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St. James's, June 29, 1781.

THE King has been pleased to order a Writ to be issued under the Great Seal of Great Britain, for summoning Colonel Thomas Twissleton, of Broughton Castle in the County of Oxford, to Parliament, as a Baron of the Kingdom of Great Britain, by the Name, Stile and Title of Baron of Saye and Sele.

Admiralty-Office, June 30, 1781.

Extract of a Letter from Captain William Peere Williams, of His Majesty's Ship Flora, to Mr. Stephens, dated Spithead, June 27, 1781.

ON the 3d of May I sailed from Port Mahon, in Company with His Majesty's Ship Crescent, with an Intent to get through the Gut as soon as possible.

On the Morning of the 23d, at Day-light, we discovered Eight Sail of square-rigged Vessels to Windward of us: About Seven we plainly discerned they were a Spanish Squadron, consisting of a 74 Gun Ship, Four Xebecs, an Armed Ship, and Two Bombs, which we were informed a Day or Two preceding were destined for Gibraltar. At the same Time the Spanish Commodore made the Signal to chace, and bore down upon us with his whole Force. At Nine he made another Signal, and Five of his Squadron hauled up for the Spanish Shore, while he in the 74, with the Two Xebecs of 36 Guns, continued to pursue us. About Eleven one of the Xebecs got within Gun-shot of the Crescent, and a running Fire, in which His Majesty's Ship received no Damage, continued between them for upwards of Three Hours. Between Two and Three in the Afternoon, finding the Crescent closely pursued by the Xebec, and apprehensive an Accident might happen to occasion her falling into the Enemy's Hands, I shortened Sail, luffed up, and dropped with the Flora in between them, giving the latter what Guns I could bring to bear upon her; and when I judged the Crescent well out of Reach of the Enemy, I made Sail after her. I had the Misfortune to lose One Man, and the Arm of another, from their too great Eagerness in loading their Gun without spunging it. Between Four and Five the Xebec brought to, to repair some Damage she had received from the Crescent in her Masts and Rigging, and to give the Commodore, who was some Distance a-stern, an Opportunity of coming up with her. At Six they renewed the Chace; but we, altering our Course in the Night, saw nothing of them the Day following. This Event drove us back as far as Cape Palos, off which we cruized for Two Days. Meeting with nothing but Neutral Vessels, we stood over for the Barbary Shore, and, taking every Advantage of the Wind, arrived off Gibraltar the 29th. At Five in

the Morning we brought to off the Rock, to apprise General Elliot of the Spanish Squadron. I then stood over towards Ceuta, in Company with the Crescent, to make out Two large Ships we had observed at Day-break to Windward of us. Discovering them to be Dutch Frigates, we prepared our Ships for immediate Action; but the Wind increasing in the Gut to a Storm, obliged us to wait a more favourable Opportunity. At Seven in the Evening the Gale abated, and the next Morning the Sea was considerably fallen. Having kept the Enemy in Sight all Night, at Day-break we edged towards them, and at Five commenced the Action, Ship against Ship, within a Cable's Length of each other, which was continued without Intermiſſion for Two Hours and a Quarter, when our Adversary struck her Colours. She proved to be the Castor Frigate, of Rotterdam, commanded by Captain Pieter Melvill, mounting 26 Twelve and 10 Six Pounds; her Complement consisting of 230 Men.

The Action between the Crescent and Brill, a Frigate of the same Rate as the Castor, mounting 26 Twelve, 2 Sixes, and 8 Four Pounds, continued some Minutes longer; when an unlucky Shot carrying away the Main and Mizzen Masts of the Crescent, and the Wreck falling within Board, whereby her Guns were rendered useless, and the Ship ungovernable, Captain Pakenham, as you will observe by the inclosed, was reduced to the disagreeable Necessity of striking the King's Colours. Seeing her Situation, we, with great Difficulty, got our Ship's Head towards her, and by that Means prevented the Enemy taking Possession of her, who made off in the best Manner they could. Had our disabled State been such as to have permitted us to have pursued, the bad Condition of the Crescent and Castor (both which Ships made between Four and Five Feet Water an Hour) would have rendered such a Step unjustifiable.

The steady and resolute Behaviour of my Officers and Crew on this Occasion merits my warmest Praise and Admiration; and I hope will recommend them to their Lordships Favour.

It would be doing Injustice to the Merit of Captain Pakenham, his Officers, and Ship's Company, if I concluded my Letter without acknowledging they did as much as Men could do to support the Dignity of the British Flag, till that unfortunate Accident, which deprived them of every Means of Resistance, and the Success that would otherwise have attended. The Brill must have received considerable Damage from the Crescent; her Main-Mast was seen to go by the Board early in the Afternoon.

I beg you will acquaint their Lordships, that I took upon me to recommission His Majesty's Ship the Crescent, and appointed my First Lieutenant, Mr. John Bligh, to the Command of her; reinstating the Rest of the Officers; and that Lieutenant Ellery,