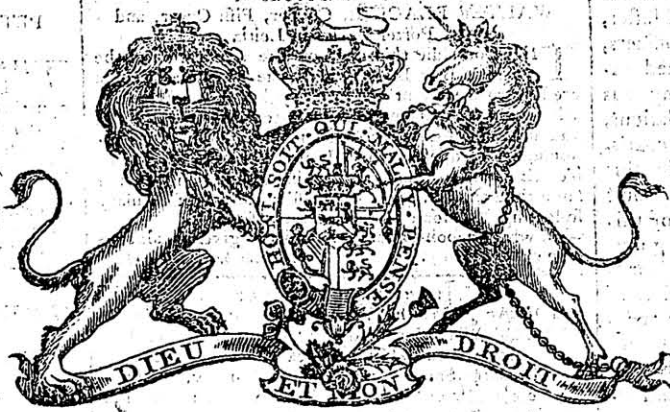


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# Edinburgh Gazette.

Published by Authority.

FROM TUESDAY, NOVEMBER 20. TO FRIDAY, NOVEMBER 23. 1804.

WHITEHALL—Nov. 20. 1804.

The King has been pleased to appoint CHARLES HOPE, Esq. late his Majesty's Advocate of Scotland, to be his Majesty's Justice Clerk in Scotland, in the room of Sir DAVID RAE, of Eskgrove, Bart. deceased.

The King has also been pleased to appoint Sir JAMES MONTGOMERY, of Stanhope, Bart. Advocate and Prefenter of Signatures, to be his Majesty's Advocate in Scotland, in the room of CHARLES HOPE, Esq.

ADMIRALTY-OFFICE—Nov. 20. 1804.

Copy of a letter from Captain Hancock, of his Majesty's sloop the *Cruizer*, to William Marsden, Esq. dated in Yarmouth Roads the 17th inst.

SIR,  
I herewith enclose, for the information of my Lords Commissioners of the Admiralty, my letter of this day's date to Lord Keith, acquainting him with my having captured the French brig privateer *Le Contre Amiral Magon*, commanded by Captain Blackeman, from Dunkirk.

I have the honour to be, &c.  
JOHN HANCOCK.

Cruizer at Sea, off Yarmouth, Ten A. M.  
MY LORD, October 17. 1804.

I have the honour to acquaint your Lordship, that being last night, at nine P. M. with his Majesty's sloop under my command, and the gun-brigs *Bold* and *Ann*, and *Florence* cutter, close in with Ostend, in five fathoms water, which station I had taken from the moment the wind came to the eastward, to follow with every possible efficacy and energy your Lordship's instructions in the important duty entrusted to me, of watching the enemy's movements at that port and Flushing, we observed a strange sail standing in shore, which, on discovering us, wore and made all

fail, steering at first with the wind abaft the beam; we immediately made all sail in chase, which continued during the whole night, in which the stranger displayed much skill and ability in all his manœuvres, and tried us on every point of sailing, with various success; he sometimes gaining on us, and we in our turn nearing him, till five A. M. in which time (eight hours) we had run ninety-seven miles, by the log: During the latter part of the chase the wind freshened considerably; but this gave us not the advantage I expected, as he preserved his distance till a quarter before five A. M. when both his topmasts went away; he then attempted a masterly manœuvre to escape, which the haze, the darkness of the morning, and the lee tide, gave him a fair prospect of succeeding in, by clearing up his remaining sails, and coming instantly to an anchor, although in twenty-five fathoms water, in hopes we should either pass him unperceived, or get to leeward. Although I was not aware, to the full extent, of this accident and manœuvre, I never lost sight of him; and at the time it happened I observed we were nearing him so very fast, that I had begun to reduce the sail; but, as we were going then more than eleven knots, I had but a few minutes time before I was up with him, and the wind blowing so fresh as to risk the loss of all our masts, if I attempted to haul to wind with the sail I had then set, I was under the necessity of passing him, which I did, however, within hail, and to windward, and not receiving any answer, except that he was from Philadelphia, in bad English, I ordered three guns to be fired into him. I then plainly discovered him to be a large armed brig with nine ports on a side; having in a few minutes taken two reefs in the topsails, and cleared the decks of

wrecked spars, and split sails, we tacked, and ranged up within ten yards of his lee-quarter, he having cut his cable, and again attempted to make sail, when, just as I was on the point of hailing him preparatory to giving him our broadside, he called out and begged us not to fire, as he had struck.

On boarding him I was pleased to find my opinion confirmed that I had captured Captain Blanckman, so well known during the late and present wars in these seas, having received information he was at sea in a brig. The vessel he commanded proved to be *Le Contre Amiral Magon* French privateer brig, quite new, this being her first cruise, pierced for eighteen, and mounting seventeen guns of different calibres, viz. fourteen long six-pounders, two eighteen-pound caronades, and one long nine-pounder, and manned with eighty-four men, French, Danes, Swedes, and Americans; had been out from Dunkirk eighteen days, and had captured, during his cruise, the ship *Belifarius*, of Newcastle, Matthew Hunter master, on the 3d instant, off Tynemouth; the brig *Scipio*, Richard Robertson master, and the *Content's Increase*, George Bell master, both laden with coals, off Foley Bridge, on the 10th instant; the two former were immediately dispatched for Dunkirk, but the latter was recaptured about two hours after by an English man of war brig; she was proceeding for Dunkirk or Ostend, and had been laying-to for some hours in the evening, waiting for water to cross the Bank, and, I apprehend, little expected to find English-cruisers within the Stroom-Sand. The brigs and cutters in company who have bore up with the *Cruizer* in chase were run out of sight by twelve A. M.

I beg to recommend to your Lordship's notice

PRICE 6d.

