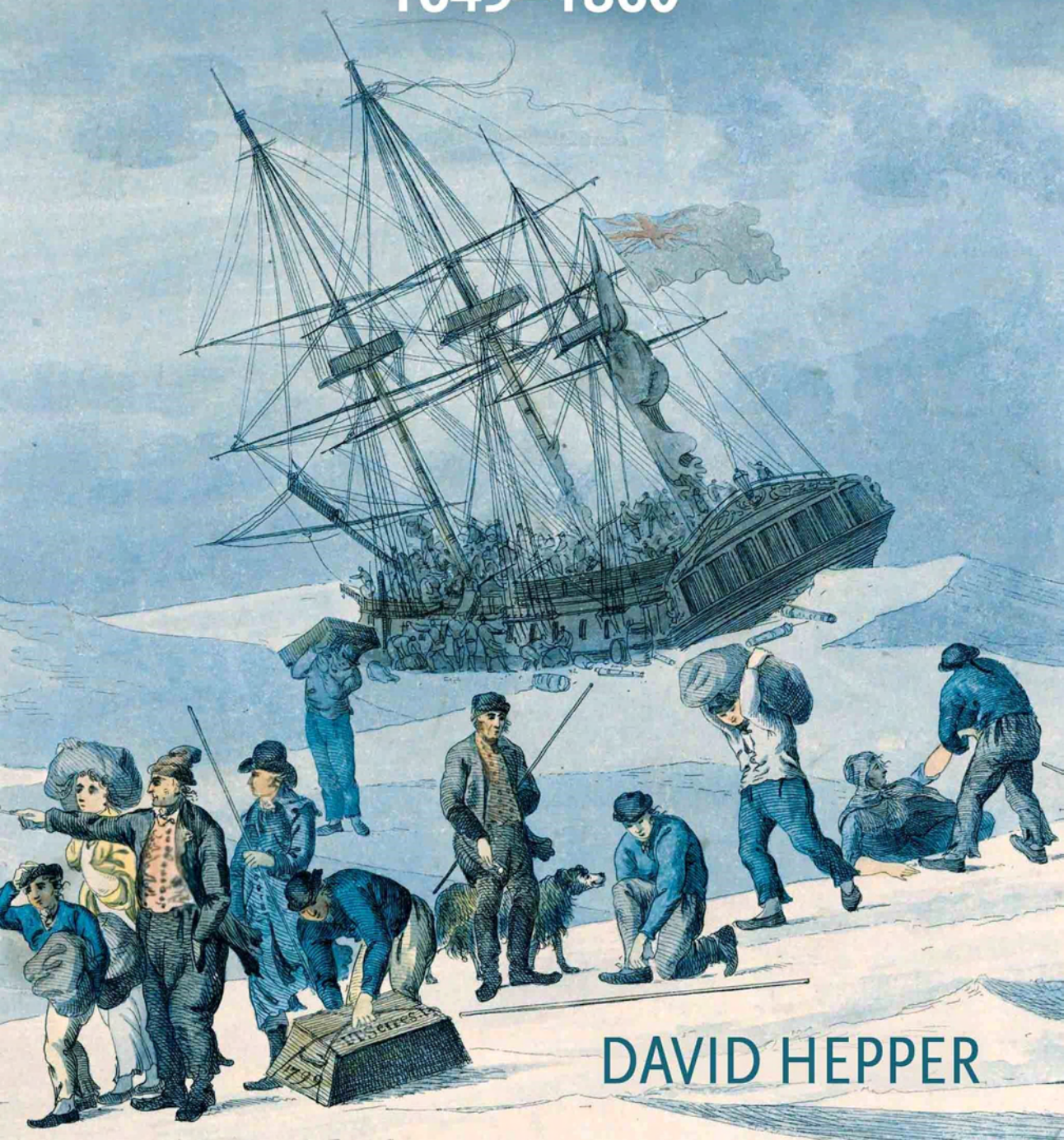


BRITISH WARSHIP LOSSES IN THE AGE OF SAIL 1649–1860



DAVID HEPPER

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in the Age of Sail
1649–1860**

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Seaforth
PUBLISHING

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First published in Great Britain in 2023 by
Seaforth Publishing,
A division of Pen & Sword Books Ltd,
George House, Beevor Street, Barnsley S71 1HN

www.seaforthpublishing.com

British Library Cataloguing in Publication Data
A catalogue record for this book is available from the British Library

ISBN 978 1 3990 3102 8 (HARDBACK)

ISBN 978 1 3990 3103 5 (EPUB)

ISBN 978 1 3990 3104 2 (KINDLE)

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Typeset in Bembo 9/11pt by Mac Style

Printed and bound in Great Britain by
CPI Group (UK) Ltd,
Croydon, CR0 4YY



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Introduction: Losses in the Age of Sail

THE AIM OF THIS BOOK is to provide a complete list of those ships of the Royal Navy which were lost at sea during the age of sail. Arranged in chronological order, it includes outline details of each vessel and the name of the commanding officer, as well as the circumstances of the loss.

The listing comes from several years' research using original primary sources in the main. It is hoped that the list is complete, and the details given correct. However, with such a large subject, some errors or omissions are inevitable, but it is to be trusted that these are few.

The choice of commencing the listing from 1649 may be considered as somewhat arbitrary. Medieval monarchs usually maintained a small force of ships, but it was not until the Tudors of the sixteenth century that the Navy became a permanent force, and an administration to support it gradually formed. The civil wars in the early seventeenth century saw a fleet divided, with rival factions. With the death of the King and the withdrawal of Prince Rupert with the last few Royalist ships from British waters in 1649, the Navy began a new phase as an instrument of the State and this seems to be an appropriate starting point. The launch of the iron-hulled, steam-powered *Warrior* in 1860 effectively marked the end of wooden-hulled sailing warships.

During the late seventeenth and early eighteenth centuries, the Government did issue details of losses, and they appear in the Parliamentary Journals. Newspapers of the day often carried reports of maritime misfortunes, but these have to be treated with some caution, as they often relied on third-party reports and were liable to distortion or exaggeration. Later in the eighteenth century, lists of those ships and vessels that had been lost appeared in contemporary publications such as *Naval Chronology* by Isaac Schomberg and William James's *Naval History* whilst Gold's *Naval Chronicle* and Steel's monthly editions of the *Navy List* which appeared during the French Revolutionary and Napoleonic Wars provided readers with regular updates on the progress of the war, detailing both success and disaster.

The nineteenth century saw a number of naval and maritime histories, which included *Narratives of Shipwrecks* in 1857 by William Gilly and culminating in William Laird Clowes' multi-volume *The Royal Navy: A History* which contained a list of casualties.

All of these sources were used to provide an outline listing, but the prime source used for the detail of a loss has been the courts-martial records held in The National

Archives. A court martial was usually held on the senior survivors of a loss, to establish the cause. These records are somewhat scattered in the archives: the earliest of these are now in the collection of the State Papers, although from about 1673 some are to be found in the papers of the Navy Board (ADM.106 series). After 1689 they seem to have been kept separate from other documents and are contained in the correspondence directed to the Admiralty (ADM.1 series). They tend to be sparse until 1694, after which the majority of the ship losses, where there were survivors, have a court-martial enquiry.

Perils of the Sea

There were many reasons for a ship being lost: enemy action, fire, grounding, mutiny or foundering at sea. Life at sea was a hazardous pursuit. A correspondent to the *Nautical Magazine* in 1841, using the name 'An Old Tar', stated that the causes for ships being lost '... are more numerous than are generally imagined', and went on to detail fifty reasons for a loss, from being short of men to abandonment without sufficient cause, and included the poor condition of a ship through age and want of repair, incorrectness of charts and poor dead reckoning as well as other, rather odd, reasons such as 'the presence of captain's wives and other women'.

One of the most common reasons for a loss was navigational error. For much of the period, the charts carried onboard were inaccurate, and not only were dangers such as rocks and reefs frequently found to be missing but could be wrongly placed. Even with a reasonably accurate chart, the difficulties of navigation are evident, with the reliance on regular sun-sights and an inability to determine the longitude, which required an accurate chronometer. This forced officers to trust on dead reckoning – calculating how far they believed they had travelled, based on the speed of the ship and course steered. Such estimates were liable to errors and mistakes, often due to the strength of the wind and current. The difficulty of identifying a landmark in poor weather added to the complications. Ships were wrecked simply because they were not aware of being so close to the shore, often being many miles out in their reckoning.

Poor weather was an obvious peril, especially in the Caribbean and the Indian Ocean, where ships were exposed to hurricanes and cyclones. The losses in those

regions feature regularly, but storm-force winds in home waters could also cause mass casualties, such as the Great Storm of 1703 or the disaster of the Baltic convoy in late 1811. For many ships, they have the melancholy fate of disappearance – overwhelmed by storm and sea, unseen by anyone. Even if a ship was in harbour, it was not necessarily safe. The force of wind and the sea could put such a strain on hemp cables that they parted, or an anchor could lose purchase and with little room to manoeuvre, ships found themselves driving into shallow water.

Collisions feature occasionally. The difficulties of manoeuvring a vessel dependent on the wind whilst in company with several other ships, often in close company, are evident, and this was made more hazardous at night or in poor weather.

Fire was a constant worry, and despite stringent regulations around the handling of flammable or explosive material, several ships were lost, despite the best efforts of fire-fighting teams. The presence of gun powder with the consequent risk of a magazine explosion also sometime influenced any assistance from other ships or from shore – this may be seen in the burning of the *Queen Charlotte* in 1800.

A few ships were lost to mutiny – that of the *Bounty* is perhaps the best known, but there were several others, and the uprising that occurred on the *Hermione* was notable for its violence. Some were triggered by excessive discipline, but the co-ordinated action of a disaffected group in a ship's company could also be a factor.

For the ships lost to the enemy, the reasons are more straightforward; when faced with a larger opponent with a heavier armament, it was not a dishonourable action to surrender, to save further casualties.

The number of casualties, where known, is given, but often the figures from contemporary sources are vague. The presence of women aboard should also be noted, although they were not included in any musters or indeed officially noticed or recorded. It was not uncommon for warrant officers, the skilled specialists, such as the Carpenter, Gunner etc, to have wives and families accompany them and other women seemed to have found their way onboard and were a familiar sight.

Details of the Listing

Date of the loss: The date of the loss was usually established by the court, although occasionally, and curiously, the records sometimes fail to record the date. The gap can be filled by consulting surviving logs, contemporary letters and other documents, such as pay books (ADM.32, 33, 34 and 35), although the last-named source may not always be reliable, as a

ship's company was frequently paid until the day of the court martial. For dates prior to 1689, letters to the Navy Board (ADM.106) are useful, whilst earlier dates can be established from the Calendar of State Papers (CSPD) or from the volumes of the Navy Records Society.

It should be noted that until 1752 it was the practice to officially commence the new year on 25 March, with the period between 1 January and that date often being written as two years, e.g., 1689/90, but this did not always happen. This has caused some confusion and error in the past, and I have taken the liberty of converting the dates so that they conform to modern practice. Up to 1752 Great Britain used the Julian calendar, whilst much of continental Europe conformed to the Gregorian, which meant that different dates for incidents may be found dependent on the source. In this case I have retained the date cited in British documents and it should be noted that different dates will be found in documents of foreign origin. This is further complicated by the naval practice, common until the early nineteenth century, of not commencing the new day until twelve noon. I have – I hope – shown the correct date of the loss, in spite of these complications.

Ship details: The two volumes of J J College's *Ships of the Royal Navy* provided the original starting point, but these have been since been greatly supplemented and expanded by David Lyons' *Sailing Navy List* and the four volumes by Rif Winfield, *British Warships in the Age of Sail*, which comprehensively cover the period 1603–1863.

Commanding Officers: Usually established from the court-martial records. Where no enquiry record exists, the name can be ascertained from the regularly-compiled lists of ships and officers (ADM.7 and ADM.8 series), supplemented by pay books. Prior to 1660 the publications of the Navy Records Society have proved invaluable.

Circumstances: Courts were established to investigate a loss, but the standard of the enquiries seems to have varied considerably. There was occasionally extensive questioning of the survivors, to examine fully the circumstances of the loss, with the Captain submitting a written report, sometimes accompanied by copies of relevant orders and extracts from journals and logs. Other courts seem to have decided what the cause was before they assembled, and a few leading questions were put to confirm their own suspicions. The records of others are incomplete, with only a single page noting the sentence, or else entirely missing. Ships' logs and Admirals' and Captains' letters have been used to rectify the deficiency where possible, and

these sometimes give the details needed. Secondary sources have been resorted to where there are no primary sources apparent, or to supplement a sparse court-martial record.

Each entry follows the following format: date of loss, with name and type of vessel. The origin of the vessel, and, if built for the Navy, the location where the vessel was built with the year of launch or acquisition. Any previous names are noted in brackets; tonnage, measured dimensions, which are usually length of gundeck and beam; rated number of guns carried. The name of the Commanding Officer is shown, and the † marker indicates that he did not survive the loss. The notation after the entry indicates the principal source of information.

Acknowledgements

I gratefully acknowledge the cooperation of the staff at the National Maritime Museum, Greenwich, and Mary Evans Picture Library and for their permission to reproduce the illustrations.

Note

An earlier version of this work appeared several years ago, published by Jean Boudriot in 1994. The passage of time has allowed numerous revisions, corrections and additions to be made to the original text. Although retaining the skeleton of the original, this edition is essentially a new work.

Ship Types

A WIDE VARIETY OF VESSELS are listed, and a brief outline of the different types is shown below.

The Rates

The term was originally introduced into the Navy during the seventeenth century to indicate the different levels of pay for the commanding officers – the larger the ship, the higher the rate of pay. This became connected to the number of guns carried, so the First Rate was always the most powerful ship of the fleet. The precise definitions of each rate shifted over time, with the trend being to an increase in size and number of guns.

First Rate	100 guns or more
Second Rate	Originally more than 80, later from 84 to 90 guns
Third Rate	Originally from 60, later 64 to 80 guns
Fourth Rate	Initially from 40, later 46 to 50 guns
Fifth Rate	Early ships from 30, later standardised as 32 to 44 guns
Sixth Rate	Indicated the smallest ship that could be commanded by a Captain; originally from as few as 8 guns, later established as 24 to 28 guns

Ship of the line – indicated a ship that carried a heavy armament, able to stand in the line of battle. It usually meant a ship of the first three rates.

Frigate – the name originally referred to the build of a ship, ‘frigate built’ meaning a fast-sailing, fine-lined vessel. From the 1750s it was the term applied to the ships of the Fifth and Sixth Rates

Sloop – Strictly meant a sailing vessel with a single mast, but confusingly the term ‘sloop of war’ was also applied rather loosely to those warships that were too small to fit into one of the rated classes. By the end of the eighteenth century there were two distinct types of naval sloop – the brig sloop with two masts and the ship sloop with three masts. Both were square rigged.

In addition to the rate, the number of guns carried by a warship became a standard method of reference, with the name being followed by a number, so *Agamemnon*, 64, indicated the number of guns carried by that ship. It should be noted that this became distorted by the introduction, from 1779, of the carronade, a short-barrelled heavy-calibre weapon, as the Royal Navy did not include these weapons in the officially ‘rated’ force until 1817.

Other Types

Advice Boat – a small vessel used for carrying despatches and orders

Armed ship or vessel – a merchant vessel hired for a particular service, such as guarding a specific area

Bomb – vessel armed with mortars for bombarding shore positions

Brig – a two-masted square-rigged vessel

Buss – a type of broad-beamed fishing vessel with two masts

Cutter – a fast single-masted craft, with a square yard and a mainsail on a boom

Dogger – a North Sea fishing vessel, broad-beamed and usually two-masted

Felucca – an open-decked boat with lateen sails, used in the Mediterranean

Fireship – a vessel fitted out to be packed with flammable material, with the aim of closing and setting fire to enemy craft

Flyboat – a large flat-bottomed trading vessel with a high, broad stern

Galley – a vessel that relied on oars for propulsion

Galliot – a small single-masted vessel, that could also be rowed

Gunboat – a small, lightly-armed vessel used in shallow waters

Gun brig – a term used to identify a small brig commanded by a Lieutenant

Gundalow – a small flat-bottomed barge used in North America

Gunvessel – a term introduced at the end of the eighteenth century to designate small craft that were purchased into service for use in harbours and shallow waters

Hoy – a small coasting vessel, usually single-masted, fore and aft rigged

Hulk – usually referred to an old vessel converted to another purpose, such as floating stores, accommodation or prisons. The sheer hulk was used for lifting out masts

Ketch – denoted a small two-masted vessel: usually square rigged.

Lugger – a small two-masted vessel with lugsails

Packet – vessel used to carry mail. During the early nineteenth century, the Admiralty was responsible for these craft

Pettiauger – also rendered as Periauger and Piragua – a small flat-bottomed schooner-rigged vessel, common in the West Indies

Pink – a small square-rigged vessel with a narrow ‘pinched’ stern

Pinnace – a ship’s boat, that could be rowed or sailed

Polacre – peculiar to the Mediterranean, usually three-masted, with a lateen-rigged foremast and square-rigged main and mizzen.

Praam – also Praam; flat-bottomed craft, usually two- or three-masted, used as gunboats, particularly by the French

Privateer – a privately-owned armed vessel holding a government commission to attack enemy shipping

Radeau – a simple raft or floating platform

Schooner – a fore-and-aft rigged vessel, usually two-masted, often with square-rigged topsails

Schuyt – a Dutch coasting barge

Shallop – a small vessel, often used as a tender to larger ships; often employed lug-sail rig

Ship – a seagoing vessel with three masts, square rigged

Smack – a small vessel usually used for inshore fishing

Snow – two-masted vessel, square-rigged on both masts, with a small mast immediately abaft the mainmast to allow a trysail to be rigged

Tartan – a single-masted lateen-rigged vessel

Tender – a small craft attached to a larger ship, for support purposes

Xebec – a vessel of the Mediterranean, lateen rigged and usually with overhanging bow and stern

Yacht – from the Dutch jacht, a small fast sailing vessel. During the seventeenth century often employed both as tenders to larger ships or as despatch vessels as well as pleasure craft

Sea Terminology

Some of the terms and expressions found within the book may not be familiar to everyone, therefore the following glossary is included

Aback – in a square-rigged ship when the sails are trimmed into the wind, so the sails are pressed against the mast

Abeam – at right angles to the ship; also, on the beam

Athwart – across the ship, from side to side

Bare poles – no sail spread

Beam – a strong piece of timber that went across the ship

Beam-ends – when a vessel is listing so much that her deck beams are almost vertical

Bear away – to change course to run before the wind

Bear down – to approach another ship from windward

Bear up – to sail closer to the wind

Beating – to progress by making a series of tacks

Bilge – the ship's bottom, next to the keel; to be bilged, means that the bottom has been pierced

Bobstay – rope securing the bowsprit to the stem

Boom – a spar used to secure or spread the bottom of a sail

Bow chase – guns located in the bows that could be fired ahead of the ship

Bower anchor – the largest anchors in a ship; the best bower was on the starboard side, the small bower on the port

Bowline – line attached to a side of a square sail, used to trim the sail

Bowsprit – the spar that projects ahead of the ship

Braces – the ropes used to haul the yards round and keep the wind

Bring to – to halt a vessel by turning the head to windward

Breakers – waves with breaking crests indicating shallow water

Broach to – to be brought broadside on to the sea

Broadside – the side of the vessel; *also*, the simultaneous discharge of all guns on one side

By the board – a synonym for overboard

Cable – as a length, 120 fathoms (240 yards)

Carreen – to haul a ship over onto its side, usually for repair

Cartel – a ship granted safe conduct for the exchange of prisoners

Case shot – a number of small rounds packed into a metal case; also known as canister shot

Cat – to hoist the anchor to the cat-head

Cat-head – short beams projecting from the bows to allow the anchor to be prepared for letting go, or bringing it inboard

Chains – a projecting ledge from the hull forming the base for the shrouds

Clew up – to furl the sails

Courses – the sails attached to lower yards, usually foresail and mainsail

Cross-jack – lower yard on the mizzen mast

Dead reckoning – in navigation, a position based on estimated course and speed from a determined position

Drive – when the anchor will not hold, and the vessel is taken by the wind and sea

Driver – a fore-and-aft-rigged sail on the aftermost mast

Fathom – a measurement of 6ft

Fore and aft rig – when the sails are not attached to yards, but set on stays in line with the keel

Gaff – spar to which a fore-and-aft sail is attached

Garboard strake – the planking next to the keel

Grapeshot – type of shot, consisting of numerous small rounds separated by iron discs held in a canvas bag

Gunwale – the uppermost plank on the ship's side

Halliard – rope used to raise or lower a sail or yard

Haul the wind – to alter course to sail closer to the wind

Heave to – to bring a vessel to a stop, usually by putting the head to windward

Jib – a triangular sail rigged from the foremast to the bowsprit or jibboom

Jury mast – temporary mast, often a spare yard or spar

Kedge – a small anchor; kedging is the use of a kedge anchor to haul a ship through shallow water

Knee – an angled piece of timber which supported the beams at the ship's side

Langrage – a type of shot; odd bits of ironwork bound together or in a sack

Larboard – the left side of the ship; replaced by the term Port

Lateen – a triangular sail, common in the Mediterranean

Lay or Lie to – to heave to in poor weather

Lead-line – a method of finding depth, a long line and lead weight

Luff – to bring the ship's head closer to the wind

Lug sail – a sail that has the forward edge shorter than the after edge

Mizzen or Mizen – the aftermost mast in a ship

Missed stays – when a ship fails to go about from one tack to another

Musket shot – 300 to 400 yards

Orlop – the lowest deck

Pistol shot – 50 yards

Prize – a ship of the enemy that has been captured

Quarter – the aftermost part of the ship, forward of the stern

Rake – when an opponent's guns can sweep the length of another ship, fore and aft, by lying under the bows or stern of an opponent

Reef – to reduce sail area by gathering in part of the sail

Royals – the uppermost part of the mast

Sheathing – a covering over the ship's bottom; from the mid-eighteenth century this was often copper

Sheet anchor – the heaviest anchor carried, usually as a spare or for use in very heavy weather

Shrouds – the ropes supporting the mast, running from the mast to the sides of the ship

Spanker – a fore-and-aft sail rigged on the mizzen mast

Spar – general term for onboard timbers such as yards and booms

Spring – a cable or hawser, usually fastened for the purpose of hauling the ship to bear in a different direction

Sprung – usually refers to a mast or spar which has split

Square rig – where the sails are attached to yards or spars which are horizontal to the mast

Stay – a rope that supports the mast fore and aft

(to) Stay or to put in Stays – means the act of tacking; to miss stays is to fail in the attempt to tack

Staysail – a triangular sail fixed to a stay

Strake – a line of side planking

Stream anchor – a spare anchor

Strike – to lower the flag

Studding sail – an extra sail rigged on an extension of a yardarm

Sweep – a long heavy oar

Tack – to change course, by working the ship's head to windward

Tail – when the bottom touches the ground

Thrum – to push lengths of rope-yarn through a sail to allow it to be used to stop a leak

Topmast – the mast mounted above the lower part of a mast

Topgallant – the mast above the topmast

Trysail – a small fore and aft sail

Warp – to move a ship by pulling on ropes (warps) secured to anchors or the shore

Wear – to change course by turning the stern to windward

Weather – to pass clear of an obstacle

Yard – spar mounted across a mast to carry a sail

1 | 1649–1660: The Interregnum: Dutch Wars and Expansion

FROM 1639 GREAT BRITAIN and Ireland suffered a series of conflicts, with insurrection and rebellion against the religious intolerance and political arrogance of the monarchy. With the execution of King Charles I in January 1649 England effectively became a Republic governed by a Council of State and from 1653 Oliver Cromwell acting as the Lord Protector. The state faced numerous threats: fighting continued in Ireland against the Confederates who resisted English rule and privateers from both Ireland and continental Europe were a constant problem.

The overthrow of the monarchy led to very strained relations with France, which actively supported exiled Royalists. Attacks on British shipping led to open hostilities and war (June 1649–December 1652). Deteriorating relations with the Dutch over trade finally led to the First Dutch War (July 1652–May 1654) and an attempt to challenge Spanish domination of the West Indies led to war with that country (March 1656–September 1660). Because of these constant threats and conflicts, the fleet expanded to meet the various threats to make it the most effective in Europe.

1649

May ROBERT Sixth Rate

Royalist prize 1642 (*Fortune*); 100 tons; 8 guns

Captain William Jennings

Ordered to patrol in the English Channel off the port of Dungeness on the coast of Sussex to give some protection to local shipping from privateers, Admirals Deane and Blake reported on 12 May that she had herself been taken ‘... off Fairleigh’ (i.e., Fairlight) by two Irish privateers.

[CSPD: *Interregnum* May 1649]

(late) June ANTELOPE Third Rate

Rebuilt 1618; 384 tons; 92ft × 31.9ft

The *Antelope* had defected to the Royalists and been taken to Holland in July 1648, and she remained moored in the Hellevoetsluis, disarmed and only partly manned. A boarding party from the *Happy Entrance* and *Dragon* directed by Captain Anthony Young entered the harbour, gained entry and a party led by Lieutenant Stephen Rose took the ship with no bloodshed, the few men on board offering no resistance. She was then set on fire. Lieutenant Rose was later awarded a gold

medal and £50 as reward for his part in the attack. James Parker and Thomas Tulley received a medal and £10, whilst another nine men received £5 each.

Note: the date is uncertain; Whitelocke records the attack on 26 June, but this is evidently when the news reached London. The Council of State discussed the attack on the same date.

[Whitelocke vol 3 p59; CSPD: *Interregnum* June & October 1649]

26 September CRESCENT Sixth Rate

Purchased 1642; 167 tons; 14 guns

Captain Jacob Reynolds

In September 1649 Colonel Edward Popham was sent with a small force of ships to search the Channel Islands for the fugitive Prince of Wales and he was joined on 22 September by the *Crescent*, which had been tasked to carry Parliamentary Commissioners to Guernsey. The ships lay at anchor on ‘the Guernsey Banks’ in poor weather, the wind steadily increasing in strength until it blew a full westerly gale. During the storm the *Crescent* parted from her cables and was driven onto rocks and wrecked. Captain Badiley was later sent on board, but it was clear that she could not be saved, and she was abandoned as a wreck, but her guns and most of her stores were salvaged.

[HMC: *Leybourne-Popham* pp30–1; CSPD *Interregnum* September 1649]

September TIGER'S WHELP ‘frigate’

Prize 1649 (*Mary Antrim*); 120 tons; 14 guns

Captain Anthony Houlding

Part of the force assembled to support the Parliamentary campaign in Ireland, on 27 September Colonel Richard Deane wrote to the Council of State informing them that *Tiger's Whelp* had been wrecked on the bar of Dublin harbour

[HMC: *Leybourne-Popham* p42]

1650

(February) MARY ROSE Fourth Rate

Deptford 1623; 384 tons; 83ft × 26.9ft; 24 guns

Captain Francis Penrose

A petition was presented to the Council of State in early March from the company of the *Mary Rose* for relief, ‘... upon certificate from the Generals of the

Fleet, that the ship was cast away in chasing an enemy'. Relief was granted, as the ship had been 'lost on the coast of Flanders'. Some of her guns were later reported to be salvageable. No other details have been found, but it may be connected to an entry in Whitelocke, for 23 February, that letters from (Great) Yarmouth advised that '... a small frigate of the Parliaments of twelve guns maintained fight with two of the enemy's, one of eighteen, the other of twenty-six guns, and at last run herself on shore, and saved her men, guns and tackle.' – the ship is not otherwise identified, but no other losses are noted at this time, and it may refer to the *Mary Rose*. [*Whitelocke vol 3 p153; CSPD Interregnum March 1650*]

March **INCREASE** Sixth Rate

Royalist prize 1645; 133 tons; 12 guns

Captain Robert Wilkinson

On 2 April, the Admiralty Committee of the Council of State ordered that 'some person' should be appointed to look after the remains of the *Increase*, which was reported to have been wrecked near Cardiff.

[*CSPD Interregnum April 1650*]

14 October **LIBERTY** Second Rate

Woolwich 1633 (*Charles*); 810 tons; 105.2ft x 35.7ft; 44 guns

Captain Edward Hall

Ordered to proceed to Chatham to be paid off, she ran aground on a sandbank off Harwich '... by carrying too much sail' and was lost. Work to recover her guns and tackle continued for several years, with Robert Willis salvaging several cannon and anchors. In 1655 the wreck was reported to be still visible, lying upright in 15ft at low water, but was going to pieces.

[*CSPD Interregnum: (Letters and Papers relating to the Navy) October 1650 & May 1655; Whitelocke vol 3 p249*]

1651

30 September **CONSTANT REFORMATION** Second Rate

Deptford 1619; 742 tons; 106ft x 35.6ft; 42 guns

Captain Robert Fearnese

Flagship of the last remnant of the Royalist squadron that was commanded by Prince Rupert, in July 1651 they assembled in the Azores to take on stores and food intending to make for the West Indies. Any plans they were making were interrupted by a gale which forced them from their anchorage in late September. On 27 September, the *Reformation* was about 10 miles from Terceira, going before the wind, when a leak became evident. It was kept under control by constant pumping, but during the morning of 30 September it suddenly worsened, probably due to timbers giving way forward.

Loose stores were packed into the hole, and a sail slung over the bow, but this had no effect and the water increased. During the afternoon, the yawl was lowered and Prince Rupert with eight others managed to row to the *Honest Seaman*. The main and mizzen masts were cut away and the anchors and upper deck guns were jettisoned in efforts to lighten her. The *Honest Seaman* managed to get close enough to send her boat across, secured by a line. Using this, five more men, including Captain Fearnese, were rescued, but another attempt failed when the boat was swamped. The *Swallow* had also managed to close her, but in the high winds and heavy seas, neither ship could render any assistance. Her light went out at about ten o'clock that night and it was presumed that she had sunk. The position was then about 75 leagues (225 miles) to the south-west of Terceira. About 300 men were lost.

[*Mariner's Mirror vol 21 pp72–7*]

22 October **TRESCO** Fifth Rate

Royalist prize 1651 (*Michael*); 24 guns

Captain William Blake

Part of the Parliamentary fleet sent to reduce the Channel Islands, which remained loyal to the Royalist cause. The ships arrived off Jersey during 20 October, and after bombarding shore positions, they moved to attempt a landing in St Aubin's Bay, but *Tresco* found herself too near Elizabeth Castle. In trying to shift her position she struck a submerged rock and foundered with heavy loss of life.

[*Powell: Robert Blake p127*]

1652

January **JOHN** Fourth Rate

Purchased 1644; 367 tons; 32 guns

Captain Robert Dennis[†]

In September 1651, the *John* was ordered, in company with the *Guinea* frigate, to proceed with a force of 600 men to Virginia where they were 'To use their best endeavours to reduce all the plantations within the Bay of Chesapeake' to the rule of Parliament. The pair sailed in October and arrived at Barbados in December before proceeding to the coast of America. The *John* was lost en-route, 'on the coast of Virginia', with all hands.

[*CSPC America and West Indies September 1651; October & November 1652*]

July **FORTUNE** 'frigate'

Prize 1652 (a 'pirate', probably a Dunkirk privateer)

Captain John Wild

Captured by a Dutch privateer in the North Sea and taken into Flushing; it was reported that the crew '... cried quarter and forced the captain and master to

deliver that frigate, who otherwise would have brought her off’.

[CSPD *Interregnum August 1652; Gardiner & Atkinson vol 1 pp96, 126*]

13 August HART Sixth Rate

Royalist prize 1643; 120 tons; 12 guns

Captain James Coppin

Captured by a Dutch privateer in the North Sea; Whitelocke records that the *Hart* ‘...fought with three Dutch ships but was taken by them’.

[*Gardiner & Atkinson vol 1 pp96, 126; Whitelocke vol 3 p447*]

16 August CHARITY Fireship

Prize 1650 (*Charité*)

Captain Simon Orton

In the first major action of the First Dutch War, Sir George Ayscue with forty ships attacked a Dutch force of about thirty ships under Adrianszoon de Ruyter off Plymouth. The *Charity* went to cover the retreat of the *Bonaventure*, which was being hard-pressed by the Dutch, and after receiving several shots in the hull, she was deliberately set on fire and ‘turned among the enemy’. The crew escaped although some were injured when powder prematurely exploded.

[*Gardiner & Atkinson vol 2 p180*]

28 August PHOENIX Fourth Rate

Woolwich 1647; 414 tons; 96ft x 28.6ft; 38 guns

Captain John Wadsworth

The English had kept a small squadron in the Mediterranean since 1651 to pursue Royalist ships and protect trade. Under the command of Richard Badiley, four of these ships were escorting four merchant vessels from Smyrna (Izmir) to Leghorn (Livorno) when during the afternoon of 27 August, they encountered a Dutch squadron of ten ships commanded by Jan van Galen near the island of Monte Cristo, about 80 miles south of Leghorn. The Dutch attempted to close, but with little wind only an exchange of distant shot was possible. The following day the Dutch again closed from windward, with Badiley placing his ships between the convoy and the enemy. Both sides suffered badly with damaged rigging and masts, and the Dutch lost two of their captains. The *Phoenix* was the only ship lost; astern of the *Paragon*, she attempted to close to render assistance when that ship was hard pressed, but the *Eendracht*, 40 guns, ran alongside and entered a large number of boarders and forced her to surrender.

Note: Retaken by boat attack at Leghorn 20/26 November 1652

[*Mariner's Mirror vol 49 pp248–51*]

30 September ANTELOPE Second Rate

Woolwich 1652; 828 tons; 120ft x 36ft; 50 guns

Captain Andrew Ball

The *Antelope* was part of a large force of warships sent to Copenhagen to escort home the trade from the Baltic. Arriving on 20 September, several days were spent negotiating with the Danes before Captain Ball sailed for England on 27 September. The weather was poor, and three days later, at 3 o'clock in the morning she ran aground on the Danish coast of Jutland and was lost. Most of the crew were saved.

[*Gardiner & Atkinson vol 2 p365*]

30 November Battle of Dungeness

Dutch Lieutenant-Admiral Marten Harpertzoon Tromp, having successfully escorted a huge convoy into home waters, turned back into the English Channel to offer battle to a smaller English force under General Robert Blake. The English ships were penned between the shore and the Varne sandbank and were badly mauled by the Dutch and forced back into Dover.

Two ships were lost to the Dutch:

GARLAND (or GUARDLAND) Third Rate

Deptford 1620; 567 tons; 96ft x 33ft; 44 guns

Captain Richard Batten†

As the Dutch approached the English line, Tromp in the *Brederode*, 54 guns, attempted to engage the English flagship *Triumph*, but Blake passed under his bow. As a result, the Dutch flagship rammed the *Garland*, which was astern of Blake, breaking her bowsprit and beakhead as she ran on board. The *Anthony Bonaventure* (see below) was next in line and laid herself alongside the Dutch ship and some desperate hand-to-hand fighting ensued. When the *Hollandia*, 38, joined in the attack the advantage swung to the Dutch and the *Garland* surrendered despite loose gunpowder being ignited by the crew in their efforts to dislodge the Dutch. She suffered about 60 dead from a crew of 200.

[*Gardiner & Atkinson vol 3 pp95, 102, 117*]

ANTHONY BONAVENTURE Fourth Rate

Hired 1650; 450 tons; 36 guns

Captain Walter Hoxton†

Captain Hoxton attempted to assist the beleaguered *Garland* by boarding the *Brederode* (see above). The intervention of the *Hollandia* commanded by Jan Evertsen led to the capture of both ships after fierce fighting, during which Captain Hoxton ‘cleared his decks many times’, until he was overwhelmed and killed.

[*Gardiner & Atkinson vol 3 pp95, 117*]

1 December HERCULES Fourth Rate

Hired 1650; 480 tons; 34 guns

Captain Zachary Brown

Proceeding from Portsmouth to the Downs in company with the *Portsmouth* and *Ruby* to join General Blake, the trio found the victorious Dutch fleet commanded by Tromp dominating the eastern Channel. After an engagement with two Dutch warships, they attempted to retrace their course to Portsmouth. The *Hercules* could not get away, so Captain Brown deliberately ran her aground near Dungeness to avoid capture. It was not very well done as the following day the Dutch hauled her off as a prize. It was subsequently ordered that Brown should never serve in the Navy in a position of command again. [Gardiner & Atkinson vol 3 pp109, 118; Powell: Robert Blake pp190-1]

1653

18 February SAMPSON Fourth Rate

Prize 1652 (*Samson*); 22 guns

Captain Edmund Button

Whilst escorting a large convoy through the English Channel, the Dutch fleet under Tromp and de Ruyter encountered the main English fleet under Blake, Penn and Monck. In the action which followed off Portland the *Sampson* was disabled and so severely damaged that her men were taken out and she was allowed to founder. [Gardiner & Atkinson vol 4 pp79, 102, 166]

21 March FAIRFAX Second Rate

Deptford 1650; 745 tons; 116ft x 34.9ft; 56 guns

Captain Sir John Lawson

The ship was laying at Chatham, out of commission, when during the morning, a fire broke out on board. It was discovered at about 10 o'clock in the morning from the shore before the ship's company were sensible of it and the blaze spread quickly. With only sixteen men on board, they could do little to tackle the blaze and she was soon burning fiercely. The anchor cable burnt through, and she eventually drifted until she grounded on the west side of the river where she burnt down to the waterline. It was believed that the fire was caused when loose gunpowder in the gunroom had been accidentally ignited by a dropped candle.

[CSPD: Interregnum March 1653; Gardiner & Atkinson vol 4 pp237, 242]

4 March The Battle of Leghorn

In an attempt to link the two English squadrons in the Mediterranean, Richard Badiley with eight ships arrived off Leghorn to await the six ships of Henry Appleton. They were intercepted by a Dutch squadron of sixteen ships under Jan van Galen, which successfully interposed

themselves between the groups. The precipitate action of Appleton in attacking van Galen before the other English ships could join led to the destruction of his squadron, with only a single ship surviving.

BONAVENTURE Third Rate

Deptford 1621; 557 tons; 98ft x 32.5ft; 44 guns

Captain Stephen Lyme†

Lost at the very start of the battle; leading the line of Appleton's squadron, she was the first to be attacked. As the action started with an exchange of broadsides between *Bonaventure* and the Dutch flagship *De Zeven Provinciën*, a shot apparently entered the powder room, and she blew up with only five survivors from a complement of 180 men.

[*Mariner's Mirror* vol 49 p260]

SAMSON Third Rate

Hired 1653; 40 guns

Captain Edmund Seaman

Badly mauled by the *Halve Maan*, 40 guns, she was subsequently grappled by a fireship which set her alight and she later blew up. Forty-two men were picked up from a crew of 180.

[*Mariner's Mirror* vol 49 p261]

LEVANT MERCHANT Fifth Rate

Hired 1653; 28 guns

Captain Stephen Marsh

After driving off one opponent in a sinking condition, she was then attacked and captured after being disabled by the *Maagd van Enkhuizen*, 34 guns.

[*Mariner's Mirror* vol 49 p261]

PEREGRINE Fourth Rate

Hired 1653; 30 guns

Captain John Wood†

Engaged by two ships, the *Roode Haes* and *Susanna*, she held out for over an hour, despite having her mainmast shot away, and driving off an attempt to board. When a third ship, the *Zwart Arend*, joined the fight, with her mizzen mast shot away she was unable to manoeuvre and surrendered.

[*Mariner's Mirror* vol 49 p261]

LEOPARD Third Rate

Woolwich 1635; 95ft x 33ft; 516 tons; 40 guns

Captain Henry Appleton

The last ship to surrender, she held out for six hours, holding off two attackers only to have a third enemy join in the assault. With her stern beaten in, her tiller shot away, and 14 guns dismantled she was captured. She suffered 70 dead and 54 wounded from a complement of 200.

[*Mariner's Mirror* vol 49 p261]

14 April BETTY

Hired 1653

Captain James Abelson

Foundered in the North Sea; all twenty-four members of the crew were rescued by the *Amity*.

[CSPD: *Interregnum (Letters and Papers relating to the Navy) April 1653*]

9 July HARRY BONAVENTURE

Hired 1652

Captain Robert Swanley

The only English warship left in the Mediterranean after van Galen's victory off Leghorn and the subsequent exit of Badiley, Captain Swanley continued to attack Dutch shipping. A Dutch squadron of ships under Cornelis Tromp in *de Zeven Provinciën* eventually found the *Harry Bonaventure* anchored in Trapani harbour, Sicily. Tromp entered the harbour and captured his quarry without difficulty.

[*Mariner's Mirror* vol 49 p263]

31 July The Battle of Scheveningen

In one of the largest fleet actions of the war, General Monck brought Admiral Marten Tromp to battle off Scheveningen, both sides having about 100 ships, with attendant fireships and tenders. The action went decisively in favour of the English, with Tromp killed and several Dutch ships taken. Two of the English fleet were lost:

OAK Fourth Rate

Prize 1652 (*Akerboom?*); 32 guns

Captain John Edwin

During the action, the *Oak* caught fire after a Dutch fireship was laid alongside and was abandoned and allowed to burn, with most of her men being saved.

[*Gardiner & Atkinson* vol 5 p350, 368; CSPD: *Interregnum August 1653*]

HUNTER Fireship

Prize 1652 (*la Chasseur*); 10 guns

Captain John Bowrey

Attached to the Blue Squadron, she received several shots in the hull and started to fill with water. With the sails and rigging also damaged, and Captain Bowrey wounded in the leg, she fell away from the squadron, all of the men leaving her as she did so. Subsequently set on fire by the Dutch.

[TNA: SP 46/119; *Gardiner & Atkinson* vol 5 pp350, 369]

* * *

7 September LILY Sixth Rate

Purchased 1642; 110 tons; 10 guns

Captain Isaiah Blowfield

In the first week of September off Land's End, *Lily* encountered a Royalist privateer from Brest which she captured after a sharp action and sent her prize into Torbay. The *Lily* anchored off Weymouth to effect repairs in worsening weather, and by 7 September there were storm-force winds from the south-west. The firing of guns brought out a local pilot, and an attempt was made to enter the harbour, but they were unable to do so in the high seas but were able to anchor again. This held until mid-afternoon, when it was found that they were being steadily driven inshore and by 3 o'clock they were dangerously close to the shore. The ship was pounded by waves which washed over her, and to ease the movement, the main and foremasts were cut away. Attempts by local people to reach her by boat failed, but pumping kept the water at bay, until by the early evening the men were exhausted and the water started to gain. At 7 o'clock the anchor cable was cut, and the ship was run onto the shore, about half a mile to the east of the main town. Several of the men managed to scramble over the yards and rigging to the shore, but four men, including the Gunner, Carpenter and Surgeon, were drowned in the attempt, and Captain Blowfield was nearly lost when he tried to follow them, but managed to haul himself back onboard. A little later the wind shifted round to the west, and decreased, which enabled three boats from the town to come alongside and lift off Blowfield, the town pilot and twenty-eight members of the crew.

[TNA: SP 46/115; *Whitelocke* vol 4 p36; CSPD: *Interregnum, September 1653*]

13 September SWAN Fifth Rate

Prize 1645 (ex-Royalist); 200 tons; 12 guns

Captain Edward Tarleton

The *Swan* was part of a force that was sent to the island of Mull, to land a force of men under Colonel Ralph Cobbett to attack Duart Castle, a stronghold for local Royalists under the Earl of Glencairn. On 13 September in a strong north-westerly gale, she was driven inshore and wrecked, along with two merchant ships, the *Martha & Margaret* and the *Speedwell*. The remains of the wreck were discovered in 1979, immediately east of Duart Point.

[CSPD: *Interregnum (Letters and Papers relating to the Navy) September 1653*; *Whitelocke* vol 4 p39; canmore.org.uk/site/80637]

9 December SUSSEX Fourth Rate

Portsmouth 1652; 600 tons; 46 guns

Captain Roger Cuttance

Laying at anchor at Spithead, at about 3 o'clock in the afternoon, with little warning, the ship was blown apart

by a large explosion. Just five men, including the Master, were subsequently picked up. Captain Cuttance escaped, with about forty of the crew, who were fortunately all ashore. An inspection of the area early the next morning found only wreckage and various timbers and spars came ashore over the next few days, including a large piece of the keel.

[TNA: SP 46/115; Whitelocke vol 4 p54]

1654

11 April RAVEN (or WHITE RAVEN) Fourth Rate

Prize 1652 (*Raa?*); 38 guns

Captain Henry Southwood

Escorting a convoy from the Firth of Forth to London when attacked by a group of Dutch privateers off St Abbs' Head and captured. The *Weymouth* and *Sparrow* sloops were in sight but could not assist. The crew were set ashore on Holy Island by their captors.

[CSPD: *Interregnum (Letters and Papers relating to the Navy) May 1654*]

1655

25 May DISCOVERY Fourth Rate

Purchased 1651; 20 guns

Captain John Wills

One of a large squadron under the command of General William Penn sent to attack Spanish possessions in the West Indies, Jamaica being captured on 17 May. Whilst lying off Port Royal in that island, fire broke out after spilled brandy in the steward's cabin ignited. Despite assistance being sent from other ships, the fire spread with thick choking smoke filling the ship. She burnt until midnight when the fire reached the powder room and she blew up with a large explosion, scattering burning debris over a large area.

[Penn vol 2 pp108–09]

13 July PARAGON Second Rate

Deptford 1633 (*Henrietta Maria*); 792 tons; 106ft x 35.9ft; 54 guns

Captain George Dakins

One of General Penn's fleet in the West Indies, the ships were cruising to the north of Cuba in the hope of intercepting the Plate Fleet from Havana. Between 9 and 10 o'clock in the morning a fire broke out in the steward's cabin. The fire spread, with the masts going by the board after an hour. Some three hours after the fire started, she blew up and sank, then being about 11 or 12 leagues (33–36 miles) from Havana. About 100 men died.

[Penn vol 2 p126; Thurloe vol 3: September 1655]

June PORTSMOUTH Shallop

Prize 1655; 4 guns

Captain Jeremy Country

A former French prize fitted out in April, she was captured in the English Channel by a Royalist privateer and taken into Brest.

[CSPD: *Interregnum, August 1655*]

24 July ISLIP Fifth Rate

Bristol 1654; 22 guns

Captain Edward Tarleton

Based on the west coast of Scotland, under the direction of Colonel Brayne at Inverlochry, the ship sailed from her anchorage off the island of Canna for the Western Isles, but the weather changed, with strong winds and high seas, and it was decided to run for shelter. The embarked pilot, Daniel MacDonald, advised that they make for a sea lough, where they might anchor. As they steered into the mouth of Lough Linnhe the pilot suggested a sheltered bay in which they could anchor in 12 fathoms. As they approached the head of the bay, they discovered rocks ahead of them and despite putting the helm over, and attempting to tack, the ship was carried onto the rocks and bilged, as the current was very strong '... a Tide like unto that running under London Bridge at the time of flood'. The guns and stores were subsequently salvaged and secured at nearby Dunstaffnage Castle. Although an inquiry found they could not blame the officers for the loss, it was believed that the ship could have anchored earlier. As a result, Captain Tarleton and the Master, John Sayers, lost half their pay, for neglect of duty.

[TNA: SP 46/117: CSPD: *Interregnum (Letters and Papers relating to the Navy) September 1655*]

1 September ADVISER Pink

Prize 1654; 8 guns

Captain Thomas Sankey^t

Ordered to patrol the coast in the vicinity of Rye, to protect local vessels, she was attacked and captured by the Royalist privateer *St George* and carried into Boulogne; the Captain and Master were both killed in the engagement.

[CSPD: *Interregnum (Letters and Papers relating to the Navy) September 1655*]

15 December HARE Ketch

Prize 1649; 12 guns

Captain Francis Cranwell

Whilst escorting a convoy, ran aground on the Whitaker spit, a sandbank in the Thames Estuary and was lost. The thickness of the weather was offered as an excuse, but the Navy Commissioners believed that '... if more circumspection and diligence had been used, she might have been brought off'.

[CSPD: *Interregnum (Letters and Papers relating to the Navy) December 1655*]

1656

13 February PELICAN Fourth Rate

Wapping 1650; 500 tons; 100ft x 30.8ft; 42 guns

Captain Robert Storey

Whilst laying at anchor off Portsmouth, with Captain Storey ashore, the ship caught fire and was destroyed. The fire was discovered at about 4 o'clock in the afternoon and spread rapidly. Cables were cut and the ship drifted ashore until she grounded, where she continued to burn, blowing up about five hours later. It was found that the Boatswain's Yeoman had failed to properly extinguish a candle in the Boatswain's store which set light to sails and cordage, and the fire spread to the powder room.

[CSPD: *Interregnum (Letters and Papers relating to the Navy)* February 1656]

13 March PRIMROSE Fifth Rate

Wapping 1651; 287 tons; 86ft x 25.11ft; 26 guns

Captain John Sherwin

Cruising in company with the *Mayflower*, the pair were in the western approaches to the English Channel searching for Spanish frigates reported in the area. They were off Land's End when her consort sprung her main topmast. Captain Sherwin went aboard the *Mayflower* to consult with her captain and in his absence the ship drifted onto the Seven Stones reef. The ship was freed but almost immediately filled with water and foundered. Sixteen men, two women and a child were drowned. Subsequently, Sherwin and Edward Baron, master of the *Primrose*, had half their wages withheld, for neglect of duty.

[CSPD: *Interregnum (Letters and Papers relating to the Navy)* March 1656]

28 April CAT Pink

Prize 1653; 8 guns

Captain Richard Pittock

Whilst engaged in protecting fishing vessels off the coast of Kent, being stationed between the North Foreland and Brighton, she was off Pevensey when she was closed and attacked by a large Dunkirk privateer. The fight went on for over an hour, until with masts and rigging shattered and several men wounded, she was boarded and surrendered.

[CSPD: *Interregnum (Letters and Papers relating to the Navy)* April 1656]

18 May CULLEN Fifth Rate

Hired 1652; 26 guns

Captain Thomas Gilbert

Loaded with supplies for Admiral Blake's fleet off Cadiz, they were off Lisbon when they were closed by an Ostend privateer, the *Jésus-Marie-Joseph*. Being

suspicious of the approaching vessel, Captain Gilbert fired a shot at the privateer, but received a broadside in reply which killed two men and wounded eight others. The privateer then ran alongside and entered a large number of boarders and captured her. Efforts were later made to cut her out from the harbour at Baiona, but she was found to be secured under the guns of several batteries and the attempt was abandoned.

[CSPD: *Interregnum (Letters and Papers relating to the Navy)* June 1656]

14 June GREYHOUND Fifth Rate

Woolwich 1636; 168 tons; 60ft x 20.3ft; 12 guns

Captain John Wager[†]

After escorting a convoy to Leith, the *Greyhound* was en-route to Newcastle for provisions, when she encountered a group of four Dunkirk privateers off the Farne Islands. After a long fight, the enemy closed and entered boarders, but as they did so, she blew up with all but two of her crew perishing.

[CSPD: *Interregnum (Letters and Papers relating to the Navy)* June 1656]

8 July FOX Fireship

Prize 1650; 22 guns

Captain William Pickering

Burnt in an attack on Spanish shipping in the harbour of Malaga. The *Fox* was successfully laid alongside two ships in the mole and set fire to them. During the assault, several other ships were destroyed, with Captain Pickering leading a party that spiked guns in a fort.

[CSPD: *Interregnum November 1656; Powell: The Letters of Robert Blake pp416, 439*]

July ARMS OF HOLLAND Fifth Rate

Prize 1652 (*Wapen van Holland*); 32 guns

Captain Samuel Hawkes

One of General Penn's West Indian squadron, she was one of several ships sent to cruise off northern Cuba. Soon after sailing from Jamaica, she caught fire, which apparently started in the powder room, and despite the efforts of the crew, the fire spread and the ship eventually blew up with heavy loss of life, only four men and the Captain being saved.

[*Thurloe, vol 5 August 1656; CSPD Interregnum (Letters and Papers relating to the Navy)* September 1656]

1657

30 May LAUREL Fourth Rate

Portsmouth 1651; 489 tons; 103ft x 30.11ft; 48 guns

Captain Francis Kirby

Ran aground on the Newwarp Banks off Yarmouth Roads, Norfolk and was subsequently lost. It was found

that she had struck the sands during the night, whilst all the senior officers were below, despite being in shallow waters. The Captain, Master, Master's Mate and the embarked pilot all lost the wages due to them, as it was judged there had been great neglect. The ship evidently broke up and wreckage was reported being recovered for several weeks afterwards.

[CSPD: *Interregnum (Letters and Papers relating to the Navy)* July 1657]

2 July **PARROT** Ketch

Chatham 1657; 60 tons; 6 guns

Captain Thomas Horne

Bound for the Downs with letters for the Commander-in-Chief, they sighted four ships which they closed, believing them to be English, only to discover that they were Spanish privateers. Two of the enemy, one of 18 guns, the other of 16 guns, then ran alongside the ketch, and hailed, saying they would give no quarter if they resisted, at which she surrendered without resistance and was taken into Flushing. Captain Horne later claimed he would have fought, but the crew, led by the Boatswain Thomas Atwell, refused, claiming '... they had wives and families, why should they destroy themselves when there was no probability of escaping'.

[CSPD: *Interregnum* July 1657]

1658

8 February **PRINCESS MARIA** Fourth Rate

Prize 1652 (*Prinses Roijaal Maria*); 442 tons; 114ft x 27ft; 38 guns

Captain John Grimsditch

After the ship sailed from the anchorage in the Downs for Harwich in cold, icy weather, the embarked pilot attempted to steer her through the Goodwin Sands, but she ran aground on the Brake Bank to the east of Ramsgate. Her masts were cut away to lighten her and thick ice prevented her from capsizing, but her timbers gave way and she filled with water. An enquiry found that the wind had dropped away, and she had been carried by a strong tide onto the sands. There was, however, some 'want of duty' in failing to anchor as

soon as it was realised that she was drifting. The guns and much of her stores were salvaged.

[CSPD: *Interregnum (Letters and Papers relating to the Navy)* February 1658]

28 February **HAPPY ENTRANCE** Third Rate

Deptford 1619; 540 tons; 96ft x 32.2ft; 40 guns

Under repair at Chatham, a dockyard boat with hot pitch was left unattended alongside whilst the workmen went ashore for dinner. The pitch boat caught fire and the blaze spread to the ship, which drifted into shallow water, where she grounded and was burnt out. The Master Caulker of the yard, William Thompson, and two foremen were dismissed for neglect of duty, although Thompson was reinstated later.

[CSPD: *Interregnum (Letters and Papers relating to the Navy)* September; October 1658]

1659

3 February **NONSUCH** Ketch

Purchased 1654; 47 tons; 54ft x 15.6ft; 6 guns

Captain Jonathan Waltham

Escorting a ketch through the English Channel from the Downs to St Valery, as they neared the French shore they were chased by two large Ostend privateers. After holding off her opponents for an hour, the pair ran alongside and entered a large number of boarders, who after a short struggle captured her. Sixteen men were wounded in the assault.

Note: recaptured 5 April by the *Merlin*

[CSPD: *Interregnum, March & April 1659*]

September **ACADIA** Sixth Rate

Purchased 1656; 10 guns

Captain Robert Henfield†

Ordered to ply in the English Channel between Beachy Head and Chichester, '... to search all vessels passing that way for persons suspected to be enemies to the Commonwealth ...', the ship disappeared, and was presumed to have foundered with all hands.

[CSPD: *Interregnum (Letters and Papers relating to the Navy)* August & November 1659]

2 | 1660–1688: The Restoration: Wars against the Dutch and Barbary Corsairs

IN MAY 1660, THE EXILED King Charles returned to England to assume the throne. He inherited a powerful – and expensive – navy. Despite the financial difficulties, the next years saw the confrontation with the Dutch renewed, which led to a further two conflicts (February 1665 – July 1667 and March 1672 – February 1674). Operations continued against the North African corsairs who remained a constant menace to merchant shipping throughout the period.

1661

(16?) July **HUNTER** Sixth Rate

Prize 1656; 50 tons; 45ft x 14.6ft; 6 guns

Captain Robert Duck

Stationed in the North Sea between the Thames Estuary and Great Yarmouth, protecting merchant shipping, she is listed by Pepys as being 'cast away at sea' in July, but no further details have been found. Captain Duck is shown as being command of the *Hunter* until 16 July which is suggestive for a date of loss.

[Tanner: *Naval Manuscripts in the Pepysian Library vol 1 p279; TNA:ADM 10115*]

1662

19 September **SATISFACTION** Fifth Rate

Purchased 1646; 284 tons; 89ft x 24.6ft; 26 guns

Captain Robert Mohun

Ordered to the coast of Holland, to take on board some goods for Jamaica on behalf of Sir William Davidson, a wealthy merchant resident in Amsterdam, she was run ashore on the island of Schouwen, where she broke up, thirty men being drowned. The loss was blamed on the neglect of the pilot, John Lewis.

[Clarendon vol 5 p274; CSPD Charles II October 1662]

1664

August **WESTERGATE** Fourth Rate

Prize 1653 (*Westergo*); 273 tons; 86ft x 24.6ft; 24 guns

Captain Samuel Titsell†

After sailing from Port Royal, Jamaica, in company with the *Swallow*, the area was swept by an intense tropical storm on 18 August. The ships became separated, and the *Swallow* survived although she was beaten down into the Bay of Campeche, but the *Westergate* was not seen again and was presumed to have foundered with all hands.

[CSPC, *America and West Indies February 1665*]

August **GRIFFIN** Sixth Rate

Prize 1656; 121 tons; 60ft x 19.6ft; 12 guns

Captain Adrian van Diemen Swarts†

Sailed from Jamaica in July for Barbados, but she disappeared and was presumed lost with all hands. Her fate was uncertain – it is likely that she was lost in the same mid-August storm that saw the loss of the *Westergate* (see above), but various reports (or rather rumours) from the West Indies variously claimed that she had been either captured or sunk by the Dutch or the Spanish, but none of these were substantiated.

[CSPC, *America and West Indies February 1665*]

19 October **ELIAS** Fourth Rate

Prize 1653; 406 tons; 101ft x 27.6ft; 36 guns

Captain William Hill

One of Colonel Richard Nicholls' squadron which captured New Amsterdam (New York) in August 1664, the *Elias* foundered on the return voyage, about 420 miles to the east of the New England coast. Captain Hill and twenty others survived, being rescued by the *Martin*, but eighty-six men were lost. The survivors claimed she was poorly caulked.

[CSPC, *America and West Indies November 1664; Latham: Samuel Pepys and the Second Dutch War pp93, 108*]

3 December **NONSUCH** Fourth Rate

Deptford 1646; 418 tons; 98ft x 28.4ft; 34 guns

Captain Philip Bacon

One of a squadron under Vice Admiral Thomas Allin which attempted to pass through the Straits of Gibraltar

to the Atlantic, the weather was extremely poor, with constant rain and strong winds. The ships stood over to the Barbary shore, being 'puzzled' by the contrary currents and winds on the first attempt but in the early hours of the morning, judging themselves well over to the North African shore, they tacked and made another attempt. They suddenly saw the land and surf breaking close ahead and the leading ship, *Plymouth*, went ashore on the eastern side of Gibraltar and several others followed. The *Plymouth*, *Portsmouth* and *Bonaventure* all hauled themselves off, but at daybreak the *Nonsuch* was seen to be 'sunk and all the masts by the board'.

[Anderson: *The Journals of Sir Thomas Allin vol 1 pp184–5*]

3 December PHOENIX Fourth Rate

Woolwich 1647; 414 tons; 96ft x 28.6ft; 38 guns

Captain John Chicheley

Wrecked at Gibraltar with the *Nonsuch* in similar circumstances (see above). She had followed the others, and only sighted land just before running onshore, and was wrecked. 'Of so many ancient masters and officers never was such an oversight committed. They at first never considered their currents and steered away S.S.E. and lay by and then S.S.W. and were all ashore by one or two in the morning, they saying they could not see my lights, although I put as many candles as there was pockets ... but the night was so dark and rainy that we could not see a ship's length ...' (Allin's Journal).

[Anderson: *The Journals of Sir Thomas Allin vol 1 pp184–5*]

1665

7 March LONDON Second Rate

Chatham 1656; 1,104 tons; 123.6ft x 41ft; 76 guns

Vice Admiral Sir John Lawson

The ship was being taken from Chatham to the Hope reach in the Thames Estuary to complete fitting out when, being a little to the west of the buoy of the Nore, she suffered a massive internal explosion and rapidly sank. Sir John Lawson was not on board at the time, but about 300 people died, although several people, variously quoted as 12, 19 or 24, who were in the roundhouse survived. The wreck was located during 2005, apparently broken into two parts.

[Pepys' *Diary*: 8 March 1665; Anderson: *The Journal of Edward Montagu p171*; CSPD: *Charles II March 1665*; *Historic England Site 1000088*]

20 May GOOD HOPE Fourth Rate

Hired 1664; 272 tons; 89.6ft x 23.11ft; 34 guns

Captain Anthony Archer

Whilst escorting a fleet of store ships from Hamburg through the North Sea, they were intercepted by a squadron of Dutch warships, part of the fleet commanded

by Lieutenant-Admiral Jacob van Wassenaer. The *Good Hope* evidently mistook them for the English fleet and did not realise her error until too late. She, along with eight vessels of the convoy loaded with valuable supplies of hemp, tar, cables and plank, was captured. The Dutch later claimed that they found Captain Archer was very drunk when taken.

[CSPD: *Charles II May 1665*; Fox p107]

3 June: The Battle of Lowestoft

The Dutch, with about 111 ships commanded by van Wassenaer Obdam, arrived off the East Anglian coast during 1 June to find the English fleet, commanded by the Duke of York, with about 102 ships, at anchor off the coast of Suffolk, in Southwold Bay. The Duke weighed and stood out to the south-east to gain sea room, the lateness of the hour and the scattered situation of the Dutch fleet preventing them from immediately attacking. After two days of manoeuvring to gain the weather gage, the English fleet attacked the Dutch in the early hours of 3 June, when about 14 miles NNE of Lowestoft.

Three English ships were lost:

CHARITY Fourth Rate

Prize 1653 (*Groote Liefde*); 453 tons; 106ft x 28.4ft;

46 guns

Captain Robert Wilkinson

During the ensuing battle, the fleets initially passed on opposite tacks, and the *Charity*, along with a hired ship, the *John and Abigail*, found themselves to leeward of the Dutch and effectively cut off. The hired ship, despite being much battered, eventually passed to the rear of the Dutch line and safety. Captain Wilkinson attempted to re-join the English line but found that he could not pass through the Dutch line and was consequently surrounded by the Dutch fleet and badly battered. The *Stad en Lande* ran alongside and forced her to surrender. About eighty men were killed or wounded.

[Anderson: *The Journal of Edward Montagu p224*; Fox p110]

DOLPHIN Fireship

Prize 1655 (*Royalist Wexford*); 149 tons; 70ft x 20ft; 4 guns

Captain William Gregory

At about 6 o'clock in the evening, three Dutch ships, the *Maarseveen*, 78 guns, the *Ter Goes*, 34, and the *Zwanenburg*, 30, all with damaged rigging, fell astern of the main Dutch fleet and ran aboard one another. Unable to manoeuvre, the three ships, after exchanging shots with the closing English ships, struck their flags in surrender. Despite this, Captain Gregory laid his fireship alongside them and burned all three. This attack on a defeated enemy who had surrendered was held in contempt by others; '... this cruel act was much detested by us, as not befitting Christians'.

[Anderson: *The Journal of Edward Montagu p228*]

FAME Fireship

Prize 1655 (*la Renomé*); 208 tons; 68ft x 24ft; 8 guns

Captain John Gethings

Towards the end of the day the Dutch fell into confusion and the Dutch ships, *Koelvorden*, 56 guns, the *Prins Maurits*, 50, and the *Utrecht*, 38, were seen to be foul of each other. Before they could free themselves, the Duke of York ordered a fireship to burn them; the task was successfully completed by Captain Gethings.

[Anderson: *The Journal of Edward Montagu* p227]

* * *

4 June BRAMBLE Fireship

Prize 1657; 125 tons; 59ft x 20ft; 12 guns

Captain Naphthali Ball

In the aftermath of the action off Lowestoft (see above), the Dutch retreated to their own coast, and could stretch ahead when the English shortened sail during the night. The following morning several Dutch stragglers were attacked and captured. The *Bramble* was expended in an attempt to destroy the *Hilversum*, 60 guns. The Dutch ship managed to free herself but was then captured by the *Bristol*.

[Fox p122]

3 September HECTOR Fifth Rate

Prize 1657 (*Royalist Three Kings*); 111 tons; 71ft x 17.2ft; 22 guns

Captain John Cuttle

Part of an English squadron under the Earl of Sandwich which intercepted a homeward-bound Dutch East India fleet in the North Sea. In the action that followed the *Hector* foundered, either by a shot or by water flooding into the lee ports. About eighty men died.

[Anderson: *The Journal of Edward Montagu* p277; CSPD: Charles II September 1665]

13 October MERLIN Sixth Rate

Chatham 1652; 129 tons; 75ft x 18ft; 12 guns

Captain Charles Hayward

The *Merlin* sailed from Plymouth 28 September in company with the *Fox* to escort several merchant vessels to ports in North Africa. The ships were off Cape Spartel when the *Fox* and a merchant ship separated to make their own way. A gun salute fired as they left evidently attracted the attention of a nearby squadron of Dutch ships which closed and commenced an attack on the rear of the convoy. The *Merlin* was at the head of the ships and Captain Hayward tacked to place himself between the enemy and the merchant ships, but three of his charges were taken before he could engage. There followed a long running battle, with the *Merlin* finally running alongside one of the Dutch ships. With the rigging badly cut up and most of his men casualties, Hayward, wounded in the

shoulder by a musket ball, finally surrendered. His actions meant that most of the convoy escaped.

[*London Gazette* issue no.1: 8 January 1665/66]

A clarification on an obscure ending:

CHESTNUT Ketch

Portsmouth 1656; 81 tons; 45ft x 18.6ft; 8 guns

Captain John Stephens

One of a squadron of five ships sent to the East Indies in March 1662 as part of the fleet under the Earl of Marlborough to take possession of Bombay, ceded to England under the marriage agreement of King Charles and Catherine of Braganza. The ketch is often listed as being wrecked, which follows the entry by Pepys in his *Catalogue of Ships* as having being 'cast away' in November 1665, but no further detail on this has been found. Elsewhere Pepys notes that the '*Chestnut*' had been 'cast in the Indies', meaning being cast aside, rather than having foundered. After their arrival in India, the *Chestnut* was kept on station, as it was felt she would never be fit for a return to England, and in March 1665 the Court of Committees of the East India Company advised that following a meeting with the Principal Officers of the Navy, that they had agreed to bring home the King's men, but the *Chestnut Pink* would be retained and used locally by the company. Captain Stephens evidently died in September 1665. The *Chestnut*, variously referred to as a pink, a pinnacle and a ketch, remained in East India Company service until 1669, when she was 'worn out and would be sold'.

[Tanner: *Naval Manuscripts in the Pepysian Library* vol 1 p293; Latham p165; CSPD: January 1668; Sainsbury: *Calendar 1664-1667* pp132, 136; and *Calendar 1668-1670* p13; Foster pp52, 200]

1666

22 January GEORGE OF BRISTOL 'frigate'

Hired 1665; 20 guns

Captain William Davis

Driven ashore in storm-force winds and heavy seas and wrecked '... after many extremities', near Padstow, though without loss of life. Her guns and much of the stores were saved.

[CSPD: Charles II January 1666; TNA:ADM.10/15; *London Gazette* 1 February 1665/66]

17 February PRINCE WILLIAM Flyboat

Prize 1665 (*Prins Willem*); 253 tons; 90ft x 23ft; 4 guns

Captain John Totty

Reported to have been captured by the Dutch in the North Sea, but no further details known

[CSPD: Charles II February 1666]

20 February HARE Fireship

Prize 1665; 180 tons; 67ft × 22.6ft; 6 guns

Whilst lying at Harwich, she was burnt out after the accidental dropping of a candle. The burning wreck threatened other ships in the harbour, and it took some effort by the dockyard personnel to save them.

[CSPD: Charles II February 1666]

1–4 June: The Four Days' Battle: Day One

At the beginning of the protracted fleet action known as the Four Days' Battle in the southern North Sea, the English fleet under the Duke of Albemarle, inferior in numbers to the Dutch under de Ruyter, found the enemy at anchor about 15 miles to the east of North Foreland and immediately attacked. After about three hours' action on a south-easterly course, the English put about to avoid the approaching shoals and steered to the north-west, the Dutch following.

SWIFTSURE Second Rate

Woolwich 1653; 898 tons; 118ft × 37.10ft; 66 guns

Captain Sir William Berkeley†

With the close of the initial action, the fleet put about, but the *Swiftsure* with several other ships failed to tack and continued their course for some time, being closely engaged with the *Liefde*, 68 guns, and *Hollandia*, 80, which had fouled each other. Berkeley broke off action as other enemy ships came up, but the main yard was shot away and the rigging was shattered, and he was consequently surrounded by the enemy. Two large Dutch ships, the *Calantsoog*, 72 and *Reiger*, 72, laid themselves close alongside but Berkeley continued to fight until fatally wounded, and the ship was boarded and captured. The body of Berkeley was found in his cabin, covered in blood.

[Fox: pp242–4]

LOYAL GEORGE Fourth Rate

Hired 1665; 406 tons; 91.6ft × 28.11ft; 42 guns

Captain John Earle

In the van of the English fleet at the start of the battle, she supported the *Swiftsure* after the main fleet tacked away to the north-east and like her was surrounded and battered by several large Dutch warships, losing her main and mizzen masts. Eventually the *Deventer*, 66 guns, sent boarders on board and she surrendered.

[Fox: p250]

SEVEN OAKS Fourth Rate

Prize 1665 (*Zevenwolden*); 684 tons; 105ft × 35ft; 52 guns

Captain James Jennifer

Another ship of Berkeley's squadron, she also held her course when the main fleet tacked away, supporting the *Swiftsure*. After exchanging broadsides with the *Vrijheid*, 60 guns, when the *Swiftsure* struck her flag she

attempted to make her way clear, but was then engaged by the *Beschermer*, 54, which ran alongside and entered boarders to take her surrender.

[Fox: p248]

2 June: The Four Days' Battle: Day Two

By 10 o'clock on the first night, both fleets had fallen apart, but the English renewed the action the following morning. The fighting went on for most of the day, until in the afternoon Albemarle turned the fleet for the English coast.

BLACK (SPREAD) EAGLE Fourth Rate

Prize 1665 (*Groningen*); 367 tons; 86ft × 28.4ft; 44 guns

Captain John Silver

As the fleets drew apart, the *Black Eagle*, severely damaged in the action, could not maintain her station and fell behind, with water gaining on the pumps. Her men were removed to other ships, and she was set on fire and allowed to founder.

[Fox: p273]

SAINT PAUL Fourth Rate

Prize (*Sint Paulus*); 291 tons; 84ft × 25.6ft; 48 guns

Captain John Holmes

Disabled during the fighting and making water, she was unable to keep up with the fleet and was abandoned and burnt to avoid capture.

[Fox: p275]

SPREAD EAGLE Fireship

Prize 1665; 240 tons; 74.8ft × 24.8ft; 6 guns

Captain William Searle

During the afternoon, part of the Dutch fleet under Lieutenant-Admiral Tromp were seen to be in some confusion and two fireships were sent in. Captain Seale attempted to set fire to a large Dutch ship believed to be a Vice-Admiral's ship. Although the fireship managed to run alongside, the Dutch ship managed to disengage herself and the fireship drifted away, to burn out and eventually founder.

[Fox: p265]

YOUNG PRINCE Fireship

Prize 1666 (*Jonge Prins*); 375 tons; 90ft × 28ft; 8 guns

Captain William Bustowe

The second of the fireships sent to attack Tromp's beleaguered squadron, Captain Bustowe successfully grappled the *Liefde* and set her on fire

[Fox: p265]

3 June: The Four Days' Battle: Day Three

The third day saw the English fleet heading towards the Thames, conducting a fighting retreat, followed by the Dutch

ROYAL PRINCE First Rate

Chatham 1663; 1,432 tons; 132ft x 45.2ft; 92 guns

Captain Sir George Ayscue

As the English retreated, pursued by the Dutch, several of the English ships ran aground on the Galloper Sand. All but the *Royal Prince* were successfully refloated, but the larger ship found herself stuck fast. She soon found herself surrounded by the Dutch fleet and surrendered to the *Gouda*, 72, '... when she had not herself shot ten guns in defence or received ten shots from the enemy'. At about 7.30pm she floated free on the rising tide, but it was found that her rudder was damaged and as the English fleet was still nearby and it was feared that they might attempt to retake her, her Dutch captors set her on fire. She burned until midnight when the powder magazine exploded, marking her end.

[Fox: pp281–3; Powell & Timings: Rupert & Monck pp253–4]

4 June: The Four Days' Battle: Day Four

The final day saw the squadron of Prince Rupert joining the English fleet during the morning. The fighting was renewed until the fleets finally parted during the afternoon, a fog cloaking the scene.

CLOVE TREE Third Rate

Prize 1665 (*Nagelboom*); 596 tons; 103ft x 33ft; 62 guns

Captain John Chappell†

With her rigging badly damaged, she straggled from the main fleet and fell behind, and with her captain dead, when the *Groningen*, 72, ran alongside she surrendered.

[Fox: p309]

ESSEX Third Rate

Deptford 1653; 652 tons; 118ft x 32.2ft; 56 guns

Captain William Reeves

During the fighting the *Essex*, already damaged by enemy fire, suffered further after colliding with the *Black Bull*. Unable to manoeuvre and with Captain Reeves gravely wounded, she was surrounded by Dutch ships and captured.

[Fox: p309]

BLACK BULL Fourth Rate

Prize 1665 (*Wapen van Edam*); 480 tons; 103ft x 30ft;

40 guns

Captain John Gethings†

With sails and rigging cut up by enemy fire, she was effectively disabled, and fell aboard the *Essex*, and both were surrounded and captured. The *Black Bull* was so severely damaged that she foundered soon after her capture, with many men, including Captain Gethings, being drowned.

[Fox: pp309–11]

CONVERTINE Fourth Rate

Prize 1650; 493 tons; 103ft x 30ft; 52 guns

Captain John Pearce

The *Convertine* had become separated from the main fleet during the fighting, her slow sailing qualities being further hampered by battle damage. When the *Wassenaar*, 56, closed her she immediately yielded.

[Fox: p312; Powell & Timings: Rupert & Monck p255]

Four fireships were expended during the last day:

HOUND Fireship

Prize 1656; 206 tons; 80ft x 22ft; 6 guns

Captain James Coleman

When part of the Dutch fleet became separated and cut off, a fireship was sent in to take advantage of the confusion and successfully laid herself alongside the *Landman*, 46 guns, setting her on fire. It is believed that the *Hound* was the ship responsible for this action.

[Fox: p300]

LITTLE UNICORN Fireship

Prize 1665 (*Eenhoorn*); 185 tons; 72ft x 22ft; 8 guns

Captain John Kelsey

During the intense fighting in the morning the Dutch *Ridderschap*, 66, was seen to have drifted out of line, disabled. A fireship was sent to destroy her and did lay herself alongside to set her opponent on fire, but the Dutch managed to haul her clear and extinguish the flames. A little later a Dutch *brander* (fireship) was seen making for the *Royal James*, but an English fireship intervened and placed herself in the way, saving the flagship but being burnt herself. The fireships involved in these actions were not identified but must have been either the *Little Unicorn* and *Greyhound*, although it is uncertain which vessel was responsible for which action.

[Fox: pp298–9]

GREYHOUND Fireship

Prize 1657; 145 tons; 62ft x 21ft; 6 guns

Captain William Flawes

See *Little Unicorn* above; the *Greyhound* was either used to attack the *Ridderschap* or tackle an approaching Dutch fireship.

[Fox: pp298–9]

HAPPY ENTRANCE Fireship

Prize 1658 (*Lichfield*); 233 tons; 76ft x 24ft; 6 guns

Captain Andrew Ball

Despatched to set fire to a large enemy warship – probably the *Eendracht*, 76 – Captain Ball did succeed in closing and setting the larger ship on fire, but the Dutch managed to extinguish the flames and survived the attack.

[Fox: p305]

25 July: Saint James's Day Battle

The re-formed Dutch fleet of about eighty-eight ships, still commanded by de Ruyter, sought out the English fleet under Albermarle and found him, with eighty-one ships, in the Thames Estuary. The English commenced the action in mid-morning and the fighting went on until about 2 o'clock in the afternoon when the Dutch formation broke up and retreated towards their own coast. One English capital ship was lost:

RESOLUTION Third Rate

Ratcliffe 1652 (*Tredagh*); 771 tons; 117.3ft × 35.2ft; 58 guns
Captain Willoughby Hannam

During the action she was damaged, with the foretopmast shot away, and being disabled, she drifted out of line. She was grappled by a Dutch fireship which set her on fire. Captain Hannam managed to clear the fireship, but the fire had taken hold and she was abandoned to burn out. She blew up at about 3 o'clock in the afternoon.

[*Anderson: The Journals of Sir Thomas Allin vol 1 pp275-6*]

Six fireships were burned in the action, without success – '... our fireships lost very foolishly, they going on without order were torn a-pieces and then forced to burn themselves without doing any execution'.

[*Anderson: The Journals of Sir Thomas Allin vol 1 p278*]

ABIGAIL Fireship

Purchased 1666; 143 tons; 63ft × 20.8ft; 4 guns
Captain Thomas Willshaw

BLESSING Fireship

Purchased 1666; 173 tons; 63ft × 22.9ft; 4 guns
Captain William Maiden

FORTUNE Fireship

Prize 1666; 392 tons; 94ft × 28ft; 4 guns
Captain William Lee

GREAT GIFT Fireship

Prize 1652 (*le Don de Dieu*); 490 tons; 98ft × 30.8ft; 4 guns
Captain John Kelsey

LAND OF PROMISE Fireship

Prize 1665; 191 tons; 68ft × 23ft; 4 guns
Captain William Minterne

Attempted to close the Dutch flagship *de Zeven Provinciën*, which manned boats to tow her away. However, the fireworks were set on ablaze prematurely by a shot from the Dutch ship, causing the crew to abandon her, and she was towed away clear of her target by the Dutch.

[*Perrin: Naval Miscellany vol III p13*]

PROVIDENCE Fireship

Purchased 1665; 150 tons; 60ft × 21.8ft; 4 guns
Captain John Wood

* * *

25 July COVENTRY Fifth Rate

Prize 1658 (*San Miguel*); 191 tons; 68ft × 23ft; 20 guns
Captain William Hill

During an expedition mounted from Jamaica against French possessions in the West Indies, the *Coventry* was sent to the Iles des Saintes, Guadeloupe (also known as Todos los Santos), where they attacked a French convoy, burning one ship and capturing another, with Hill anchoring after the action. On 25 July in strong winds and a rising sea the anchor cables parted, and she was driven onshore. Efforts were made to free her, but the arrival of substantial French land forces forced their surrender. The ship was subsequently hauled off by the French as a prize.

[*CSPC: America and West Indies 1661-1668*]

25 July HOPE Fourth Rate

Prize 1665 (*Hoop*); 493 tons; 103ft × 30.6ft; 40 guns
Captain Jacob Reynolds[†]

Part of the small squadron assembled in the West Indies that was intended to attack French possessions, she was driven from her anchorage off the Iles des Saintes in hurricane-force winds, along with the merchant transports, and not seen again. Only two of the ten merchant vessels survived, and both of those lost masts. It was presumed that all were lost with all hands in the storm. Lord Willoughby of Parham, the governor of Barbados, was on board the *Hope* and was lost with her.

[*CSPC: America and West Indies August 1666*]

9 August: Sir Robert Holmes's Bonfire

Following the battles in the North Sea (see above), which left the English fleet dominant, it was decided to exploit the situation by attacking a Dutch port. With a small force of warships and fireships, Sir Robert Holmes was sent to attack shipping gathered off the islands of Vlie and Schelling. During the attack two small Dutch warships and over 100 merchant vessels were destroyed. Four fireships were expended in the action:

FOX Fireship

Prize (*le St Antoine*); 203 tons; 72ft × 23ft; 12 guns
Captain John Elliott

LIZARD Fireship

Prize 1653; 165 tons; 60ft × 22.9ft; 6 guns
Captain Joseph Harris

RICHARD Fireship

Purchased 1666; 198 tons; 62ft x 24.6ft; 4 guns

Captain Henry Browne

Successfully laid alongside the frigate *Vollenhove*, '... with the advantage of the wind laid him aboard and so fired him'.

[Perrin: *The Naval Miscellany volume III* p20]

SAMUEL Fireship

Purchased 1666; 121 tons; 54ft x 20.6ft; 4 guns

Captain William Seale

[*London Gazette* 13 August 1666; CSPD: *Charles II August 1666*]

* * *

15 August BREDA Fourth Rate

Bristol 1655 (*Nantwich*); 511 tons; 100ft x 31ft; 46 guns

Captain Thomas Page

Part of an escort to a convoy of ships carrying stores to the fleet, they sailed on 13 August from the anchorage on the Rowling (or Rolling) Grounds off Harwich, in a strong westerly gale. As night fell, they initially lay-to with their heads to the south and then bore away on a westerly wind to the north-east. By 8pm that night they judged themselves to be about 11 leagues (33 miles) off the Texel and altered course to the east, the convoy following, but at 1 o'clock in the morning, with little warning, she ran aground, with four of the store ships following her. Sail was taken in, and water barrels emptied and masts cut away in efforts to lighten her, but she would not come free, and water was reported to be entering. All the victualing ships were able to free themselves, but the *Breda* remained stuck fast. During the morning, several Dutch vessels closed and took off most of the crew as prisoners, after which the *Little Mary* closed and set her on fire.

[TNA: SP 29/129; Perrin: *The Naval Miscellany vol III* p26;

London Gazette 16 August 1666]

1 September CHARLES MERCHANT Fourth Rate

Hired 1666 (*Royal Charles*); 588 tons; 103ft x 32.9ft;

54 guns

Captain John North

There was a partial engagement with the Dutch fleet off the Long Sand Head, Thames Estuary, during 31 August, the action being continued the following day in strong winds and heavy seas between North Foreland and the coast of France. The *Charles*, having lost her foremast, drifted apart from the main English fleet and was taken and later burnt by the Dutch.

[Perrin: *The Naval Miscellany vol III* p31]

13 October LITTLE MARY Sixth Rate

Prize 1654 (*Maria*); 109 tons; 60ft x 18.6ft; 12 guns

Captain John Brooks

Whilst guarding the herring fishery off Great Yarmouth, a group of Dutch fishing vessels and their escort came in sight. She closed to tackle the enemy, exchanging three or four broadsides with the leading opponent, before two other Dutch ships came up and forced her surrender.

[CSPD: *Charles II October 1666*]

24 November SAINT ANDREW Second Rate

Deptford 1622; 891 tons; 116ft x 38ft; 66 guns

Captain Valentine Pyne

After an engagement between the Dutch and English fleets on 31 August/1 September in the southern North Sea, the fleets parted, the weather being poor, with gale-force winds and high seas. The English fleet steered west, making for the shelter of the Isle of Wight. During the gale, on 3 September the *St Andrew* ran aground near Rye. She was freed and came to anchor off the town to repair damages, but they proved to be extensive, and when surveyed the hull was found to be in such an extremely poor state that the ship was in danger of sinking in the harbour. On 24 November she was run into shallow water until she grounded. When the tide left her, her seams opened, and she filled with water. She settled into the sand and fell over onto her side. Work went on to remove the guns and stores for several weeks after.

[CSPD: *Charles II September & November 1666*]

1667

5 February SAINT PATRICK Fourth Rate

Bristol 1666; 621 tons; 102ft x 33.10ft; 48 guns

Captain Robert Saunders[†]

In company with the *Malaga Merchant* fireship, the pair fell in with two Dutch warships, the *Schakerlo*, 30 guns, and the *Delft*, 34, off North Foreland. The *St Patrick* steered towards the enemy, despite being short-handed, and maintained the fight alone for some time, the fireship keeping clear, with Lieutenant Samuel Linzee assuming command after Captain Saunders had been killed. She ran alongside one of her opponents and attempted to board, but the other Dutch ship boarded on the other side, and she was forced to surrender with a loss of nine killed and sixteen wounded. The subsequent court martial ruled that the loss was due to the lack of men. The captain of the *Malaga Merchant*, William Sealey, was court-martialled for deserting the *St Patrick* and failing to support her. He was executed by firing squad on the quarterdeck of his own ship on 5 November.

[*London Gazette* 7 February 1666/7; *Clowes vol 2* p434;

CSPD: *Charles II February 1667*]

24 March COLCHESTER Fifth Rate

Great Yarmouth 1654; 287 tons; 83ft x 25.6ft; 28 guns

Captain Arthur Laugharne[†]

Having sailed from Barbados to scout ahead of a small squadron which was intending to attack French and Dutch colonies in the West Indies, she was off St Kitts when she sighted and chased a French warship. She overhauled her after nightfall, and after firing a broadside ran alongside and entered boarders. They met with strong resistance, as her opponent, *les Armes d'Angleterre*, formerly the British *Coventry*, had a large contingent of soldiers on board. As the fighting went on, the French ship continued to fire musketry at point-blank range into the British ship. The French ship cleared her decks of the boarders, and watched the *Colchester* drift away, having lost her mainmast, and evidently in distress. She sank during the night.

[CSPC: *America and West Indies May 1667*; Information from Frank Fox]

28 March WILLIAM Fireship

Purchased 1667; 6 guns

Captain William Rosewell

A member of Captain John Berry's small fleet in the West Indies, she was expended at Basse-Terre, St Kitts, destroying a large Dutch merchantman which had been mistaken for a 30-gun warship.

[*Clarendon vol 5 p598*]

10 May PEMBROKE Fifth Rate

Woolwich 1655; 269 tons; 81ft x 25ft; 28 guns

Captain George Legge

Foundered in Tor Bay after the *Fairfax*, 52 guns, had collided with her in the night, driving her anchor into the hull, causing the *Pembroke* to rapidly fill with water.

[*London Gazette 13 May 1667*; CSPD: *Charles II May 1667*]

10 May COMPANION Fourth Rate

Hired 1667; 30 guns

Captain John Thompson[†]

A member of the small fleet assembled under Captain John Berry which was despatched to attack Franco-Dutch forces in the Leeward Islands, the ships met the combined squadron of the enemy off the island of Nevis. As they were approaching, the *Companion* was blown up, apparently by the ignition of her own powder, after firing a gun. In addition to her nominal complement of 150 men, she had embarked 30 soldiers at Nevis, so as many as 180 men may have been killed.

[CSPC: *America and West Indies May 1667*, *Charnock vol 1, pp147-9*]

5 June ELIZABETH Fifth Rate

Deptford 1647; 475 tons; 101.6ft x 29.8ft; 32 guns

Captain John Lightfoot

She was lying in the Penobscot River, off James Town, Virginia with a large number of merchant ships assembled

for a convoy, when four Dutch warships with two fireships under the command of Abraham Crijnssen entered the bay. They were taken completely by surprise, with most of the officers and men ashore. Only token resistance could be organised before the Dutch boarded and burnt her. Eighteen merchant ships were subsequently burnt or captured by the Dutch. Captain Lightfoot was later court-martialled and found guilty of negligence, imprisoned for one year and dismissed the service.

[*The London Gazette 15 August; 19 December 1667*; CSPC: *America and West Indies June 1667*]

10-13 June: The Dutch in the Medway

With peace talks underway, as an economy measure the majority of the English fleet was laid up for the summer of 1667. The Dutch seized the opportunity and a large fleet under de Ruyter and de Witt advanced into the rivers Thames and Medway to attack the English in their own harbours. On 10 June they attacked the fort at Sheerness, driving off the small garrison and landing troops. The following day the Dutch advanced up the Medway to the protective chain across the river at Upnor, with the English scuttling ships in front of them in an attempt to block their passage.

11 June

The Dutch steadily advanced and the following ships were scuttled in the Long Reach off Mussell Bank in the Medway as blockships. In the event this tactic failed, as the Dutch were able to haul one of the scuttled vessels clear, allowing them to proceed. The upper works of the ships remained visible above the water and were set fire to by the Dutch as they left. The remains of most the vessels were sold in October 1669.

[*HCJ 31 October 1667*; *Rogers p86*; CSPD: *Charles II June 1667*]

Three fireships were scuttled under the direction of Captain William Rand at the Mussell Bank during the morning:

CONSTANT JOHN Fireship

Purchased 1665; 180 tons; 67ft x 22.6ft

JOHN and SARAH Fireship

Purchased 1666; 132 tons; 59ft x 20.6ft

UNICORN Fireship

Purchased 1666; 180 tons; 64ft x 23ft

After this was complete, it was evident that a passage was still clear, so more vessels were scuttled at the Mussell Bank.

BARBADOS MERCHANT Fireship

Purchased 1666; 223 tons; 76ft x 23.6ft

DOLPHIN Fireship

Purchased 1666; 143 tons; 64ft x 20.6ft

GOOD FORTUNE dogger

Prize 1665; 73 tons

Note: a further two vessels – the *Edward* and *Eve* ketch and *Hind* ketch – were reported to have been scuttled at the same time on the Mussel Bank but appear to have been merchant vessels. The Dutch found the *Edward* and *Eve* in shallow water, and were able to haul her clear, and open the channel.

12 June

During the early morning a further three ships were towed from Chatham to Upnor and were scuttled near the protective chain. Later that day the Dutch were able to sweep aside what resistance the disorganised English could offer and advanced past the protective chain and blockships at Upnor to attack the ships at anchor at Chatham.

MARMADUKE Fourth Rate

Prize 1652 (*Royalist Revenge*); 457 tons; 87ft x 31.5ft;
34 guns

Deliberately sunk at about 8am next to the chain, with a cable also fastened to a large merchant flyboat, the *Norway Merchant*, which was scuttled nearby. Despite these efforts, the Dutch were able to pass the blockships without difficulty. Later efforts to raise her failed and the salvaged timbers that had been recovered were ordered on 6 July 1669 to be used in repairs to the dock at Chatham, the remains of the wreck being sold on 22 September 1669 to Mr Boys.

[*Rogers pp89–90, p158*]

CHARLES V Fourth Rate

Prize 1665 (*Carolus Quintus*); 555 tons; 102ft x 32ft;
54 guns

Captain John Fortescue

Stationed at the northern end of the chain across the river at Upnor, she was attacked by two Dutch fireships. The *Charles* sank one by gunfire, but the second came alongside and set her on fire. Simultaneously she was boarded by boats' crews who drove off or captured the small crew on board. After removing the prisoners, the Dutch allowed the ship to burn out.

[*Rogers p96*]

MATTHIAS Fourth Rate

Prize 1653 (*Sint Mattheus*); 588 tons; 108ft x 32ft; 52 guns
Captain Henry Millett

Moored at the southern end of the chain in the river Medway, she was attacked by the Dutch fireship *Pro Patria* which set her on fire. She burnt fiercely before blowing up and sinking.

[*Rogers pp95–6*]

UNITY Fourth Rate

Prize 1665 (*Eendracht*); 303 tons; 95ft x 24.6ft; 42 guns

Captain Thomas Trafford

Stationed off the fort at Sheerness, with a small crew, to act as a guardship, but on the approach of the Dutch, fired one broadside and was then moved further upriver to take up position next to the chain barrier. She was attacked by the *Vrede* which gave her a broadside, ran alongside and boarded, driving off her crew, which were mainly pressed River Thames watermen. The Dutch took their prize back to Hellevoetsluis.

[*Rogers pp95–7*]

MARIA SANCTA Fourth Rate

Prize 1664 (*Sancta Maria*); 396 tons; 106ft x 26.6ft; 50 guns

Ordered to be scuttled as a blockship near the chain, whilst under the direction of the Master Attendant, John Brookes, she ran aground on a sandbank between Gillingham and Upnor before she reached her position and was abandoned. The Dutch yacht *de Brak* sent a party on board and set her on fire.

[*Rogers pp90, 99*]

PROSPEROUS Hoy

Chatham 1665; 68 tons; 50ft x 16ft

A dockyard craft, she was found by the Dutch moored near the chain and was set on fire by them.

[*Rogers p155*]

ROYAL CHARLES First Rate

Woolwich 1655 (*Naseby*); 1,258 tons; 131ft x 42.6ft;
82 guns

Laying off Gillingham, the *Royal Charles*, the pride of the English fleet, was captured. Orders had been given for her to be burnt, but this was not done, and the small party of men on board made off when a boat from the *Bescherming* came alongside. 'The Dutch did take her with a boat of nine men, who found not a man aboard her, and ... presently a man went up and struck her flag and jack.' On 18 June her captors sailed out of the Medway, past the wrecks and barriers '... they did carry her down at a time when both for wind and tide, when the best pilot in Chatham would not have undertaken it, they heeling her on one side to make her draw little water'.

[*Pepys' diary 22 June 1667*]

13 June

As the Dutch advanced past the chain, the Duke of Albermarle gave orders for ships to be cut adrift from their moorings and scuttled; most were later successfully refloated to re-enter service, but one of the great ships was too severely damaged:

VANGUARD Second Rate

Woolwich 1631; 860 tons; 112ft x 38ft; 60 guns
 Scuttled in the river Medway near the bridge at Rochester, all subsequent efforts to raise her failed, and she was broken up where she lay, explosive charges being used as late as 1669 to disperse the remains.
 [Rogers p152]

On the same day, the following ships were scuttled in the River Thames at Woolwich as blockships, along with several merchant ships. They were ordered to be raised in August 1667 and broken up:

[Tanner: *Naval Manuscripts in the Pepysian Library*]

HOUSE OF SWEEDS Third Rate

Prize 1665 (*Huis te Zwieten*); 786 tons; 111ft x 36.6ft; 70 guns

GOLDEN PHOENIX Third Rate

Prize 1665 (*Vergulde Phenix*); 113ft x 36ft; 60 guns

FORTUNE Flyboat

Prize 1666; 180 tons; 64ft x 23ft

HORSEMAN Flyboat

Prize 1665 (*de Ruiters*); 192 tons; 68ft x 23ft

WELCOME Fourth Rate

Prize 1652; 366 tons; 82ft x 29ft; 36 guns
 Scuttled in the Thames at Woolwich, she was raised in October 1667 but found to be fit only for use as a fireship.

LEICESTER Sixth Rate

Purchased 1667; 257 tons; 84ft x 24ft; 24 guns
 Scuttled in the Thames at Blackwall as a blockship

14 June

The final day of the raid on the Medway ports saw the Dutch consolidating their triumph. Those great ships they could not take away were destroyed.

ROYAL JAMES Second Rate

Woolwich 1658 (*Richard*); 1,108 tons; 124ft x 41ft; 82 guns
 Found by the Dutch lying below Chatham partly sunk in shallow water, she was set on fire and burnt to the waterline. Her remains were ordered to be raised and taken to Woolwich, but little could be salvaged, and the wreck was broken up in August 1670.

LOYAL LONDON Second Rate

Deptford 1666; 1,134 tons; 127ft x 41.9ft; 80 guns
 Also scuttled in shallow water at Chatham, she was set on fire by the fireship *Rotterdam* and burnt to the waterline. The remains were ordered to be salvaged

on 15 July 1667 and rebuilt at Deptford, although it is doubtful whether anything more than a few timbers could have been used.

ROYAL OAK Second Rate

Portsmouth 1664; 1,021 tons; 121ft x 39.10ft; 76 guns
 Like the *Loyal London*, she lay below Chatham scuttled in shallow water and was burnt by the Dutch. The remains were ordered 15 July 1667 to be raised and broken up.

[Rogers *passim*; HC: 31 October 1667; *London Gazette* 13 June 1667]

* * *

June MARY Fireship

Purchased 1667; 108 tons; 56ft x 19ft; 4 guns
 Captain John Swayne

Apparently expended during the actions against the Dutch in the Medway, exact date, time and circumstances uncertain.

[Tanner: *Naval Manuscripts in the Pepysian Library* vol 1 p284]

26 June JOSEPH Fireship

Purchased 1665; 101 tons; 55ft x 18.6ft; 4 guns
 Captain John Wyborne

A British squadron under Admiral Sir John Harman attacked the French West Indian colony in Martinique. After three days of engagement with shore batteries and anchored shipping, the *Joseph* was sent in to burn the French vessels. The *Joseph* ran alongside the enemy flagship *Lis-Couronné* and set her on fire, the blaze spreading to another three ships. The French scuttled the rest the next day when Harman appeared to be renewing the attack.

[*London Gazette* 9 September 1667]

23–26 July: Actions in the Thames Estuary

Following their successful raid on the Medway, a Dutch squadron under Lieutenant-Admiral van Nes blockaded the Thames. To counter them, a force of fireships under Sir Joseph Jordan and Sir Edward Spragge was assembled at Harwich and the Hope anchorage in the River Thames, respectively. On 23 July, the Dutch attacked the squadron off Tilbury, both sides expending fireships with little success. This was followed three days later by Jordan taking his force towards the Dutch vessels anchored off the Isle of Sheppey. This action was not successful, as several of the fireships failed to reach their targets and others were abandoned too soon to be effective. This resulted in several of the Captains being court-martialled for misconduct in action.

23 July: Action off Tilbury

The following were expended:

ALBEMARLE Fireship

Purchased 1667; 165 tons; 64ft x 22ft; 6 guns
Captain John Shelley

CAMEL Fireship

Prize 1667; 130 tons; 62ft x 10.10ft; 4 guns
Captain William Maiden

STAR Fireship

Purchased 1667; 121 tons; 54ft x 20.6ft; 4 guns
Captain Hugh Ridley

26 July: Action off the Isle of Sheppey

The following were expended:

OWNER'S ENDEAVOUR Fireship

Purchased 1667
Captain John Ward

SAINT JACOB Fireship

Purchased 1667; 276 tons; 90ft x 24ft; 4 guns
Captain George Colt

SWAN Fireship

Purchased 1667; 71 tons; 52ft x 16ft; 4 guns
Captain John Votier

VIRGINIA Fireship

Purchased 1666; 148 tons; 64ft x 20.10ft; 4 guns
Captain William Howes

Captain Howe was later court-martialled for cowardice and 'non-performance' of his duties, by failing to bring his ship into action properly and abandoning his ship too soon. He was found guilty and ordered to be executed, although later reprieved.

Note: This ship is variously listed as *Virgin*, *Virginia* and *Virginee*

[*London Gazette* 22 July, 25 July; 11 November 1667; CSPD: Charles II July 1667]

* * *

22 July HELVERSTON Third Rate

Prize 1665 (*Hilversum*); 597 tons; 103ft x 33ft; 54 guns
Having survived the attack on Chatham, she was being taken to Sheerness to act as an accommodation hulk, when she ran onto the submerged wreck of the *Norway Merchant*, which had been scuttled near the Medway chain and the stump of the mast ran through her bottom and she sank.

[CSPD: Charles II July 1667]

2 September ALLEPINE Fireship

Purchased 1666; 233 tons; 76ft x 24ft; 6 guns

Captain Andrew Ball

Ordered to Kinsale in Ireland, Captain Cowdray of the *Hardereen* reported that the *Allepine* had foundered in poor weather.

[CSPD: Charles II September 1667; TNA: ADM 10/15]

15 November SORLINGS Fifth Rate

Prize 1654 (*Royal James*); 321 tons; 86ft x 26.6ft; 22 guns

Captain Stephen Akerman

Ran aground on the Woolpack Sand off Reculver and wrecked. The *Enquiry* smack went to her aid and lifted off all 120 men onboard. By 22 November it was reported that she had broken up in the poor weather. The court-martial in December cleared the officers and crew of all blame, the 'miscarriage being solely attributed to the wilfulness, ignorance and ill grounded confidence of Aaron Johnson the pilot'.

[CSPD: Charles II November & December 1667; *London Gazette* 19 December 1667]

11 December HIND Ketch

Wivenhoe 1656; 56 tons; 41ft x 16ft; 8 guns

Captain John Withers

Returning to England from Corunna, the weather was poor which prevented any sun or star observations being made. During the night of 10 December, in strong south-east winds, fearing they were close inshore she wore round to the south. The lead-line was used constantly, but despite this precaution in the early hours went ashore on rocks to the south-west of the Scilly Isles.

[TNA: SP 29/237]

1668

March COLCHESTER Ketch

Colchester 1664; 72 tons; 48ft x 16.10ft; 8 guns

Listed by Pepys as having been 'Taken by the French; she being bound to the North-West Passage' in March 1667, which I presume to mean March 1667/1668. I can find no other reference to this. It is possible that she was intended to be part of the expedition to Hudson Bay under Pierre Esprit Radisson and Médard des Groselliers which was sponsored by Prince Rupert in early 1668 and was given to them, rather than taken as a prize, but if so, then she was never used. She apparently became the *Petit Anglais* in French service.

[Tanner: *Naval Manuscripts in the Pepsian Library* vol 1 p291; *Demerliac* vol 1 p72]

21 October PROVIDENCE Fireship

Bermondsey 1637; 304 tons; 90ft x 26ft; 6 guns

Captain Hugh Ridley

Part of the squadron under Sir Thomas Allin in the Mediterranean, she was sent to Tangier carrying released prisoners from Algiers. Unfortunately, she ran aground near Old Tangier, and being unable to be freed, she was abandoned and set on fire to prevent her being captured.

[*London Gazette* 3 December 1668]

6 December DEFIANCE Third Rate

Deptford 1666; 863 tons; 117ft x 37.3ft; 64 guns

The ship was lying 'in Ordinary' – out of commission – at Chatham when at 5 o'clock in the afternoon a fire was discovered in the steerage compartment on the lower deck, which spread rapidly and largely destroyed the ship. The Gunner, Robert Waymouth, was the senior officer in her, living on board with his wife and daughter. An enquiry found that he had allowed unguarded candles to be used below decks, which was believed to be the source of the blaze, 'trusting a girl to carry fire into his cabin'. Waymouth was subsequently ordered to be rowed from Upnor Castle to the *Charles* and then to stand for three hours on the upper deck of that ship 'with a halter around his neck and his fault writ upon his breast'. The remains of the ship were ordered on 2 March 1672 to be used as a hulk.

[TNA: SP 46/137; CSPD: *Charles II* December 1668; Pepys' *Diary* 25 March 1669]

1669

2 January OXFORD Fifth Rate

Deptford 1656; 220 tons; 72ft x 24ft; 26 guns

Captain Edward Collier

Under the control of the Governor of Jamaica, Sir Thomas Modyford, who placed the *Oxford* under the command of a privateer captain, at the disposal of Henry Morgan, who would lead a buccaneer attack on Cartagena. The ships intended for the expedition assembled in a bay at the western end of the Île à Vache off Hispaniola and a conference of war was held on board by Morgan with the captains. While they were at dinner on the quarterdeck, the *Oxford* blew up, and about 200 men were lost, with only six men and four boys being saved. The accident is supposed to have been caused by the negligence of the gunner.

[CSPC: *America and West Indies* January 1669]

1670

22 March ROE Ketch

Wivenhoe 1665; 91 tons; 50ft x 18.6ft; 8 guns

Captain Thomas Foulis

Attached to Admiral Allin's fleet in the Mediterranean, she was driven ashore and wrecked in the Canary Isles near Tenerife.

[*Tanner: Naval Manuscripts in the Pepsyan Library* vol 1 p291]

31 March SAPPHIRE Fourth Rate

Ratcliffe 1651; 442 tons; 100ft x 28.10ft; 36 guns

Captain John Pearce

Whilst cruising in the Western Mediterranean, the ship was off Cape Passero, Sicily, when a group of four ships were sighted, apparently closing, which Captain Pearce was convinced were Algerine corsairs. Despite the crew evidently being willing to fight, Pearce took the ship close inshore to avoid an engagement and then deliberately ran her aground on the coast of Sicily to the south of Messina, where she was wrecked. Pearce and his Lieutenant, Andrew Logan, were court-martialled for cowardice, and were found guilty of '... being possess with a pannick fear'. On 26 September both were executed by firing squad on board the *Dragon* at Deptford.

[*London Gazette* 15 September & 26 September 1670; CSPD *Charles II* May 1670]

22 December ORANGE Fifth Rate

Prize 1665 (*Oranjeboom*); 250 tons; 74ft x 25.3ft; 32 guns

Captain Andrew Ball†

Sailed from Leghorn (Livorno) in company with the *Dartmouth* on 15 December, to escort home a number of merchant ships, but during the night of 21/22 December, when to the north-east of Minorca, they encountered a very fierce storm during which the *Orange* disappeared. She was last seen at about 3 or 4 o'clock in the morning when she was heard firing guns before she put before the wind and was lost to sight and was presumed lost with all hands.

[CSPD: *Charles II* April 1671]

1671

3 May EAGLE Fireship

Prize 1670; 54 tons; 56ft x 13.6ft; 6 guns

Lieutenant Dominic Nugent

Part of a squadron under Sir Edward Spragge sent to the Mediterranean to tackle the continuing problem of North African corsairs. Discovering a number of Algerine ships at anchor off Bugia (modern Béjaïa)

and determined to attack them, during the night of 2/3 May Lieutenant Nugent led two fireships into the bay. Nugent left the *Eagle* to row into the harbour to discover the position of the enemy ships. The ship was fired by the crew in his absence and burned in the harbour to no effect.

[CSPD: *Charles II May 1671*; *Charnock vol 1 p326*]

3 May ROSE Fireship

Prize 1670; 112 tons; 65.6ft x 18ft; 4 guns
Masters Mate Henry Williams

The second of the fireships which were prepared to attack the Algerines at Bugia (see *Eagle* above); the vessel was prematurely burnt, apparently when a drunken gunner fired a pistol, setting off a powder explosion.

[CSPD: *Charles II May 1671*]

8 May LITTLE VICTORY Fireship

Chatham 1665; 245 tons; 80ft x 24ft; 6 guns
Captain Leonard Harris

In a repeat of the attack on the corsairs' harbour at Bugia, Sir Edward Spragge sent in his last remaining fireship, the *Little Victory*, which had been lightened so that she drew only 8ft of water. During the afternoon supported by the fire of the *Mary*, the *Dragon* and *Revenge*, the boats of the squadron cut through a boom laid across the harbour's mouth and the *Little Victory* was successfully laid alongside the tightly-packed Algerine ships, seven of which were burnt. Harris was severely wounded in the action.

[HMC *Dartmouth 3 pp5-6*; CSPD: *Charles II May 1671*]

7 July MILFORD Fifth Rate

Wivenhoe 1654 (*Fagons*); 262 tons; 82ft x 24.6ft; 28 guns
Captain John Shelley

Lying at Port Mahon, Menorca, it was decided to dry the bread room, and lighted coals were placed in a copper kettle or container and were left unattended in the compartment. Within 30 minutes smoke was filling the lower deck and despite managing to remove the kettle and a lighted candle, the smoke became thicker, and it was clear that the bread room had caught fire. Efforts to tackle the fire failed and eventually cables were cut, and she was carried before the wind until she ran aground where she was allowed to burn out. Several explosions completed her end, scattering debris, with three of her guns being blown ashore. A court martial cleared the Captain of any responsibility for the loss, which was blamed on the lack of tinning in the bread room and the carelessness of those lighting the coals. They were ordered to be flogged around the fleet, each man receiving three lashes by the side of every ship riding in the harbour.

Note: Pepys' Register of Ships wrongly places the loss in July 1673, an error copied by others.

[CSPD: *Charles II July 1671*]

1672

5 May FRENCH VICTORY Fifth Rate

Prize 1666 (*la Victoire*); 393 tons; 88ft x 29ft; 38 guns

Captain John Fletcher

Sailed from the Nore on 2 May to join the fleet, having been delayed by the absence of Captain Fletcher, and then loitered to await her longboat to rejoin, which had been sent away to collect the wives of Captain Fletcher and other officers. They then sailed, making for the Downs, and during the evening of 4 May saw a number of ships which they assumed were the English fleet. They brought to under mainsail and in the early morning found themselves close to the ships, which were then discovered to be Dutch. They hastily made sail but was pursued by three large Dutch warships. One of them, the *Zeelandia*, 44 guns, soon overhauled her, firing 10 or so shots, at which the *French Victory* surrendered without offering any resistance. Pepys noted that Fletcher had '... lost his ship and fled his trial'.

[CSPD: *Charles II May 1672*; Tanner: *Naval Manuscripts in the Pepsian Library vol 1 p350*]

28 May: The Battle of Solebay

The combined Anglo-French fleets commanded by the Duke of York were at anchor in Sole Bay, off Southwold, taking in stores and water, when the Dutch fleet under de Ruyter approached and attacked, taking them by surprise. Fortunately for the allies, the winds were light, which prevented the Dutch from fully pressing home their attack and enabled the combined fleets to leave the anchorage, albeit in separate bodies. The consequent battle was a close and confused action which lasted until the wind shifted to give the English the weather gage, at which the Dutch retired.

ROYAL JAMES First Rate

Portsmouth 1671; 1,416 tons; 132.6ft x 44.10ft; 100 guns

Captain Richard Haddock

Flagship of the Earl of Sandwich during the action, the *Royal James* became fiercely engaged with the Dutch, who sent two fireships to close her, but the first was sunk, the other disabled. About 30 minutes after this incident the *Groot Hollandia*, 60 guns, ran aboard her, to lay athwart the bows, where she could rake the *James* with impunity and casualties steadily mounted from the constant fire. Seeing that she was unable to manoeuvre, other Dutch ships took the opportunity to close and fire into the *Royal James*. The *Dolfijn*, 80, flagship of Lieutenant-Admiral van Ghent, ranged along her starboard side and fired with such ferocity that most of *Royal James's* upper deck guns were disabled and gun crews killed or wounded. Realising that she was being carried by the tide, in order to free herself, Captain Haddock ordered the ship to be

anchored by the stern. This had the desired effect and the *Groot Hollandia* drifted away on the current. However, before Haddock could get underway again, the ship was attacked by a third Dutch ship, the *Olifant*, 82, which covered the approach of a fireship. The *Royal James* could not clear the fireship which successfully grappled her and set her alight. Boats were sent to rescue the survivors but many of her complement, including the Earl of Sandwich, died.

[Anderson: *Journals and Narratives* pp 165–7; CSPD: *Charles II May 1672*]

The following fireships were lost during the action:

ALICE and FRANCIS Fireship

Purchased 1672; 266 tons; 76ft x 25.8ft; 6 guns

Captain Ezekiel Yennis†

The fireship had stood by the *Royal James* until Captain Yennis was killed and she then bore away into the Dutch fleet and was lost.

[Anderson: *Journals and Narratives* pp 167–8]

ANN and JUDITH Fireship

Purchased 1672; 264 tons; 76.6ft x 25.6ft; 6 guns

Captain Joseph Harris

Captain Harris attempted to attack the Dutch flagship, *de Zeven Provinciën*, and despite a fierce barrage managed to lay his ship alongside, despite his fore yard and rigging being shot to pieces. Unfortunately, they could not secure a hold and Dutch boats cut the ship free before it could damage her opponent, and she drifted away to burn out. Five men were killed.

[Anderson: *Journals and Narratives* p 175]

BANTAM Fireship

Purchased 1672; 276 tons; 75ft x 26.3ft; 6 guns

Captain Henry Pattison†

The *Bantam* attempted to close the enemy, but the Dutch, ‘... perceiving what she was, paid her so, that she sank’.

[Anderson: *Journals and Narratives* p 180]

FOUNTAIN Fireship

Prize 1664; 371 tons; 88ft x 28.2ft; 8 guns

Captain Robert Stout

Ordered to close the enemy fleet, as she did so, she came under heavy fire and was burnt prematurely after being repeatedly hit before she could reach her target.

[Anderson: *Journals and Narratives* p 180]

KATHERINE Fireship

Purchased 1672; 230 tons; 73ft x 24.4ft; 6 guns

Captain Thomas Andrews

Directed to attack the *Eendracht*, 76 guns, she managed to run alongside but under constant heavy fire she sank

by the side of the Dutch ship without being able to set her on fire.

[Anderson: *Journals and Narratives* p300]

* * *

June HOPE Hoy

Prize 1666; 46 tons; 41ft x 14.6ft; 4 guns

Listed by Pepys as being recaptured by the Dutch in this month – no further details found.

[Tanner: *Naval Manuscripts in the Pepysian Library* vol 1 p288]

28 July PORTSMOUTH Sloop

Portsmouth 1667; 42 tons; 40ft x 14ft; 4 guns

Captain Edward Pearce

Detached from the main fleet on 24 July to proceed to the Thames Estuary, they made little progress due to contrary winds and fog, and then encountered the main Dutch fleet. Steering south to escape this threat, they soon sighted the spires of Ostend and anchored in shallow water. On seeing two strange ships approaching, the sloop weighed and made sail to the west, pursued by the strangers. They soon overhauled her, and the sloop surrendered after they fired a volley of small shot and were preparing to board. Her captors were privateers from Flushing, one of 28 guns, the other of 16.

[CSPD: *Charles II September 1672*]

16 September TULIP Sloop

Deptford 1672; 22 tons; 43ft x 10ft; 2 guns

Master Thomas Frizell

Sailed from Great Yarmouth with despatches for the fleet, she worked her way southward and it was after nightfall, when she was off Orford Ness, that she became aware of a ship approaching. Mr Frizell hailed her but received no reply until the stranger fired a broadside into her. The sloop returned fire with muskets, but the stranger ran alongside and entered a large number of boarders. After a brief struggle, the sloop surrendered. Her captor was a Dutch privateer from Zeeland.

[CSPD: *Charles II September 1672*]

5 October THOMAS and GEORGE Fireship

Purchased 1672; 245 tons; 72ft x 25.3ft; 6 guns

Captain Theophilus Scott

Listed by Pepys as having been ‘cast away’ in this month, but no further details have been found. Her pay book was closed on 5 October, which is indicative of a date.

[Tanner: *Naval Manuscripts in the Pepysian Library* vol 1 p286; TNA:ADM 33/128]

15 October KENT Fourth Rate

Deptford 1652 (*Kentish*); 601 tons; 107ft x 32.6ft; 46 guns
 Captain John Wood

In thick weather at about 10 o'clock in the morning she ran aground on the Leman and Ower sandbank off the north Norfolk coast. The rudder was unshipped, and the constant pounding on the ground in the surf broke her back. During the evening she started to break up and with the water up to the gun deck, the crew started leaving her. Captain Wood was one of the first to leave. Abandoning nearly 200 men, he took the pinnace with 10 men and successfully reached the shore in Lincolnshire. Some of those left behind built rafts, one of which was picked up by the *Antelope* and another two were washed ashore near Winterton. Wreckage came ashore over a wide distance along the north Norfolk and Lincolnshire coasts. Six days after she ran aground the last survivors were taken off the wreck by Captain Direchst of the Dutch privateer *Geeldseer*, who intended to put them ashore at Yarmouth, but on his way was captured, but he was rewarded with a payment of £140. Captain Wood and the pilot were deemed responsible and were ordered to be committed to the Marshalsea Prison, the pilot protesting that he had only been engaged to negotiate the Thames Estuary whilst Captain Wood was accused of overriding the advice of the pilot and master and had ignored their warnings.

[CSPD: *Charles II October & November 1672*]

18 November FORESTER Fifth Rate

Lydney 1657; 266 tons; 80ft x 25ft; 28 guns
 Captain Robert Stout

Laying at anchor off Leghorn (Livorno), Captain Stout went ashore to supervise the loading of provisions. He had hardly landed when the town was shaken by a massive explosion and the ship could be seen to be on fire. Boats quickly went to the scene and picked up several survivors, including the Lieutenant and Gunner. No cause was found for the disaster.

[CSPD: *Charles II January 1673*]

November (?) SWALLOW Sloop

Deptford 1672; 68 tons; 50ft x 16ft; 2 guns
 Captain Isaac Gilding (?)

Vaguely listed by Pepys as being 'cast away at sea 1673', but no details have been found. Captain Gilding was certainly in command in October 1672, but was appointed to a new command in February 1673, which perhaps indicates that she had already been lost by then. The *Swallow's* pay book was closed 18 November 1672 which is suggestive of a date, and I can find no mention of her after this.

[Tanner: *Naval Manuscripts in the Pepsyan Library vol 1 p292*; TNA:ADM.33/128]

1673

17 February SUCCESS Fireship

Purchased 1672; 127 tons; 51ft x 21.8ft; 6 guns

Captain John Rice

Driven from her anchorage off Sheerness in a strong south-westerly gale and stranded on a sandbank. In efforts to keep her upright, the mainmast was cut away, and as it fell it carried away her mizzen mast. Several holes were cut in the bilges to allow the water to escape, but she settled, and soon the water was '... as high within as without'. She lay on the bank for two days before she was refloated but on survey was found to be damaged so badly, that she was condemned on 23 March.

[CSPD: *Charles II February 1673*]

17 April EAGLE Fireship

Purchased 1672; 208 tons; 74ft x 23ft; 6 guns

Captain Richard Keigwin

Part of a small squadron that sailed from the Downs 15 January under the command of Captain Richard Munden bound for the island of St Helena, she foundered in the Atlantic.

[Tanner: *Naval Manuscripts in the Pepsyan Library vol 1 p282*]

11 May ORANGE TREE Fireship

Purchased 1672; 159 tons; 68ft x 21ft; 6 guns

Captain John Johnson

Accidentally caught fire and burnt out in the early hours of the morning, whilst lying at anchor with the fleet off Rye.

[CSPD *Charles II May 1673*]

28 May: First Battle of Schooneveld

The Dutch fleet under de Ruyter clashed with the combined Anglo-French fleets off the Dutch coast amongst the sandbanks in the Schooneveld channel off Walcheren. The allies closed on the anchored Dutch who weighed and prepared to meet them but with only part of the allied fleet getting into action, the resulting battle was indecisive.

[*London Gazette 29 May 1673*; Tanner: *Naval Manuscripts in the Pepsyan Library vol 1 pp284, 286*]

The following were burnt in action against the Dutch fleet, but without achieving success:

PROVIDENCE Fireship

Purchased 1672; 180 tons; 67ft x 22.6ft; 6 guns

Captain William Andrews

RACHEL Fireship

Purchased 1672; 134 tons; 60ft x 20.6ft; 6 guns
 Captain John Kelsey

SAMUEL and ANNE Fireship

Purchased 1672; 243 tons; 73.3ft x 25ft; 6 guns
 Captain Richard Haddock

On closing with the Dutch fleet, ‘... they shot his masts around his ears’ before he could tackle his target.

[*Thompson p19*]

4 June: Second Battle of Schooneveld

After the inconclusive fighting of 28 May, the rival fleets remained close to each other, and after the weather cleared the Dutch closed to renew the action. The battle again proved indecisive, with the allies coming into action in a confused manner, the Dutch keeping at long range.

Two ships were burnt in action:

ORANGE PRIZE Fireship

Prize 1672; 194 tons; 69ft x 23ft; 6 guns
 Captain Francis Turner

WELCOME Fireship

Prize 1652; 366 tons; 82ft x 29ft; 6 guns
 Captain Abraham Goodhart†

[*Tanner: Naval Manuscripts in the Pepsyian Library vol 1 pp284, 286*]

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17 July ALGIER Fifth Rate

Prize 1670; 344 tons; 82.6ft x 28ft; 26 guns
 Captain Thomas Knevitt

Steering along the Swin channel in the Thames Estuary, she was under the command of Captain Knevitt for the passage, as no river pilot was available. Knevitt took her close to visible shallows and then ordered a course which, combined with the tide and wind, took her onto the Black Tail bank at the Nore, despite the *Emsworth* sloop being stationed nearby to warn ships of dangerous waters. The subsequent pounding that she took as she lay on the bank broke her back and she was lost. At a court martial Knevitt was found guilty of negligence and was dismissed the service and ordered to serve one year in the Marshalsea Prison. The Master, Richard Kingston, who had left the deck and failed to order the constant use of the lead-line, was sentenced to six months in prison and loss of half his pay. Seaman George Trist, who had taken the opportunity to desert, was ordered to be ducked three times from the main yard of the *Phoenix*.

[*TNA:ADM.106/283;ADM.106/284*]

26 July HART Dogger

Prize 1672; 73 tons; 45ft x 17.6ft; 6 guns
 Captain John Norwood

Cruising in the North Sea, she stood over to the Texel to gain intelligence of the strength and position of any Dutch warships. On 25 July she ran along the shore and sighted four large ships, but when one of them was seen to be getting underway in pursuit she was forced to stand off, heaving some ballast overboard to lighten the ship and cutting away her boat to escape. The dogger outpaced her pursuer, but then sighted a further two ships closing from seaward, forcing another change of course, but with nightfall she again lost her pursuers. The following day ‘a small frigatt’ was seen to windward and Norwood determined to engage. Unfortunately, as they altered course the topmast was carried away, which caused some confusion with the sail and rigging coming down onto the deck. When this was cleared the stranger was close by them and there was an exchange of broadsides, before the enemy ran under their lee quarter and fired repeatedly into them with small arms, causing several casualties. They tried to make sail away but were pursued and surrendered when a boat full of the enemy came alongside, the men refusing to fight anymore, running down into the hold.

[*TNA:ADM.106/285*]

7 August GOLDEN HAND Fireship

Prize 1665; 287 tons; 90ft x 24.6ft; 6 guns
 Captain William Mather

Attached to the main fleet, she foundered in poor weather whilst laying at anchor off Terschelling

[*TNA:ADM.8/1; Tanner: Journals and Narratives of the Third Dutch War p330*]

8 August HARD BARGAIN Dogger

Prize 1672; 73 tons; 45ft x 17.6ft; 6 guns
 Captain Thomas White

Listed as being recaptured by the Dutch in the North Sea; no further details found.

[*TNA:ADM.8/1; Tanner: Naval Manuscripts in the Pepsyian Library vol 1 p280; vol 2 p28*]

10 August MARIGOLD Fireship

Purchased 1673; 109 tons; 57ft x 19ft; 4 guns
 Captain John Rice

Part of the fleet under Prince Rupert, she was abandoned during the forenoon as unseaworthy and allowed to sink in the North Sea off Texel.

[*Anderson: Journals and Narratives p353*]

11 August: The Battle of the Texel

The final fleet battle of the Dutch Wars was fought in the shallow waters off the Dutch coast. The Dutch under de Ruyter outmanoeuvred the Anglo-French

fleet to gain the weather gage and then closed to start the fighting. The allies came about to regain the wind and the fighting became general and fierce, with the squadrons separating, the French contingent hardly participating. The fleets eventually fell apart with the allies steering for home, leaving the scene to de Ruyter.

The following were either sunk or foundered during the action:

DOLPHIN Sloop

Deptford 1673; 60 tons; 54ft x 14.6ft; 2 guns

Captain William Orchard

[*Tanner: Naval Manuscripts in the Pepsyan Library vol 1 p292*]

HENRIETTA Yacht

Woolwich 1663; 104 tons; 52ft x 19.5ft; 8 guns

Captain Thomas Guy

During the morning she was struck by two shots, one forward, the other abaft, under the waterline, and she soon filled and sank, all the crew managing to escape to the *John's Advice*.

[*CSPD: Charles II August 1673*]

ROE Dogger

Prize 1672; 73 tons; 45ft x 17.6ft; 6 guns

Captain Joseph Symonds

Hit by several shots and sank, the crew being rescued by the *St Andrew*.

[*TNA:ADM.106/285*]

ROSE Dogger

Prize 1672; 73 tons; 45ft x 17.6ft; 6 guns

Captain Ralph Wrenn

[*Tanner: Naval Manuscripts in the Pepsyan Library vol 1 p280*]

Both sides expended numerous fireships in efforts to disrupt the enemy, but with little success, the Dutch claimed that '... the enemy spent 9 or 10, several of which our shallops took or forced them to set themselves on fire' (*London Gazette 18 August 1673*)

BLESSING Fireship

Purchased 1673; 109 tons; 57ft x 19ft; 4 guns

Captain William Andrews†

FRIENDSHIP Fireship

Purchased 1673; 180 tons; 64ft x 23ft; 4 guns

Captain John Kelsey†

HOPEWELL Fireship

Purchased 1672; 242 tons; 70ft x 25.6ft; 4 guns

Captain Henry Fitton

KATHERINE Fireship

Purchased 1672; 294 tons; 76ft x 27ft; 4 guns

Captain John Votier

(Saint) LAWRENCE Fireship

Purchased 1672; 154 tons; 60ft x 22ft; 4 guns

Captain John Cooke

LEOPARD Fireship

Purchased 1672; 220 tons; 68ft x 25ft; 4 guns

Captain Matthias Bird

Attended the *Triumph*, she was disabled after having her main topmast and foremast shot away and having several shot in the hull. She drifted out of the allied line and was then boarded from two Dutch pinnaces. The crew were removed, and she was then set on fire.

[*TNA:ADM.106/285*]

PEARL Fireship

Purchased 1673; 162 tons; 63ft x 22ft; 4 guns

Captain William Booth

PRUDENT MARY Fireship

Purchased 1673; 295 tons; 76ft x 27ft; 4 guns

Captain Christopher Billop

Attempted to close the *Olifant*, 82 guns, but was intercepted by a Dutch fireship and the pair burnt together.

[*Anderson: Journals and Narratives p360*]

SOCIETY Fireship

Purchased 1673; 318 tons; 82ft x 27ft; 4 guns

Captain Robert Washburne

SUPPLY Fireship

Purchased 1672; 230 tons; 73ft x 24.4ft; 4 guns

Captain Henry Williams

TRUELOVE Fireship

Prize 1647 (Royalist *Katherine*); 102 tons; 59ft x 18ft;

4 guns

Captain Peter Bonamy

Attended the *Charles* in the engagement, her masts were shot away and after several shot struck her below the waterline, she foundered.

[*TNA:ADM.106/285*]

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17 August KATHERINE Yacht

Deptford 1661; 94 tons; 49ft x 19ft; 8 guns

Captain Thomas Lovell

Ordered to join the main fleet in the North Sea, she sailed from the Thames Estuary on 14 August and steered north towards Great Yarmouth. The weather

was poor with regular rain squalls, and she spent some time laid-to. During the evening of 16 August, she spied a large number of ships, but realising that they were the enemy, she quickly made sail to escape. The following morning with the wind to the north-west, a ship was seen to be in pursuit, and she made sail away, and initially made for another ship that was in sight, believed to be English, but as they closed, they saw 'a Hollands insignia' and were forced to alter away, steering as close to the wind as they could. The pursuers continued the chase. Water butts were emptied, and the anchor cut away in efforts to lighten her, but she could not shake off her pursuers and at 4 o'clock in the afternoon, land was seen ahead. She tried tacking round to the north-east but was forced further inshore until they were in 8 fathoms of water, and she surrendered to the *Schiedam*, 24 guns, and was taken into Amsterdam.

[TNA:ADM.106/284;ADM.106/287; *London Gazette* 25 August 1673]

22 August **BENJAMIN** Fireship

Purchased 1673; 130 tons; 57ft x 20.9ft; 4 guns
Captain John Polea

The fireship was forced from her anchors off Great Yarmouth in poor weather when the *Swiftsure* drove on board her, and she lay-to under her main course as the wind increased from the south-west. The wind shifted round to the north in the early hours and morning found her detached from the fleet. At noon, an 18-gun Dutch privateer closed, and she surrendered without resistance, and was taken into Rotterdam.

[TNA:ADM.106/285]

19 September **FAIRFAX** Third Rate

Chatham 1653; 785 tons; 120ft x 35.2ft; 72 guns
Captain Dominic Nugent

With the ship underway in the Thames Estuary, as she altered course, she ran hard aground on the north shore of the river, about 1½ miles from Grays. Men from the dockyard at Woolwich attended the scene but could do little as the tide left her and although she heeled over, she was reported as remaining dry and stable. At the next high tide, she righted herself but efforts to free her failed. At the next low tide, it was clear that she was suffering from the weight of guns and stores on board, as several planks and timbers gave way. Work started to lighten her, taking off guns and stores and striking yards and topmasts, but with the next high tide she filled with water, and this became worse with every tide. Despite the difficulties the salvage efforts continued and eventually on 5 October she was floated off and taken to the dockyard, but on survey was found to be so irreparably damaged that she was not put back into service but converted to a hulk. At a court martial held in November 1673 it was found that the commanding

officer was not on board, having left the ship in charge of the lesser officers. Nugent was found guilty of being absent without permission and was dismissed his ship.
[TNA:ADM.106/286;ADM.106/290]

21 September **CUTTER** Sloop

Portsmouth 1673; 46 tons; 60ft x 12ft; 2 guns
Captain John Harris

Riding at anchor off Dover, on 16 September she was driven from her moorings in strong winds, but she managed to re-anchor off Deal. The weather remained poor, with limited visibility, the nearby land often being obscured. During the night of the 21st the wind increased to a full gale and when the anchor cable parted, she was driven onto the shore near Sandown castle. Sir John Holmes, commander of ships in the Downs, made efforts to haul her off, but failed, the weather remaining poor, and she was written off as a wreck on 26 September.

[TNA:ADM.106/286;ADM.106/287]

(26) September **FLY** Dogger

Prize 1672; 73 tons; 45ft x 17.6ft; 6 guns
Master Edmund Whiteside

Listed by Pepys as being 'Cast away, September' but with no further details. Her books were closed on 26 September, which is suggestive of a date.

[Tanner: *Naval Manuscripts in the Pepsyian Library vol 1* p280;TNA:ADM.33/91]

16 October **PORTSMOUTH** Pink

Portsmouth 1667; 42 tons; 40ft x 14ft; 4 guns
Captain Thomas Binning

Whilst engaged in fishery protection duties off Great Yarmouth, she was captured by a Dutch privateer and taken into Amsterdam.

[TNA:ADM.106/288;Tanner: *Naval Manuscripts in the Pepsyian Library vol 1* p292; CSPD: *Charles II December 1675*]

29 October **SWAN** Smack

Harwich 1666; 24 tons; 36ft x 11.3ft
Master Isaac Patten

After joining a westbound convoy through the English Channel bound for Portsmouth, she had difficulty in keeping up with the other ships, and in bearing sail to keep company, the crossjack yard broke and the smack fell astern. They were off Shoreham when at 8 o'clock in the morning a Dutch privateer ran alongside and captured them. The convoy escort, the *Falcon*, 36 guns, pursued the pair, but was forced to give over the chase after she lost her foretopmast.

[TNA:ADM.106/289;ADM.106/290]