

their Side-Arms and Baggage; and that their Servants shall be conducted with them; and that the Troops shall not be plundered.

Answer. The Officers to be allowed one Servant each; the rest of the Article granted.

Article V. All that belongs to the King shall be carried off without Molestation.

Answer. Every Thing belonging to the King, comprehending Cannon, Arms, Ammunition, Military Chest, Provisions, and in general every Thing under the Description of King's Stores, shall be delivered up to a Commissary appointed for that Purpose.

Article VI. It shall be permitted that a Petty-ager may be sent to the Port of Truxillo, with a sufficient Passport from the Commander of His Britannick Majesty's Squadron.

Answer. A Pettyager shall be permitted to go from hence on the 8th Day of September, furnished with a proper Passport.

(Proposed by Lieutenant-Colonel Despard, as a Supplement to the above Articles.)

Article VII. All Property found at Black River, including Slaves, &c. taken from the English Inhabitants, on the Capture of that Place, shall be delivered up; that they may be restored to the proper Owners. In the above Article, Pettyagers, Crafts, Dories, &c. falling under the Description of English Property, are meant to be included.

Article VIII. The British Flag shall be hoisted on the Eastern Block-House, at Six o'Clock in the Evening of this Day, when the Garrison shall march out and pile up their Arms before the Governor's House. The Cannon, Stores, &c. Forts, Posts, &c. belonging to that Place, shall be delivered up at the same Time to Officers appointed for that Purpose.

Article IX. The Officers and Soldiers belonging to the Garrison shall not serve against His Britannick Majesty until regularly exchanged, or against any Part of the Musquito Shore during the War.

(Signed)

Edw. Marcus Despard. Don Thomas Julia,
James Lawrie.

Camp, Black River,
August 31, 1782.

Admiralty-Office, November 30, 1782.

LIEUTENANT Alexander Allen (Commander of His Majesty's Armed Transport the Royal Charlotte) arrived at this Office Yesterday with Dispatches from Vice-Admiral Sir Edward Hughes, Knight of the Bath, and Commander in Chief of His Majesty's Ships in the East Indies, of which the following are Extracts.

Extract of a Letter from Sir Edward Hughes to Mr. Stephens, dated on Board His Majesty's Ship *Superb*, at Sea, April 4, 1782.

IS AILED on the 31st of January, from Trincomalee for Madras Road, in order to get a Supply of Provisions and Stores, of both which the Ships were then in Want.

On the 8th of February I anchored in Madras Road, and the same Day received Advice from Lord Macartney, the Governor of that Place, that a French Squadron, consisting of Thirty Sail of Ships and Vessels, was at Anchor about Twenty Leagues to the Northward of that Port. In the Afternoon of the 9th, Captain Alms, in His Majesty's Ship *Monmouth*, with the *Hero*, *Isis*, and the Armed Transport *Manilla*, joined me in the Road. I continued to use all possible Diligence in getting the necessary Stores and Provisions on Board the several Ships until the 15th of February, when the Enemy's Squadron, consisting of 12 Sail of Line of Battle Ships, 6 Frigates, 8 large Transports, and 6 captured Vessels, came in Sight to the Northward, standing for Madras Road, and about Noon, the same Day, anchored about Four Miles without the Road. In the mean Time I placed His Majesty's Ships in the most advantageous Manner to defend themselves, and the other Ships in the Road with Springs on their Cables, that they might bring their Broad-sides to bear more effectually on the Enemy, should they attempt an Attack.

At Four in the Afternoon the Enemy weighed and stood to the Southward, when I immediately made the Signal to weigh, and stood after them, having received on Board a Detachment of 300 Officers and Men of His Majesty's 98th Regiment, who were distributed to the Ships of the Squadron that were the worst manned. I stood with the Squadron, as per Margin,* to the Southward all that Night under an easy Sail, and in the Morning, at Day-Light, found the Enemy's Ships had separated in the Night; their 12 Line of Battle Ships and a Frigate bearing East of me, distant about Four Leagues, and 10 Sail of their Frigates and Transports bearing S. W. distant about Three Leagues, and steering a direct Course for Pondicherry: On which I instantly made the Signal for a general Chace to the S. W. in order, if possible, to come up with and take their Transports, well knowing the Enemy's Line of Battle Ships would follow to protect them, all in their Power. In the Course of the Chace our Copper-bottomed Ships came up with and captured Six Sail of Ships and Vessels, Five of which were English, taken by the Enemy, when to the Northward of Madras, out of which I ordered the Frenchmen to be taken, and the Vessels to proceed with their own Crews to Negapatam; the Sixth was the *Lauriston*, a Transport, having on Board many French Officers, 300 Men of the Regiment of *Lausanne*, and laden with Guns, Shot, Powder, and other Military Stores: This Ship, so valuable to us, and of so much Consequence to the Enemy, was taken by Captain Lumley, of His Majesty's Ship *Isis*.

So soon as the Enemy's Squadron discovered my Intention to chase their Transports, they put before the Wind, and made all the Sail they could after me; and, by Three o'Clock in the Afternoon Four of their best sailing Line of Battle Ships were got within Two or Three Miles of our Sternmost Ships, and the Ships in Chace were very much spread by the Enemy's Ships they were chasing, steering different Courses, some to the S. E. others to the South, and several to the S. W.: I therefore judged it necessary to make the Signal for the chasing Ships to join me, which they all did about Seven o'Clock in the Evening, and I continued standing to the S. E. under an easy Sail, all that Night, the Enemy's Squadron in Sight, and making many Signals.

At Day-light in the Morning of the 17th, the Body of the Enemy's Squadron bore N. by E. of ours, distant about Three Leagues, the Weather very hazy, with light Winds and frequent Squalls, of short Duration, from the N. N. E. the Enemy crowding all the Sail they could towards our Squadron.

At Six in the Morning I made the Signal for our Squadron to form the Line of Battle a-head; at 25 Minutes past Eight, our Line a-head being formed with great Difficulty, from the Want of Wind and frequent Intervals of Calms, I made the Signal for the leading Ship to make the same Sail as the Admiral, and made Sail formed in the Line a-head, intending to weather the Enemy, that I might engage them closely. At Ten the Enemy's Squadron having the Advantage of the Squalls from the N. N. E. (which always reached them first, and in Consequence continued longest with them) neared us very fast, and I made the Signal for our Line to alter the Course Two Points to Leeward, the Enemy then steering down on the Rear of our Line, in an irregular double Line a-breast. At Half past Noon I made the Signal for our Squadron to form the Line of Battle a-breast, in order to draw the Rear of our Line closer to the Center, and prevent the Enemy from breaking in on it, and attacking it when separated. At Three in the Afternoon, the Enemy still pushing on to our Rear in a double Line a-breast, I again altered my Course in the Line, in order to draw our Rear Ships still closer to the Center; and, at Forty Minutes after Three, finding it impossible to avoid the Enemy's Attack, under all the Disadvantages of little or no Wind to work our Ships, and of being to Leeward of them, I made the Signal for our Squadron to form at once into the Line of Battle

* *Superbe*, *Exeter*, *Monarca*, *Hero*, *Worcester*, *Burford*, *Monmouth*, *Eagle*, *Isis*, *Seaborne*, *Combusion*.