	—
89	Bone, George	... L.M.	... 1	17	6	... ..	—
98	Bremer, Jno.	... Ord.	... —	—	—	—	G.
221	Birkinghead, Wm..	... A.B.	... 1	17	6	... 15 July	—
22	Boyd, Thos.	... Ord.	... —	—	—	—	R.G.
27	Bourne, Geo.	... A.B.	... —	—	—	—	R.G.
265	Bray, Walter	... L.M.	... 1	17	6	... 21 April	—
77	Butler, Jasper	... A.B.	... 1	17	6	... 15 July	—
99	Bloisdell, Robt.	... ..	... —	—	—	—	G.
350	Barr, Wm....	... ..	... 1	17	6	... 15 July	—
53	Biram, Jas.	... ..	... —	—	—	—	G.
56	Bond, Peter	... ..	... 1	17	6	... 15 July	—
57	Bowman, Wm.	... Ord.	... 1	17	6	... ..	—
90	Brown, Jno. (2)	... ..	... 1	17	6	... ..	—
417	Bickerstaff, Jno.	... A.B.	... 1	17	6	... ..	—
40	Bazil, Geo. ...	... L.M.	... 1	17	6	... ..	—
71	Burrows, Wm.	... ..	... 1	17	6	... ..	—
90	Beale, Benj.	... A.B.	... 1	17	6	... 19 May	—
93	Butler, Thos.	... Ord.	... 1	17	6	... 15 July	—
505	Burn, Jas. ...	... L.M.	... 1	17	6	... 15 July	—
14	Bickford, Hy.	... ..	... 1	17	6	... ..	—
65	Burne, Hugh	... Ord.	... 1	17	6	... ..	—
69	Booth, Peter	... ..	... 1	17	6	... ..	—
592	Bickering, Eras	... A.B.	... 1	17	6	... 24 April	—
95	Baptiste, Jean	... L.M.	... 1	17	6	... 15 July	—
674	Burke, Edwd.	... ..	... 1	17	6	... ..	—
79	Bully, Wm.	... Ord.	... —	—	—	—	R.G.

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date. 1807.	
			£	s.	d.		
80	Burt, Michl.	Ord.	1	17	6	15 July	—
93	Bailey, Barthw.	L.M.	1	17	6	..	—
713	Bennett, George	..	—	—	—	—	G.
42	Butts, Thos.	..	1	17	6	15 July	—
52	Barline, Jas.	..	1	17	6	..	—
68	Bramble, Randle	..	—	—	—	—	R.G.
78	Blethyn, Richd.	Ord.	1	17	6	..	—
2/25	Beeghan, Edwd.	Boy	1	17	6	..	—
30	Bryan, Hy.	..	1	17	6	..	—
3/20	Brown, Jas.	..	—	—	—	—	R.G.
41	Bray, Jno.	Mar.	1	17	6	18 April	—
63	Bentley, Jas.	..	1	17	6	..	—
95	Bowles, Jno.	..	1	17	6	15 July	—
106	Bennett, Jno.	..	1	17	6	..	—
105	Crook, Wm.	Ord.	1	17	6	..	—
20	Calliman, Jno.	..	1	17	6	..	—
23	Callaghan, Jere.	L.M.	—	—	—	—	G.
28	Clive, Richd.	..	—	—	—	—	R.G.
40	Cunningham, Jno.	..	—	—	—	—	G.
81	Cleave, Jno.	Ord.	1	17	6	15 July	—
96	Chaley, Josph.	A.B.	—	—	—	—	R.G.
204	Curbis, Wm.	L.M.	1	17	6	15 July	—
34	Carr, Hy.	..	—	—	—	—	R.G.
37	Clark, Gidn. Wm.	Ord.	1	17	6	15 July	—
52	Carrol, Patk.	L.M.	1	17	6	24 July	—
53	Charleton, Chas.	..	1	17	6	15 July	—
56	Cullen, Lauree.	..	—	—	—	—	D.D., G.
60	Cronin, Danl.	..	1	17	6	15 July	—
261	Cotter	Ord.	1	17	6	2 Oct.	—
341	Cannon, Pat.	..	1	17	6	16 June	—
42	Cook, Saml.	A.B.	1	17	6	15 July	—
87	Crawley, Michl.	L.M.	1	17	6	19 Meh.	—
92	Clayton, Josh.	Ord.	1	17	6	..	—
402	Coates, Jno.	A.B.	1	17	6	15 July	—
7	China, Jas....	Ord.	1	17	6	26 May	D.D.
12	Cecil, Paul...	..	1	17	6	15 July	—
42	China, Wm.	A.B.	1	17	6	..	—
48	Conway, Jas.	L.M.	1	17	6	..	—
61	Cogdon, Jas.	Ord.	1	17	6	..	—
63	Cash, Jno. (1)	L.M.	—	—	—	—	G.
67	Cash, Jno. (2)	A.B.	1	17	6	15 July	—
82	Charnley, Wm.	L.M.	1	17	6	..	—
86	Compton, Jas.	..	1	17	6	..	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date. 1807.	
			£	s.	d.		
516	Cole, David	... A.B.	... 1	17	6	... 24 July	—
42	Camm, Isaac	... „	... 1	17	6	... 24 April	—
545	Clark, Jno....	... L.M.	... 1	17	6	... 15 July	—
82	Cunnack, Nichols.	... Ord.	... 1	17	6	... „	—
90	Condren, Jno.	... „	... —	—	—	—	R.G.
610	Clint, Jno. ...	... A.B.	... 1	17	6	... 15 July	—
29	Cullin, Jas....	... L.M.	... 1	17	6	... „	—
90	Cromwell, Glseo.	... „	... 1	17	6	... „	—
99	Cole, Wm. ...	... „	... 1	17	6	... „	—
718	Cahill, Thos.	... „	... 1	17	6	... „	—
19	Christie, Chrstr.	... „	... 1	17	6	... „	—
20	Crosby, Jno.	... „	... 1	17	6	... „	—
31	Christie, Peter	... A.B.	... —	—	—	—	D.D., G.
56	Connor, Jas.	... L.M.	... —	—	—	—	D.D., G.
59	Cox, Frans.	... „	... 1	17	6	... 15 July	—
85	Creswell, Jno.	... Ord.	... 1	17	6	... „	—
96	Chesnaugh, Wm....	... L.M.	... 1	17	6	... „	—
801	Oruthers, Jas.	... „	... 1	17	6	... „	—
11	Cunningham, Rednd.	... Ord.	... 1	17	6	... „	—
3/32	Clemo, Jas.	... Boy	... 1	17	6	... „	—
12	Cocher, Jno.	... Mar.	... 1	17	6	... 24 April	—
33	Catherine, Josh.	... „	... 1	17	6	... 15 July	—
44	Coates, Jno.	... Corpl.	... 1	17	6	... „	—
52	Conner, Jno.	... Mar.	... 1	17	6	... 29 Sep.	—
73	Chant, Wm.	... „	... 1	17	6	... 15 July	—
74	Curren, Pat.	... „	... 1	17	6	... „	—
84	Chorley, Jno.	... „	... 1	17	6	... 18 April	D.D., G.
91	Cotter, Thos.	... „	... —	—	—	—	—
108	Cray, Thos.	... „	... 1	17	6	... 15 July	—
22	Cornish, Robt.	... „	... 1	17	6	... „	—
71	Davis, (Jno.) (1)	... L.M.	... 1	17	6	... „	—
94	Dodd, Wm.	... A.B.	... 1	17	6	... „	—
95	Davis, Jno. (3)	... „	... 1	17	6	... „	—
134	Dunnie, Edw.	... L.M.	... 1	17	6	... „	—
141	Daly, Jno. ...	... „	... 1	17	6	... „	—
55	Doisoix, Anthy.	... Ord.	... 1	17	6	... „	—
214	Duncan, Archd.	... „	... 1	17	6	... „	—
17	Davis, Peter	... L.M.	... 1	17	6	... „	—
26	Downard, Saml. .	... A.B.	... —	—	—	—	G.
310	Davis, Wm. (1)	... „	... 1	17	6	... 15 July	—
20	Downie, Aaron	... „	... 1	17	6	... „	—
23	Dunsworth, David	... Ord.	... 1	17	6	... „	—
28	Dunn, Patk.	... L.M.	... 1	17	6	... 19 May	—

ADMIRAL TYLER

No.	Names.	Quality.	Sum.			Date. 1807.	
			£	s.	d.		
31	Doyle, Patk.	... L.M.	... 1	17	6	... 15 July	—
406	Dew, Robt.	... A.B.	... 1	17	6	... „	—
41	Davis, Geo.	... L.M.	... 1	17	6	... „	—
70	Dacres, Wm.	... „	... 1	17	6	... „	—
74	Dickinson, Isaac	... „	... 1	17	6	... „	—
506	Dalton, Patk.	.. „	... 1	17	6	... „	—
31	Dwire, Martin	... „	... —	...	...	... —	G.
675	Dunmoyan, Jno.	... „	... 1	17	6	... 45 July	—
763	Dancer, Jno.	... „	... 1	17	6	... „	—
2/16	Dickenson, Jas.	... Boy	... 1	17	6	... „	—
3 7	Dix, Jno.	... „	... —	...	...	... —	G.
14	Diamond, Saml.	... Mar.	... 1	17	6	... 15 July	—
65	Draper, Jno.	... „	... 1	17	6	... „	—
72	Dixon, Jno.	... „	... 1	17	6	... „	—
76	Driscoll, Tiny	... „	... 1	17	6	... „	—
138	Dogmore, Wm.	... „	... 1	17	6	... „	—
143	Easterton, Wm.	... L.M.	... 1	17	6	... „	—
44	Eales, Jno.	... „	... 1	17	6	... „	—
276	Evans, Jno. (1)	... A.B.	... 1	17	6	... „	—
378	Evans, Jno. (2)	... „	... 1	17	6	... „	—
408	Elliott, Josh.	... Ord.	... 1	17	6	... „	—
581	Emmerson, Robt.	... „	... 1	17	6	... „	—
87	Edwards, Jas.	... A.B.	... 1	17	6	... „	—
589	Elvin, Jacob	... Ord.	... —	...	...	... —	D.D., G.
660	Estudely, Chas.	... L.M.	... 1	17	6	... 15 July	—
61	Edwards, Wm.	... Mar.	... —	...	...	... —	D.D., G.
64	Evans, Jno.	... „	... 1	17	6	... 18 April	—
132	Eskins, Peter A.	... „	... 1	17	6	... 15 July	—
72	Fine, Nichs.	... L.M.	... 1	17	6	... „	—
245	Fleming, Thos.	... „	... 1	17	6	... „	—
51	Finn, Jas.	... Ord.	... 1	17	6	... „	—
64	Fitzpatrick, Danl...	... L.M.	... —	...	...	... —	D.D., G.
82	Ferguson, Walter...	... Qr. Gr.	... —	...	...	... —	D.D., G.
95	Fisher, Jno. .	... A.B.	... 1	17	6	... 15 July	—
375	Floyd, Geo. .	... Ord.	... 1	17	6	... „	—
645	Fanfalter, Jacob	... „	... 1	17	6	... „	—
707	Francis, Jno.	... L.M.	... 1	17	6	... „	—
45	Francis, Philip	... A.B.	... 1	17	6	... „	—
762	Finn, Thos. .	... L.M.	... 1	17	6	... „	—
76	Fletcher, Danl.	... „	... 1	17	6	... „	—
808	Fox, Chas. .	... „	... 1	17	6	... „	—
3 34	Flooke, Jno.	... Boy	... 1	17	6	... „	—
13	Ferne, Jno. .	... Mar.	... 1	17	6	... „	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date. 1807.	
			£	s.	d.		
29	Fry, Richd. .	... Mar.	1	17	6	... 15 July	—
62	Ford, Thos. .	... „	—	—	—	—	D.D., G.
86	Farthing, Thos.	... „	1	17	6	... 5 June	—
93	Griffiths, Benj.	... A.B.	1	17	6	... 15 July	—
112	Griffiths, Edwd.	... „	1	17	6	... „	—
230	Gilman, Thos.	... Ord.	1	17	6	... 28 July	—
55	Grace, Thos.	... „	—	—	—	—	G.
336	Griffin, Michl.	... „	1	17	6	... 15 July	—
44	Grimes, Thos.	... A.B.	1	17	6	... „	—
84	Goldsmith, Hy.	... Qr. Gr.	1	17	6	... „	—
434	Garland, Philip	... L.M.	1	17	6	... 21 April	—
56	Gibson, Jno.	... „	1	17	6	... 15 July	—
69	Gardner, Robt.	... A.B.	1	17	6	... „	—
95	Gibson, Wm.	... L.M.	1	17	6	... „	—
99	Godfrey, Wm.	... „	1	17	6	... „	—
577	Green, Wm.	... A.B.	1	17	6	... „	—
79	Gift, Geo. ...	... „	1	17	6	... „	—
93	Glass, Jno. ...	... Ord.	1	17	6	... „	—
682	Galloway, Jno.	... „	1	17	6	... „	—
87	Gomersall, Wm.	... „	1	17	6	... 24 April	—
708	George, Chrstr.	... L.M.	1	17	6	... 15 July	—
35	Gill, Jas. ...	... A.B.	1	17	6	... 7 Aug.	D.D.
98	Geary, Patk.	... L.M.	—	—	—	—	D.D., G.
2/21	Grumley, Jas.	... Boy.	1	17	6	... 15 July	—
26	Gavin, Jas. ...	... „	1	17	6	... „	—
3/24	Griffin, Wm.	... „	1	17	6	... „	—
33	Gainer, Wm.	... „	1	17	6	... „	—
20	Glynn, Jno.	... Mar.	1	17	6	... 28 April	—
24	Garrett, Geo.	... „	1	17	6	... 15 July	—
43	Gudge, Sl. ...	... „	1	17	6	... 19 May	—
47	Gambling, Thos.	... „	1	17	6	... 31 July	—
85	Gready, Benj.	... „	1	17	6	... 18 April	—
101	Green, Jno. .	... Drumr.	1	17	6	... ..	—
42	Hawkins, Jno.	... Armt.	1	17	6	... 24 April	—
99	Harnett, Michl.	... Ord.	1	17	6	... 18 April	—
130	Harris, Richd.	... L.M.	1	17	6	... 15 July	—
52	Heron, Alexr.	... A.B.	1	17	6	... „	—
56	Halbert, Wm.	... Ord.	1	17	6	... „	—
203	Hosking, Edwd.	... „	1	17	6	... „	—
16	Hodwin, Jno.	... „	1	17	6	... „	—
48	Hawke, Saml.	... A.B.	1	17	6	... „	—
85	Hopkins, Wm.	... Ord.	—	—	—	—	G.
319	Holland, Jno	... L.M.	1	17	6	... 15 July	—

ADMIRAL TYLER.

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
24	Holt, Jno.	L.M.	1	17	6	15 July	—
35	Hennessey, Michl...	Ord.	1	17	6	„	—
43	Harlow, Jno.	„	1	17	6	„	—
63	Hutchinson, Saml...	„	—	—	—	—	G.
93	Howeroft, Herm. ...	A.B.	1	17	6	15 July	—
400	Hulse, Thos.	„	1	17	6	„	—
11	Holland, Danl. ...	Ord.	—	—	—	—	D.D., G
45	Hughes, Danl.	„	1	17	6	15 July	—
64	Hughes, David	L.M.	1	17	6	„	—
73	Holden, Jas.	„	1	17	6	„	—
88	Harvey, Jno.	A.B.	1	17	6	„	—
517	Hutson, Jno.	L.M.	1	17	6	„	—
59	Houx, Jacob	A.B.	—	—	—	—	R. G.
602	Hill, Jas.	L.M.	1	17	6	15 July	—
5	Hudson, Thos.	„	1	17	6	„	—
43	Hanson, Hugh	Ord.	1	17	6	„	—
669	Harrington, Michl..	Qr. Gr.	—	—	—	—	G.
73	Hiam, Saml.	L.M.	1	17	6	16 July	—
701	Harris, Wm.	„	1	17	6	15 July	—
14	Hill, Jno.	„	1	17	6	„	—
34	Headlam, Wm.	A.B.	1	17	6	„	—
38	Haggerson, Jno. ...	Ord.	1	17	6	„	—
46	Hayland, Pat.	„	—	—	—	—	D.D., G.
49	Hall, Jno.	L.M.	1	17	6	15 July	—
57	Hurley, Jno.	„	1	17	6	„	—
86	Hodge, Philip	„	1	17	6	„	—
91	Howard, Thos.	A.B.	1	17	6	„	—
803	Hayter, Thos.	L.M.	1	17	6	„	—
4	Harris, Geo.	„	1	17	6	„	—
2/29	Hyland, Wm.	Boy.	1	17	6	„	—
3/30	Hyson, Jno.	„	—	—	—	—	G.
10	Haywood, Jno.	Mar.	1	17	6	15 July	—
23	Hookway, Wm.	„	1	17	6	18 April	—
28	Heath, Jno.	„	1	17	6	18 April	—
36	Hollett, Danl.	„	1	17	6	15 July	—
69	Humphries, Thos. .	„	1	17	6	„	—
71	Holder, Robt.	„	1	17	6	„	—
90	Heaven, Jno.	„	1	17	6	18 April	—
104	Healey, Michl.	„	1	17	6	15 July	—
9	Hughes, Jno.	„	1	17	6	„	—
37	Henden, Thos.	„	1	17	6	„	—
138	Johns, Richd.	L.M.	—	—	—	—	G.
46	James, Wm.	Ord.	1	17	6	15 July	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date. 1807.		
			£	s.	d.			
58	Johnson, Robt. (1).	Ord.	...	1	17	6	... 24 July	—
79	Jackson, Richd.	L.M.	...	1	17	6	... 15 July	—
297	Jaggers, Thos.	..	...	1	17	6	... ..	—
98	Johnston, Wm.	Boy	...	1	17	6	... ..	—
315	Johns, Chrstr.	L.M.	...	1	17	6	... ..	—
326	Jones, David	..	...	1	17	6	... ..	—
72	Jones, Chas.	Ord.	...	1	17	6	... ..	—
420	Ingrewell, Jno.	A.B.	...	1	17	6	... ..	—
43	Johns, Rd.	L.M.	...	1	17	6	... ..	—
49	Johnstone, Jno.	A.B.	...	—	—	—	...	G.
84	Jones, Richd.	L.M.	...	1	17	6	... 15 July	—
671	Jackson, Joseph	A.B.	...	1	17	6	... ..	—
85	James, Joseph	Ord.	...	1	17	6	... 24 July	—
702	James, Jno.	L.M.	...	1	17	6	... 15 July	—
9	James, Thos.	..	...	1	17	6	... ..	—
51	Johns, Chas.	..	...	1	17	6	... ..	—
55	Jeffrys, Benj.	..	...	1	17	6	... ..	—
19	Judge, Wm.	Mar.	...	1	17	6	... ..	—
22	Jones, Geo....	..	...	1	17	6	... ..	—
45	Jones, Jas. ...	..	...	1	17	6	... 18 April	—
56	Jones, Joseph	..	...	1	17	6	... 15 July	—
231	Knight, Jno.	L.M.	...	—	—	—	...	G.
50	Kelly, Andrew	A.B.	...	1	17	6	... 15 July	—
59	Kay, Jerem.	..	...	1	17	6	... ..	—
457	Kelly, Jas. ...	L.M.	...	1	17	6	... 17 July	—
87	Kilman, Wm.	A.B.	...	—	—	—	...	D.D., G.
513	Kirkham, Jas.	Ord.	...	1	17	6	... 15 July	—
57	Knoles, Jno.	A.B.	...	1	17	6	... 21 April	—
640	Kelly, Timy.	Ord.	...	—	—	—	...	G.
754	Kempson, Chas.	L.M.	...	—	—	—	...	G.
60	Knight, Wm.	..	...	—	—	—	...	D.D., G.
82	King, Geo. ...	Mar.	...	1	17	6	... 21 April	—
94	Kendrick, Jno.	..	...	1	17	6	... 15 July	—
37	Ley, Wm. ...	L.M.	...	1	17	6	... ..	—
77	Loton, Jas....	..	...	1	17	6	... 10 April	—
147	Leary, Joseph	Ord.	...	1	17	6	... 15 July	—
329	Laughlin, Michl.	L.M.	...	1	17	6	... ..	—
33	Leary, Corls.	A.B.	...	1	17	6	... ..	—
55	Leith, Jas. ...	Ord.	...	1	17	6	... ..	—
97	Ledepard, Jno.	L.M.	...	1	17	6	... ..	—
98	Leverett, Wm.	Cr. Crew.	...	1	17	6	... ..	—
444	Lity, Thos....	L.M.	...	1	17	6	... ..	—
80	Leach, Saml.	..	...	1	17	6	... ..	—

ADMIRAL TYLER.

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
97	Lake, Amb.	Qr. Gr.	1	17	6	15 July	—
544	Loader, Jas.	L.M.	1	17	6	„	—
46	Loader, Thos.	„	1	17	6	„	—
61	Leafe, Martin	A.B.	1	17	6	„	—
601	Layhel, Jno.	Ord.	1	17	6	„	—
31	Love, Saml.	A.B.	1	17	6	„	—
34	Luke, Edwd.	Qr. Gr.	1	17	6	„	—
39	Lott, Jno.	Ord.	1	17	6	„	—
42	Leysenburg, Jno.	„	1	17	6	„	—
88	Letz, Chas.	„	1	17	6	„	—
704	Liversedge, Saml.	L.M.	1	17	6	13 May	—
28	Lowes, Wm.	Cr. Cw.	1	17	6	10 April	—
64	Loring, Benj.	L.M.	1	17	6	24 April	—
69	Lowry, Jno.	„	1	17	6	15 July	—
77	Large, Jno.	Trumpr.	1	17	6	10 April	—
84	Long, Wm.	Ord.	1	17	6	15 July	—
3/16	Lemon, Jno.	Boy	1	17	6	„	—
50	Lillow, Wm.	Cpl. Mar.	1	17	6	21 April	—
68	Linzee, Job.	—	—	—	—	—	D. D., G.
136	Latham, Richd.	—	1	17	6	15 July	—
62	Mealy, Jno.	Qr. Gr.	1	17	6	24 April	—
91	Money, Thos.	„	1	17	6	15 July	—
101	McCarthy, Danl.	Ord.	1	17	6	„	—
11	Mark, W.	„	1	17	6	„	—
14	McGuire, Michl.	„	1	17	6	„	—
115	Martin, Jno.	„	1	17	6	„	—
17	Matthews, Fras.	„	1	17	6	24 July	—
21	Murphy, Timy.	L.M.	1	17	6	„	—
35	Mortimer, Roger	„	1	17	6	„	—
53	McFarlane, Wm.	Qr. Gr.	1	17	6	„	—
57	McLaughlin, Jno.	A.B.	1	17	6	„	—
208	McKellar, Jno.	„	1	17	6	„	—
9	McCormick, Nl.	„	1	17	6	„	—
11	Munro, Jas.	Ord.	1	17	6	„	—
12	Malligan, Jno.	„	1	17	6	19 May	—
13	McFeal, Jno.	A.B.	1	17	6	15 July	—
42	Moore, Danl.	L.M.	1	17	6	„	—
47	Matthews, Jacob	A.B.	1	17	6	„	—
91	McDonald, Jno.	Cr. Cw.	—	—	—	—	G.
312	May, Richard	L.M.	1	17	6	15 July	—
17	McCarthy, Chs.	„	1	17	6	„	—
32	McGrath, Edwd.	A.B.	1	17	6	„	—
347	McLeran, David	Ord.	1	17	6	„	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date. 1807.	
			£	s.	d.		
51	McGinlay, Ml. ...	Ord. ...	1	17	6	... 15 July	—
52	McKenzie, Jno. ...	„ ...	—	—	—	—	G.
60	McNeil, Archd. ...	A.B. ...	1	17	6	... 15 July	—
61	McNeil, Jas. ...	Ord. ...	1	17	6	... „	—
67	Mantle, Chr. ...	A.B. ...	1	17	6	... „	—
82	Mingis, Wm. ...	Cooper ...	1	17	6	... „	—
94	Merlin, Jno. ...	Ord. ...	1	17	6	... „	—
409	McKennon, Jas. ...	L.M. ...	1	17	6	... „	—
53	Morris, Edw. ...	Ar. Cw. ...	1	17	6	... „	—
62	Moore, Jno. ...	A.B. ...	1	17	6	... „	—
76	McCarthy, Adn. ...	L.M. ...	1	17	6	... „	—
78	Martin, Jas. ...	„ ...	1	17	6	... „	—
500	Mara, Martin ...	Qr. Gr. ...	—	—	—	—	G.
1	McLaughlin, Jas. ...	L.M. ...	1	17	6	... 15 July	—
3	McCulley, Saml. ...	„ ...	1	17	6	... „	—
20	McKinsey, Saml. ...	A.B. ...	—	—	—	—	G.
524	Mills, Robt. ...	A.B. ...	1	17	6	... 15 July	—
27	Miller, Peter ...	„ ...	1	17	6	... „	—
58	Machan, Edw. ...	Ord. ...	1	17	6	... „	—
689	McFarlane, Donald ...	„ ...	1	17	6	... „	—
94	Meager, Hy. ...	L.M. ...	1	17	6	... 5 May	—
95	McCarthy, Justn. .	„ ...	1	17	6	... 14 July	—
710	May, Jno. ...	„ ...	1	17	6	... 15 July	—
11	McMullen, Mlen. ...	„ ...	1	17	6	... „	—
15	McGilvery, Alexr. .	„ ...	1	17	6	... „	—
37	McLane, Wm. ...	„ ...	1	17	6	... „	—
40	McNamara, Chs. ...	Ord. ...	—	—	—	—	G.
61	Mulloney, Michl. ...	L.M. ...	1	17	6	... 15 July	—
66	Morris, Lewis ...	„ ...	1	17	6	... „	—
70	McTeague, Patk. ...	„ ...	1	17	6	... „	—
800	Morrison, Hy. ...	„ ...	1	17	6	... „	—
2	Moore, Wm. ...	„ ...	1	17	6	... „	—
2/22	McGuire, Richd. ...	Boy ...	1	17	6	... „	—
3/19	Moore, Jno. ...	„ ...	1	17	6	... „	—
16	Moles, Josh. ...	Mar. ...	1	17	6	... „	—
17	Morgan, Jas. ...	„ ...	1	17	6	... 16 July	—
34	Milward, Thos. ...	„ ...	1	17	6	... 18 April	—
66	May, Richd. ...	„ ...	1	17	6	... 15 July	—
134	Mitchell, Wm. ...	„ ...	1	17	6	... 5 May	—
389	Nason, Andw. ...	Ord. ...	1	17	6	... 15 July	—
509	Norgate, Benj. ...	L.M. ...	1	17	6	... „	—
38	Naden, Geo. ...	Ord. ...	1	17	6	... „	—
66	Nelson, Jno. ...	A.B. ...	1	17	6	... „	—

ADMIRAL TYLER.

No.	Names.	Quality.	Sum.		Date. 1807.	
			£	s. d.		
683	Nicholson, Alexr....	Ord. ...	1	17 6 ...	15 July	—
758	Nelson, Jas. ...	L.M. ...	—	—	—	G.
42	Nottingham, Jno ...	Mar. ...	1	17 6 ...	24 April	—
67	Nicholls, Jas. ...	„ ...	1	17 6 ...	15 July	—
142	Oakey, Jno. ...	L.M. ...	1	17 6 ...	„	—
448	O'Brien, Lawce. ...	Ord. ...	1	17 6 ...	„	—
21	Osborne, Hy. ...	Mar. ...	—	—	—	G.
70	Pentreath, Rchd....	A.B. ...	1	17 6 ...	15 July	—
110	Poor, Wm....	Ord. ...	1	17 6 ...	„	—
82	Page, Geo. ...	L.M. ...	1	17 6 ...	31 July	—
90	Pasey, Geo. ...	„ ...	1	17 6 ...	24 July	—
218	Porter, Wm. ...	Qr. Gr. ...	1	17 6 ...	15 July	—
57	Palk, Jno. ...	Ord. ...	1	17 6 ...	„	—
305	Paul, Wm....	„ ...	1	17 6 ...	„	—
9	Pascoe, Jas. ...	Clk. Mte. .	1	17 6 ...	21 April	—
66	Parker, Jas. ...	A.B. ...	1	17 6 ...	15 July	—
70	Parker, Jno. (1)	Ord. ...	1	17 6 ...	„	—
77	Price, Thos. ...	„ ...	1	17 6 ...	„	—
455	Pullen, Edw. ...	„ ...	—	—	—	D.D., G.
66	Pratt, Wm. ...	„ ...	1	17 6 ...	15 July	—
72	Plyer, Danl. ...	L.M. ...	—	—	—	G.
77	Price, Aaron ...	„ ...	1	17 6 ...	15 July	—
511	Parker, Jno. (2)	A.B. ...	1	17 6 ...	„	—
18	Paul, Thos. ..	L.M. ...	1	17 6 ...	„	—
35	Palmer, Wm. ...	A.B. ...	1	17 6 ...	„	—
47	Pearce, Wm. ...	L.M. ...	1	17 6 ...	„	—
96	Pole, Jno. ...	„ ...	—	—	—	G.
600	Peters, Hans. ...	L.M. ...	1	17 6 ...	15 July	—
96	Price, Jas. .	„ ...	1	17 6 ...	„	—
717	Platt, Richd. ...	A.B. ...	1	17 6 ...	„	—
80	Pymm, Jas. .	Ord. ...	1	17 6 ...	„	—
88	Polkinhorn, Thos...	„ ...	1	17 6 ...	„	—
809	Pepper, Josh. ...	L.M. ...	1	17 6 ...	„	—
2 20	Parry, Howd, L. ...	Boy ...	1	17 6 ...	25 June	—
15	Pearce, Abm. .	Mar. ...	1	17 6 ...	15 July	—
39	Perkins, Peter ...	Mar. ...	—	—	—	G.
48	Portengale, Jno. ...	„ ...	1	17 6 ...	28 April	—
141	Pritchard, Thos. ...	„ ...	1	17 6 ...	14 August	—
90	Reece, Thos. ...	A.B. ...	1	17 6 ...	15 July	—
103	Reynolds, Jno. ...	Ord. ...	1	17 6 ...	„	—
9	Roberts, Raph. ...	„ ...	1	17 6 ...	„	—
13	Rowney, David ...	„ ...	1	17 6 ...	„	—
16	Reed, Geo. (1) ...	„ ...	1	17 6 ...	„	—

MEMOIRS OF

No.	Names.	Quality.	Sum.		Date. 1807.	
			£	s. d.		
24	Richards, Rd.	... L.M.	... 1	17 6	... 15 July	—
86	Redding, Jno.	... Qr. Gr.	... 1	17 6	... ..	—
205	Richards, Wm.	... L.M.	... 1	17 6	... ..	—
6	Russell, Wm.	... ..	... 1	17 6	... ..	—
24	Ruddock, Thos.	... Ord.	... 1	17 6	... ..	—
66	Ruth, Danl.	... L.M.	... 1	17 6	... ..	—
88	Reed, Geo. (1)	... A.B.	... 1	17 6	... ..	—
358	Reed, Jno. (2)	... ..	... —	—	—	G.
80	Roberts, Hgh.	... S.M. Mte..	1	17 6	... 15 July	—
86	Ross, Jno.	... A.B.	... —	—	—	G.
405	Reece, Jno.	... ..	1	17 6	... 15 July	—
21	Riley, Michl.	... ..	1	17 6	... ..	—
30	Robinson, Wm.	... ..	1	17 6	... ..	—
37	Rodden, Jno.	... L.M.	... 1	17 6	... ..	—
54	Ryan, Jas.	... Ord.	... —	—	—	G.
79	Robinson, Ben.	... A.B.	... 1	17 6	... 15 July	—
583	Russell, Jno. (2)	... Ord.	... 1	17 6	... ..	—
661	Rotner, Paul	... L.M.	... 1	17 6	... ..	—
66	Rees, Mansel	... Prs. Std...	1	17 6	... 24 April	—
67	Ray, Jno.	... L.M.	... 1	17 6	... 15 July	—
72	Richards, Jno.	... A.B.	... 1	17 6	... 9 June	—
700	Rogers, Jas.	... L.M.	... 1	17 6	... 15 July	—
82	Ronan, Wm.	... Ord.	... —	—	—	D.D., G.
807	Ryan, Thos.	... L.M.	... 1	17 6	... 15 July	—
2/27	Riley, Jas.	... Boy	... 1	17 6	... ..	—
55	Robinson, Wm.	... Mar.	... —	—	—	G.
69	Secombe, Mk.	... L.M.	... —	—	—	G.
74	Sidgmond, Rt.	... ..	1	17 6	... 15 July	—
75	Sobey, Thos.	... Qr. G.	... 1	17 6	... —	—
79	Stanlake, Wm.	... Cook	... 1	17 6	... 29 May	—
92	Shipp, Wm.	... A.B.	... —	—	—	R. G.
97	Smith, Wm.	... Ord.	... 1	17 6	... 18 April	—
125	Stabb, Geo.	... L.M.	... 1	17 6	... 15 July	—
51	Schollar, Jno.	... ..	... 1	17 6	... ..	—
92	Salmon, Jno. (1)	... Cr. Cw.	... 1	17 6	... ..	—
201	Sheppard, Wm.	... Ord.	... —	—	—	R. G.
19	Slythe, Hy.	... ..	... 1	17 6	... 15 July	—
28	Strickland, Chs.	... L.M.	... 1	17 6	... —	—
40	Shouler, Edwd.	... Ord.	... —	—	—	A.G.
249	Squires, Jas.	... A.B.	... 1	17 6	... 15 July	—
58	Stephens, Jas. (2)...	Rpe. Mkr.	1	17 6	... ..	—
62	Sullivan, Danl.	... L.M.	... —	—	—	D.D., G.
89	Straffon, Fras.	... A.B.	... 1	17 6	... 15 July	—

ADMIRAL TYLER.

No.	Names.	Quality.	Sum.			Date.	
			£	s.	d.		
303	Saundry, Hy.	Ord.	1	17	6	17 April	—
4	Slockett, Jno.	L.M.	1	17	6	15 July	—
38	Sullivan, Jno.	Ord.	1	17	6	..	—
45	Sterridge, Jno.	..	1	17	6	..	—
46	Saunders, Stephm...	..	1	17	6	..	—
548	Sinclair, John	Sail. Cw.	1	17	6	18 ¹ / ₂ April	D.D.
354	Swan, Jas.	..	1	17	6	15 July	—
401	Saville, Ben	L.M.	1	17	6	..	—
3	Simpson, Josh.	A.B.	1	17	6	..	—
6	Spence, Richd.	..	1	17	6	26 May	—
19	Scott, Jno. (1)	L.M.	1	17	6	15 July	—
96	Stockwell, Wm.	A.B.	1	17	6	..	—
520	Stiekney, Jno.	..	—	—	—	—	R.G.
525	Seales, Richd.	..	1	17	6	15 July	—
26	Smith, Wm. (3)	Sl.Mr.Cw.	1	17	6	..	—
28	Spencer, Wm.	Qr. Gr.	1	17	6	..	—
37	Smith, Hy....	A.B.	—	—	—	—	D.D., G.
41	Smerdon, Robt.	..	1	17	6	15 July	—
348	Sinclair, Archd.	..	1	17	6	..	—
597	Stephens, Fred.	Ord.	1	17	6	..	—
641	Swyngedaw, Ptr....	L.M.	1	17	6	22 May	—
76	Sullivan, Jere.	Ord.	1	17	6	15 July	—
81	Stewart, Jas.	..	1	17	6	..	—
84	Sloane, Archd.	..	—	—	—	—	D.D., G.
706	Skinner, Wm.	L.M.	1	17	6	15 July	—
33	Spooner, Edw.	Ord.	1	17	6	..	—
53	Sinclair, Thos.	L.M.	—	—	—	—	R.G.
81	Stanley, Jas.	Ord.	—	—	—	14 Aug.	—
97	Scanlon, Jno.	L.M.	1	17	6	15 July	—
33	Spencer, Edw.	..	—	—	—	—	D.D., G.
805	Sanders, Michl.	..	1	17	6	15 July	—
6	Skain, Owen	..	1	17	6	..	—
10	Short, Chas.	..	1	17	6	..	—
2-23	Share, Alexr.	Boy	1	17	6	..	—
3,5	Slade, Jno....	..	1	17	6	..	—
9	Smith, Jas....	Mar.	1	17	6	..	—
27	Skinner, Jas.	..	1	17	6	18 April	—
40	Sandford, Jas.	..	1	17	6	15 July	—
70	Stephens, Aaron	..	1	17	6	..	—
92	Strone, Thos.	..	1	17	6	28 April	—
93	Shaddick, Edw.	Cpl.	1	17	6	18 April	—
139	Skinner, Jno.	Mar.	1	17	6	15 July	—
68	Thomas, Thos. (1)	Ord.	1	17	6	..	—

MEMOIRS OF

No.	Names.	Quality.	Sum.			Date. 1807.	
			£	s.	d.		
84	Tison, Josh.	Qr. Gr.	1	17	6	15 July	—
102	Tobin, Richd.	Ord.	1	17	6	„	—
122	Toomey, Corns.	L.M.	1	17	6	„	—
26	Trout, Wm.	„	—	—	—	„	A.G.
37	Tressider, Jno.	L.M.	1	17	6	24 April	—
202	Towser, Thos.	Ord.	—	—	—	—	R.G.
306	Thomas, David	„	1	17	6	15 July	—
27	Thomas, Jno. (1)	L.M.	1	17	6	„	—
416	Trimlett, Geo.	A.B.	1	17	6	„	—
91	Tertuish, Jno. (als. Jn. Verhault	„	—	—	—	—	R.G.
504	Taylor, Wm. (1)	L.M.	1	17	6	15 July	—
39	Thomas, Jno. (2)	Ord.	1	17	6	„	—
628	Taylor, Thos.	L.M.	1	17	6	„	—
44	Tiffonback, Jno.	Ord.	1	17	6	„	—
712	Train, Jno.	A.B.	1	17	6	„	—
3p	Taff, Jno.	Cr. Cw.	1	17	6	„	—
32	Thompson, Wm.	A.B.	1	17	6	„	—
36	Tallman, Saml.	Ord.	1	17	6	—	—
39	Thomas, Steph.	L.M.	—	—	—	—	D.D., G.
765	Tucker, Jno.	„	1	17	6	15 July	—
83	Thomas, Jno. (3)	Ord.	1	17	6	„	—
2/28	Talbot, Wm.	Boy	1	17	6	„	—
3/25	Thomas, Thos.	„	1	17	6	„	—
37	Trapscott, Jno.	Mar.	1	17	6	„	—
53	Venning, Nichs.	Ord.	1	17	6	„	—
536	Vials, Wm.	Cr. Cw.	1	17	6	„	—
60	Velle, Chas.	A.B.	1	17	6	„	—
67	Videmore, Fred.	„	1	17	6	„	—
655	Vosper, Jos.	„	1	17	6	21 April	—
3/31	Vincent, Edwd.	Boy	1	17	6	15 July	—
422	Usher, Fras.	Ord.	1	17	6	21 April	—
135	Underhill, Geo.	Mar. Dr.	1	17	6	15 July	—
54	Walling, Geo.	L.M.	1	17	6	„	—
76	Williams, Jas.	„	1	17	6	„	—
108	Wotton, Jno.	„	1	17	6	„	—
32	Welsh, Wm.	„	1	17	6	„	—
59	Wilmot, Richd.	„	1	17	6	„	—
61	Wilson, Geo.	„	1	17	6	„	—
63	Wilson, Jas. (1)	Ord.	1	17	6	22 May	—
75	Weldon, Jno.	L.M.	1	17	6	15 July	—
207	White, Wm.	„	1	17	6	„	—
20	Wilkinson, Thos.	„	—	—	—	—	G.

ADMIRAL TYLER.

No.	Names.	Quality.	Sum.			Date. 1807.	
			£	s.	d.		
73	Williams, Jno. (3)	A.B.	...	—	...	—	G.
23	Webbey, Wm.	...	1	17	6	15 July	—
75	Watts, Mattw. (1)	...	1	17	6	..	—
302	Wells, Peter	...	...	—	...	—	G.
11	Walker, Thos.	Ord.	1	17	6	15 July	—
357	Welsh, Thos. (1)	...	1	17	6	..	—
64	Wark, Jno.	Qr. Gr.	...	—	...	—	G.
81	Woodward, Jos.	A.B.	1	17	6	15 July	—
85	Whitman, Jno.	...	1	17	6	..	—
414	White, Jno. (1)	L.M.	1	17	6	..	—
25	Walker, Jno.	A.B.	1	17	6	..	—
47	Williams, Thos. (2)	L.M.	1	17	6	..	—
75	Witley, Jno.	...	1	17	6	..	—
85	Weston, Jno.	...	...	—	...	—	G.
98	White, Jno. (2)	...	1	17	6	15 July	—
552	Williams, Hgh.	A.B.	...	—	...	—	G.
94	White, Jno. (3)	L.M.	1	17	6	15 July	—
635	Welsh, Thos.	Qr. Gr.	1	17	6	..	—
78	Williams, Chas. (1)	Ord.	1	17	6	..	—
716	Wilson, Jas. (2)	L.M.	...	—	...	—	G.
22	Woodman, Jas.	...	1	17	6	15 July	—
27	Wilkins, Arn.	Ord.	1	17	6	..	—
767	Williams, Chs.	L.M.	1	17	6	..	—
87	Wilson, Thos.	Ord.	1	17	6	..	—
812	Williams, Thos. (3)	L.M.	1	17	6	30 May	—
224	Wallis, Matw.	Boy	1	17	6	15 July	—
38	Williams, Wm.	Mar.	1	17	6	..	—
78	Wilson, Wm.	...	1	17	6	..	—
87	Walsh, Sampn.	...	1	17	6	..	—
88	Webb, Jno.	...	...	—	...	—	G.
96	Wright, Jno. (1)	...	1	17	6	15 July	—
126	Williams, Edwd.	...	1	17	6	..	—
33	Whitaker, Jno.	...	1	17	6	..	—
40	Wilcox, Wm.	—	...	—	D.D., G.

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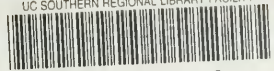
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