

dadella, to prevent reinforcements being thrown in, and anchored the Leviathan at Fournelles, landed some twelve-pounder field pieces and howitzers, the sailors drawing them up to the army, shifted my pendant to the Leviathan, and left the Argo at Addaya, ordering Capt. Bowen to continue there till all the depots were re-embarked and removed, which was effected that day. Late that evening I received information from the General, that four ships, said to be of the line, were seen between Minorca and Majorca.

In the middle of the night the General sent me another corroborating report from the look-out man, of the four ships seen being of the line. I instantly put to sea, (though one-fifth of the crews were on shore) with two ships of the line, a forty-four, and three armed transports, and stood toward Ciudadella: when at day-light the next morning, that place bearing S. E. by S. eight or nine miles, five ships were seen from the mast-head standing directly down for Ciudadella. I instantly made the signal for a general chase, when I soon observed the enemy haul their wind for Majorca; but I continued the pursuit, to prevent the possibility of their throwing in succour to Minorca; and at noon I discovered the enemy from the fore yard to be four large frigates and a sloop of war; this latter keeping her wind, I made the Argo's signal to haul after her, and Captain Bowen, by his letter of the 15th, informs me he took her at half past three that afternoon, and she proved to be his Majesty's sloop Petterell, which had been captured the preceding forenoon by the Squadron of frigates I was in chase of. For further particulars on that head I shall refer you to Captain Bowen's letter, where I am convinced you will observe with great concern the very harsh treatment the officers and crew of the Petterell met with when captured; and he has since added, that one man, who resisted the Spaniards plundering him of forty guineas, was murdered and thrown overboard. I continued the chase till eleven o'clock that night, when I was within three miles of the sternmost frigate; but finding the wind become light I feared it would draw me too far from the island of Minorca; I therefore hailed the Centaur, and directing Captain Markham to pursue the Enemy, steered directly for Ciudadella, which I made the subsequent afternoon, (the 14th) with the Calcutta and Ulysses.

The next morning (the 15th) at day break, the Argo joined us off Ciudadella. Having had no communication from the General, I sent the first lieutenant, Mr Jones, though a very hazardous night, in the ship's cutter, with a letter to the General, proposing to cannonade Ciudadella if it would facilitate his operations. In the morning of the 16th, Lieutenant Jones returned with duplicates of two letters I had previously received by Capt. Gifford, the General's aide-de-camp, acquainting me that he had summoned the town on the 14th, and that terms of capitulation were agreed upon on the 15th to surrender to his Majesty's arms. When I went on shore I signed the capitulation the General had made, on which fortunate event I most truly congratulate your Lordship. The Centaur joined, not having been so fortunate as to capture either of the Spanish frigates, though within four miles of the sternmost, Captain Markham being apprehensive the continuance of the chase would carry him to a great distance from more essential service. From the 10th in the morning, when Fort Charles was put into our possession, and Lord Mark Kerr in the Cormorant, with the Aurora, Captain Caulfield, entered the port, those ships have been employed for the defence of the harbour, guarding the prisoners; and I have the pleasure to assure your Lordship, in the performance of the various services incident to the movements I have stated, I cannot pass too high encomiums on the captains, officers, and seamen, under my command. From Captains Poulden and Prefsland, agents of transports, I received every possible assistance in their departments; and when it was necessary I should proceed to sea to bring to action a reputed superior force, they shewed great spirit and used every exertion to accompany me in their armed transports, as did Lieutenant Simmonds, the other agent in his.

I must now beg leave to mention my First Lieutenant, Mr George Jones, who, in the various and hazardous

services he had to undergo during the attack of the island, has proved highly deserving my praise; I have therefore put him to act as Commander of the Petterell, which ship I have presumed to recommission, to convey the present dispatches. There is also high merit due to my Second Lieutenant, Mr William Buchanan, whom I landed as second in command under Capt. Bowen, with more than 250 seamen; there were likewise the Leviathan's and Centaur's marines with the army, to the number of 100; but other essential service calling Capt. Bowen on board his ship, the command of the seamen devolved on Lieut. Buchanan, and, as will appear by the strongest accompanying testimony given him from the Commander in Chief of the army, he performed the services with the army with the greatest ability and exertion. I should feel myself remis, were I to close this without noticing to your Lordship the particular exertions, activity, and correctness of Lieutenant Whiston of the Constitution cutter, in the various services and messages he had to execute.

The General having signified his wish that his dispatches should be sent without delay, I have not yet been able to visit the port of Mahon, to obtain a return of the state of the dock-yard, or vessels captured in that place; but I understand from Capt. Lord Robert Mark Kerr, that there are no ships of war, and only one merchant ship of value; the particulars of which I will transmit by the earliest opportunity.—I have the honour to be, my Lord, with the highest respect, &c.

J. T. DUCKWORTH.

SIR,

Argo, at Sea, Nov. 15, 1798.

I have the honour to acquaint you, that at half past three P. M. on the 13th inst. I had the good fortune to come up with the ship that I hauled the wind after round Cape Rouge, conformable to your signal; she proved to be his Majesty's ship Petterell, in possession of Don Antonio Franco Ganerada, Second Captain of the Spanish frigate Flora, who, in company with the three others named in the margin *, captured her the day before.

These frigates had come from Carthagena, had touched at Barcelona, sailed from thence on Saturday last, bound to Mahon, with eight millions of rials on board to pay the troops.

Deeming it absolutely necessary to make the Petterell useful until your return, I took all the Spaniards out (72 in number), and gave her in charge of my first lieutenant, Mr Lyne, with a mate, two midshipmen, 30 seamen, and 12 marines, directing them to land an officer and Guide at Fournelles, with a letter for General Stuart, and to return here immediately.

I am sorry to inform you the Spaniards behaved very ill to the officers and seamen of the Petterell, having robbed and plundered them of every thing. Great part of the captains and officers clothes I have recovered. I returned off this place yesterday, but being calm I could not get near the shore.

I have the honour to be, Sir, &c. &c.

Commodore Duckworth.

JAMES BOWEN.

* Casilda, of 40 guns; Pomona, of 40; and Proserpine, of 42.

SIR,

Before Ciudadella, Nov. 18, 1798.

I have the honour to return to you and the Gentlemen employed on shore under your command, my sincere thanks for your activity, zeal, and assistance, in forwarding the light artillery of the army; neither can too much praise be given to the seamen for their friendly and cheerful exertions under very hard labour; exertions which were accompanied with a propriety of behaviour which I greatly attribute to your management, and which will ever merit my acknowledgments, and affords me the satisfaction of assuring you that I am, with sincere regard,

Yours, &c. CHA. STUART.

Lieutenant Buchannan.

A List of Stores found in the Arsenal at Port Mahon.

The keel and stern frame for a man of war brig, on the stocks, with all the timbers, and part of the clothing, all the rigging, &c.

14 gun-boats, hauled up with all their rigging in good order, but the boats very old.

13 boats from 36 to 26 feet in length, all their rigging in good order, and fit for service.