



# Edinburgh Gazette.

PUBLISHED BY AUTHORITY.

FROM FRIDAY, SEPTEMBER 22, to TUESDAY, SEPTEMBER 26, 1809.

ADMIRALTY-OFFICE, SEPTEMBER 19, 1809.

Copy of a Letter from Vice-Admiral Sir JOHN BORLASE WARREN, Bart. and K. B. Commander in Chief of his Majesty's Ships and Vessels on the Coast of North America, to the Honourable WILLIAM WELLESLEY POLE, dated at Halifax, the 14th August 1809.

SIR,

I have the honour to inclose, for their Lordships information, the copy of a letter from Captain Mounsey, who arrived here on the 1st instant, in La Bonne Citoyenne, with La Furieuse French frigate her prize, having struck to the British colours, after an action of six hours and fifty minutes, an event which has added fresh lustre to his Majesty's arms, and will, I trust, entitle the officers and ship's company of La Bonne Citoyenne to their Lordships favour.

I have the honour to be, &c.

(Signed) JOHN B. WARREN.

*His Majesty's Sloop Bonne Citoyenne,  
Halifax, 1st August 1809.*

SIR,

I have the honour to acquaint you, for the information of my Lords Commissioners of the Admiralty, that on the 18th day of June, having sailed from Spithead in company with his Majesty's ship Inflexible, and the Quebec trade, on the 2d of July, in latitude forty-four degrees north, longitude twenty-seven degrees west, I had the misfortune to lose sight of the convoy in reconnoitring a strange suspicious sail astern, and by traversing between the parallels of 43 and 44 degrees north, edging to the westward in proportion to the distance I supposed they would sail with such winds, in order to regain the fleet, I had the good fortune, on the 5th, at three P. M. in latitude forty-three degrees forty-one minutes north, and longitude thirty-four west, to fall in with a French frigate in the act of taking possession of a large English merchant ship,

which they shortly relinquished on our approach, and steered to the northward under a press of sail. Finding they did not answer the private signal, I immediately bore up in pursuit, and, after a chase of eighteen hours, at twenty-five minutes past nine A. M. on the 6th, had the satisfaction to lay his Majesty's sloop alongside within pistol-shot of the enemy, who had brought to to engage us.

A brisk cannonade with round and grape immediately commenced, and the combat continued with unabated fury, gradually closing until sixteen minutes past four P. M. when our powder being nearly all expended, I determined to carry her by boarding with all hands, and at the instant of laying her aboard for that purpose, they called out they had surrendered, and struck their colours to his Majesty's sloop. Thus ended a conflict obstinately maintained for six hours and fifty minutes, during which the enemy fired away more than seventy broadsides, whilst his Majesty's sloop not less sparing, discharged one hundred and twenty-nine destructive broadsides, alternately from the starboard and larboard sides, as circumstances would permit me to change her position with advantage, so as to avoid the necessity of slackening our fire from the guns being over-heated, three of which were dismounted and rendered useless early in the action.

She proved to be La Furieuse, a French frigate of the largest class, that escaped from the Saintes on 1st April, commanded by Captain Le Marant Ker Daniel, pierced for forty-eight guns, but having only twelve forty-two pound carronades and two long twenty-four pounders on the main deck, with six of smaller calibre; forty soldiers at small arms, her full proportion of officers, and a complement of two hundred men, besides the the colonel, two lieutenants, and a detachment of the 66th regiment of the line; partly loaded with sugar and coffee, and sailed from Basse Ter-

re the 14th June, bound to France; is seven years old, and sails very fast.

After a hard contested action a most arduous duty still remained to be performed. On taking possession, we found the frigate in a most perilous state, with fourteen shot-holes between wind and water, and five feet water in her hold; her topmast, and all her yards (except the cross-jack and sprit sail) shot away, and her lower masts so badly wounded as to render it almost impossible to prevent them from falling, with more than seventy men killed and wounded, whilst his Majesty's sloop was reduced to a mere wreck, having all her lower masts badly wounded in several places, as well as the fore and main topmasts and mizen topmast shot away, nearly all the standing and every part of the running rigging, sails, boats, &c. cut to pieces. After securing the prisoners, (the weather being very favourable during the night), by the exertions of Mr. Sandom, second lieutenant, and Mr. Atwater, the carpenter, several of the most dangerous shot-holes were stopped, so as to enable them to keep the ship free: but all their efforts to save her masts proved ineffectual, as the main and mizen masts went over board the next day, leaving the bare foremast standing, wounded in three places.

The indefatigable exertions of every officer and man in the Bonne Citoyenne in fishing and securing her masts, so as to be able to take the frigate in tow, and surmounting every other difficulty, merits my warmest praise and admiration; and I feel highly gratified in reporting to their Lordships, that nothing could exceed the animated zeal and unwearied intrepidity of the officers, seamen, and royal marines, whom I have the honour to command, in a contest with an enemy apparently of so great a superiority of force; and I beg particularly to mention the able assistance that I received from Mr Symes

Price Sixpence Halfpenny.

