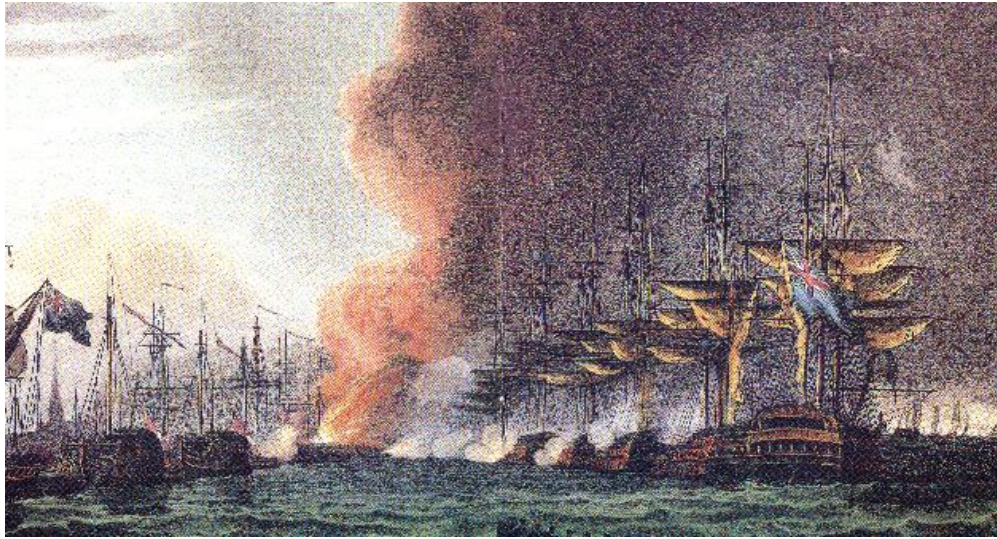


# THE BATTLE OF COPENHAGEN

*2nd. April 1801*

## THE BRITISH FLEET



### SHIPS of the LINE (Guns)

<i>Elephant (74)*</i>	Captain Thomas Foley Captain Thomas Hardy (as volunteer)
<i>Defiance (74)</i>	Captain Richard Retallick
<i>Edgar (74)</i>	Captain George Murray
<i>Monarch (74)</i>	Captain James Mosse
<i>Bellona (74)</i>	Captain Thomas Thompson
<i>Ganges(74)</i>	Captain Thomas Fremantle
<i>Russell (74)</i>	Captain William Cuming
<i>Agamemnon (64)</i>	Captain Robert Fancourt

*Ardent (64)*      **Captain Thomas Bertie**

*Polyphemus (64)* **Captain John Lawford**

*Glatton (50)*      **Captain William Bligh**

*Isis (50)*          **Captain James Walker**

### **FRIGATES**

*Amazon (38)*      **Captain Henry Riou**

*Desiree (36)*      **Captain Henry Inman**

*Blanche (36)*      **Captain Graham Hammond**

*Alcmene (32)*      **Captain Samuel Sutton**

*Jamaica (24)*      **Captain Jonas Rose**

### **SLOOPS**

*Arrow (12)*          **Commander William Rose**

*Dart (12)*            **Commander John Devonshire**

### **BRIGS**

*Cruiser (18)*        **Commander James Brisbane**

*Harpy (18)*          **Commander William Birchall**

### **BOMB SHIPS**

*Discovery*            **Commander John Conn**

<i>Explosion</i>	<b>Commander John Martin</b>
<i>Hecla</i>	<b>Commander Richard Hatherill</b>
<i>Sulphur</i>	<b>Commander Hender Witter</b>
<i>Terror</i>	<b>Commander Samuel Rowley</b>
<i>Volcano</i>	<b>Commander James Watson</b>
<i>Zebra</i>	<b>Commander Edward Clay</b>

### **FIRE SHIPS**

<i>Zephyr</i>	<b>Commander Clotworthy Upton</b>
<i>Otter</i>	<b>Commander George McKinley</b>

### **THE COMMANDERS**

#### **Admiral Sir Hyde Parker**

Commander-in-Chief, Baltic Fleet.

HMS *London* (not engaged)

#### **Vice Admiral Lord Nelson KB**

Second in Command, Baltic Fleet

Commanded the Fleet Action at Copenhagen

HMS *Elephant*

#### **Rear Admiral Thomas Graves**

Third in Command, Baltic Fleet

Second in Command at the Fleet Action

HMS *Defiance*

**Notes:**

Captains Foley, Hardy, and Thompson had served under Nelson at The Battle of The Nile, 1st. August 1798.

Captain William Bligh had resumed service following his acquittal by Court Martial over the *Bounty* mutiny.

## **Contemporary Reports of the Battle of Copenhagen**

### **Foreword**

*by Michael Bruff*

The following extracts from the *Naval Chronicle* for 1801 relate to the lead-up to the battle, the engagement itself, and its aftermath. They include letters and reports from several of those involved, including Sir Hyde Parker, Nelson, and Commodore Fischer, the Danish commander, as well as lists and descriptions of the British and Danish ships, and a full list of British casualties. With the exception of the report of the death of Czar Paul I of Russia, which has been condensed, and two glaring printers' errors, no alterations whatsoever have been made other than a few minor changes to punctuation, where it was considered that of the original left something to be desired in terms of clarity.

### **HISTORICAL BACKGROUND**

At the beginning of 1801 Britain was facing Napoleon and his allies alone. Yet only two years earlier, it had seemed France was on the verge of defeat: Nelson's annihilation of the French fleet at the Nile on August 1st 1798 had left Napoleon and his army stranded in Egypt, and brought the Ottoman Empire into the war on the allied side. Napoleon's attempts to fight his way out of trouble by invading Syria met with success against Turkish forces, but Sir Sidney Smith's gallant defence of Acre forced him to retreat to Egypt. He won a great victory over the Turks at Aboukir, but British, Austrian and Russian armies had entered Holland and Switzerland, and reconquered Northern Italy, whilst in India the British had crushed France's ally Tipoo Sahib. British forces had also overrun the remaining French and Dutch colonies in the Orient. After six long and bloody years, it seemed the war might soon be over.

Yet in the space of a few months the situation had changed utterly. Leaving the army in Egypt under the command of General Kleber, Napoleon returned to France, eluding the British fleet, and his arrival galvanised the reeling Directory. The French

revival was assisted by a spectacular botch on the part of the allies, leading to a series of heavy defeats; Austria and Russia fell into an and Russia's disgusted withdrawal from the alliance in January 1800. Napoleon invaded Italy, and in June achieved a decisive, if somewhat lucky, victory over the Austrians at Marengo, forcing them to treat for peace.

Prime Minister Pitt signed a new subsidy treaty in an effort to keep his sole remaining major ally in the field, but this served merely to postpone the inevitable. Although the Austrians reciprocated by protracting the negotiations, an understandably infuriated Bonaparte renewed hostilities. A fresh series of defeats in Italy, followed by General Moreau's crushing victory over Archduke John at Hohenlinden on 3rd December, proved too much for the Austrians, and in February 1801 they agreed to the Treaty of Lun ville and withdrew from the conflict.

As if this were not bad enough from Britain's point of view, an ominous cloud was gathering on the northern horizon. Czar Paul I of Russia, bitterly angered by the Royal Navy's searching of neutral ships trading with France, had decided Britain, not Bonaparte, was the main threat to European peace. Napoleon proposed an alliance, and found Paul highly amenable, not to say enthusiastic – and if the Czar's proposal that a combined Franco-Russian army should dismember the Ottoman Empire, and then march on India, belonged in the realms of fantasy, his formation, in December 1800, of a League of Neutral Nations – Russia, Sweden, Prussia and Denmark – presented a genuine and very serious threat. The League – more usually referred to as the Northern Confederacy – announced a policy of armed neutrality, and began impounding British merchantmen in Baltic ports.

Despite Pitt's confident tone in the House of Commons, echoed even more forcefully in the *Gazette's* editorials, and its belittling of the naval capabilities of the Northern Confederacy, it is very clear that such comments were intended to allay public fears. In fact, the situation was a deeply worrying one. Far from being negligible, the navies of the Confederacy, Prussia's excepted, represented a substantial threat, at least on paper: the Russian Baltic Fleet alone comprised thirty-seven sail of the line, including six three-deckers, many of which had recently been refitted in England; the *Gazette* published no details of the Danish and Swedish fleets, but details in the reports and letters suggest that they could muster at least twenty line-of-battle ships between them. The presence of a potentially hostile fleet of some sixty ships of the line on Britain's northern flank could scarcely be ignored, especially given Paul's overtures to Napoleon.

There was, therefore, no real option but to smash the Confederacy as soon as possible, before it could coalesce into an effective force, and it is quite clear that preparations for an expedition to the Baltic were put in hand the moment that Paul announced the embargo on British merchant shipping. From January 1801 Confederacy merchantmen in British waters were seized and impounded as a reprisal for the detention of their British counterparts, and preparations were put in hand for the assembly of a fleet to be sent to the Baltic at the earliest practicable opportunity. On an altogether more sinister note, British agents in St. Petersburg set about bribing Russian officers appalled by Paul's courting of Napoleon to assassinate the Czar.

The principal aim of British strategy was to knock out Denmark and thus establish control of the Sound and the entrance to the Baltic, and to do so while the Russian fleet was still ice-bound in its main base of Reval, and thus unable to intervene. Whether Paul and his possibly reluctant allies believed the British would really attempt to resolve the issue by force is unclear. Although they would certainly have been aware of the preparations, it is unlikely they would have believed the British would risk sending the fleet before the end of March in a winter which had seen several very severe storms (and in fact one ship-of-the-line, the *Invincible*, foundered off Yarmouth with dreadful loss of life on its way to join the fleet).

However, on March 12th a fleet comprising nineteen ships of the line, five frigates, and numerous smaller craft sailed from Yarmouth Roads under the command of Sir Hyde Parker and Lord Nelson. It was not, in fact, a particularly powerful force. The only three-decked ships were Parker's and Nelson's flagships (there were fifteen in the Channel Fleet), whilst of the remainder only nine were 74s; there were five 64-gun ships, and two 54s, the latter of which could only nominally be counted as ships of the line. The composition of the fleet was certainly dictated in part by the shallow waters of the Sound in which the fleet would have to operate – Captain Murray, who had been assigned to the fleet because of his expert knowledge of Baltic, exchanged from the *Achilles* into the *Edgar*; both ships were of 74 guns, but the latter drew less water. However, one suspects that these were the only ships which could easily be spared at short notice.

The fleet arrived off the Danish coast on March 18th. What is *not* mentioned in the *Gazette* (though there is an oblique allusion to Hyde Parker's timidity in one of the letters) is the circumstances in which the battle came to be fought.

Parker would have been content simply to blockade the Sound; however, Nelson was deeply opposed to this tactic, both by nature and by his certainty that it was seriously misguided, not to say dangerous. Ice-floes had been observed drifting through the Sound into the North Sea, which meant that it would not be long before the Russian fleet was able to sail. If the fleet did nothing, it might soon be faced with a choice between a battle against overwhelming odds or humiliating withdrawal. Nelson pressured Parker into allowing him to lead an attack, and the commander in chief succumbed.

It may fairly be argued that Copenhagen was in many respects the most impressive of Nelson's victories; not only were all his qualities as a great fighting admiral and truly inspirational leader demonstrated to the full, but also his redoubtable skills as a seaman and navigator. Nor was he handed an advantage as he had been at the Nile, where the incompetent French admiral Brueys had not only moored his ships in a position where Nelson's could take them on either side, bring overwhelming firepower to bear, and destroy them in detail, but also out of range of shore batteries. If the Danish 'fleet' was in the main a motley collection of hulks and floating batteries (most of their seagoing warships being in the harbour of Copenhagen), these were well-manned, heavily armed, and fixed in a static defence line which could only be approached via a shallow and difficult channel between two sandbanks to the south-west of the harbour mouth; furthermore, they were supported at the northern end of this channel by the numerous guns of the great Trekroner Battery (although in the

event, these played only a limited role), and by a squadron in the harbour mouth. Despite having had little time in which to prepare, the Danes had a clear strategy, one which suggests they possessed good intelligence of the contrasting temperaments of Parker and Nelson – to deter a cautious enemy, or lure an audacious one into making an attack which would cost him dearly. Indeed, they had more than a little justification for believing they could inflict a humbling defeat on the British; and, had the attack been led by a lesser commander, it is very possible this would have been the case.

Nor was anything like the full strength of the fleet available to Nelson. Neither of its three-decked ships could hope to weather the shallows, and their massive firepower was thus denied him; they, and five other ships of the line, formed a reserve to the east of the harbour entrance under Parker's command, whilst Nelson led the remaining twelve ships of the line, the frigates and the armed brigs and bomb-ketches against the Danish 'Defension'.

Things went badly wrong from the start, with two 74s, a 64 and a 54 running aground during the approach and taking little or no part in the action, whilst another 64 was able to complete only part of her orders. As a result, the attacking squadron's firepower, inferior to the defenders' in the first place, was seriously reduced; furthermore, the plan of attack was thrown into disarray, and the fire of the Danish ships and batteries was initially concentrated on a few ships, the *Monarch* and *Isis* in particular suffering heavy punishment (both had to be sent back to England for repair after the battle).

Parker, watching with growing consternation from the *London* over two miles away, decided that Nelson had bitten off more than he could chew, and signalled that he should withdraw, leading to the latter's celebrated placing of his telescope to his blind eye. Theatrical the gesture may have been, but Nelson had the utmost confidence in his officers and men, as they had in him, and sensed the tide of battle was turning. Damaging as the Danish fire was, the British reply was more destructive still, and increased in effectiveness as more ships were able to bring their guns to bear, inflicting appalling damage on the Danish line.

Besides, withdrawal would have been perilous in the extreme: to continue northwards along the channel would have meant the ships passing directly beneath the guns of the Trekroner battery, which had so far been ineffective, and then having to engage the fresh Danish squadron in the harbour mouth. To attempt to run back down the channel, against wind and tide, would have involved turning the ships in the narrows, still under fire; this, almost certainly, would have resulted in more ships going aground. Nor is it obvious how Parker envisaged the stranded ships might have been recovered after a withdrawal.

The battle lasted some four hours, the Danes fighting with great bravery and stubbornness, despite their mounting losses, and gaining enormous respect from the British. It was concluded by Nelson negotiating a truce to prevent further loss of life; the entire Danish line, with the exception of two frigates, was captured, burnt, or sunk. Total British casualties, killed and wounded, were just under 1000, the Danish

estimated as being at least twice that number.

On 10th April an armistice honourable and advantageous to both sides was concluded; the Danes withdrew from the Confederacy, and allowed Parker to repair, refurbish and resupply his battered ships; in return, the embargo on their merchantmen was lifted.

A week later the fleet passed into the Baltic. On the 18th, a Swedish squadron was sighted and pursued into Carlsrona harbour; although most, if not all, of his officers and men must have been very keen indeed to attack, Parker, probably judging that the Swedes had no real stomach for a fight (the Swedish batteries on the eastern shore of the Sound had remained silent as the fleet passed through), opened negotiations. Whilst these were in progress, news arrived that Czar Paul had died on March 23rd "ostensibly of an apoplectic stroke, but in reality strangled in his bed.

Both British stratagems had succeeded. Already tottering after Copenhagen, the Northern Confederacy collapsed with Paul's death. His Anglophile son Alexander succeeded him, and Napoleon's hopes of a grand coalition against Britain vanished.

## **COPENHAGEN - PRELUDE AND PREPARATIONS**

The following extracts include *Gazette* commentaries, State Papers, Promotions and Appointments, Plymouth and Portsmouth reports, and other matter pertaining to the crisis precipitated by Czar Paul I's establishment of the Northern Confederacy in December 1801.

### **EXTRACTS FROM STATE PAPERS**

*Relative to the Rupture between England and the Northern Powers*

#### **THE OFFICIAL NOTE**

#### **FROM THE EMPEROR OF RUSSIA TO ALL THE FOREIGN MINISTERS AT ST. PETERSBURGH IN EXCUSE FOR THE EMBARGO LAID ON OUR SHIPPING, STATES"**

**THAT** on mounting his throne he found his States involved in a War, provoked by a great nation, which had fallen into dissolution; that conceiving the Coalition a mere measure of preservation, this motive induced him to join it; that he did not at that time think it necessary to adopt the system of an armed neutrality on sea, for the protection of commerce, not doubting but that the sincerity of his Allies, and their reciprocal interests, would be sufficient to secure the flag of the Northern Powers from insult. But that being disappointed in his expectations by the perfidious enterprises of a great Power, which had sought to enchain the liberty of the seas by capturing Danish convoys, the independence of the maritime powers of the North appeared to him to be openly menaced. He consequently considers it a measure of necessity to have recourse to an armed neutrality, the success of which was acknowledged in the time of the American War.





## **EMBARGO UPON RUSSIAN, SWEDISH, AND DANISH SHIPS**

At the COURT at St. JAMES', the 14th of Jan 1801  
**PRESENT**

The King's Most Excellent Majesty in Council

**WHEREAS** his Majesty has received advice, that a large number of vessels belonging to his Majesty's subjects have been and are detained in the ports of Russia, and that the British sailors navigating the same have been and now are detained, as prisoners, in different parts of Russia; and also, that during the continuance of these proceedings, a confederacy of a hostile nature, against the just rights and interest of his Majesty and his Dominions, has been entered into with the Court of St. Petersburg by the Courts of Denmark and Sweden, respectively; his Majesty, with the advice of his Privy Council, is thereupon pleased to order, as is hereby ordered, that no ships or vessels belonging to any of his Majesty's subjects be permitted to enter and clear out for any of the ports of Russia, Denmark, or Sweden, until further order; and that his Majesty is further pleased to order, that a general embargo or stop be made of all Russian, Danish, and Swedish ships and vessels whatsoever, now within, or which hereafter shall come into any of the ports, harbours, or roads, within the United Kingdom of Great Britain and Ireland, together with all persons and effects on board the said vessels; but that the utmost care be taken for the preservation of all and every part of the cargoes on board any of the said ships or vessels, so that no damage or embezzlement whatever be sustained:

And the Right Hon. the Lords Commissioners of his Majesty's Treasury, and the Lords Commissioners of the Admiralty, and the Lord Warden of the Cinque Ports, are to give the necessary directions herein as to them may respectively appertain.

*W. FAWKENER*



At the COURT at the QUEEN'S HOUSE, the 14th of Jan 1801

**PRESENT**

The King's Most Excellent Majesty in Council

**WHEREAS** his Majesty has received advice, that a large number of vessels belonging to his Majesty's subjects have been and are detained in the ports of Russia, and that the property of His Majesty's subjects in Russia has, by virtue of several orders and decrees of the Russian government, particularly one bearing date the 29th November instant, O. S. (corresponding with the 10th of December, N. S.) been seized, and directed to be in violation of the principles of justice, and of the rights of the several persons interested therein; his Majesty, with the advice of his Privy Council, is thereupon pleased to order, as is hereby ordered, that no bills drawn since the said 29th November instant, O. S. (corresponding with the 10th of December, N. S.) by or on behalf of any persons, being subjects of or residing in the Dominions of

the Emperor of Russia, shall be accepted, or paid, without license from one of his Majesty's Principal Secretaries of State first had in that behalf; until further signification of his Majesty's pleasure, or until provisions shall be made in respect thereof by Act of Parliament; whereof all persons concerned are to take notice, and govern themselves accordingly.

*W. FAWKENER*



## **EXTRACTS FROM THE MONTHLY REGISTER OF NAVAL EVENTS FOR JANUARY 1801**

### **GENERAL OBSERVATIONS**

ALTHOUGH in conformity with the remark made on a prior occasion, the naval occurrences of the month, far as they relate to actual successes, still remain extremely limited. Nearly every maritime power is in arms, and their united force appears to be directed against Britain.

Even the superiority of numbers cannot, and will not, deject her; confiding in the skill of her Officers and Seamen, together with the ships she possesses, she rests in tranquil confidence of her strength, although not arrogant enough to stand forth, as a matter of choice, in defiance against the efforts of all Europe.

To reduce the cause of this confidence to something like a regular arrangement; the injury which the nation itself may sustain, independent of the civil disadvantages derived from the contraction of commerce, can only arise from a fleet belonging to any of the confederated Northern Powers, or the whole in conjunction, forcing its way through the Sound, and being thereby enabled to commence its depredations. The question, therefore, is only, whether Britain can, independent of her war with France, Spain, and what once was Holland, spare a force of fifty ships of the line. Of this fact there can be little doubt; and the combined Powers will find, perhaps too late, that such will be the force they have to contend with ere they can effect their entry into the Northern Ocean. It remains in the womb of time to discover whether they will be hardy enough to make the attempt. The navy of Holland is annihilated, that of Spain and France united reduced to less than sixty ships of two and three decks in condition for actual service, while Britain has during the present contest either captured or destroyed near ninety sail of the line belonging to her different enemies. If therefore the Northern Powers should be weak or rash enough to persevere in their league, and their extravagant romantic scheme, England would be worse situated than she already has been; for the equipment of ninety ships of the line by Denmark, Russia, and Sweden conjoined, can scarcely be feared, or even credited.

Admitting, however, for a moment that actually collect such a force in full state of equipment, will any Briton be desponding enough to fear that even that armament would, under the impression which must naturally weigh on the minds of officers and men, attempt to force its passage through such a fleet as Britain can, and which there is no doubt but that she will, station in the Sound to prevent them.

Credat Judus Apella

The peculiar locality of the Northern Powers naturally incapacitates them from effecting any injury against Great Britain while the entrance to the Sound is blocked up; but every evil attendant on a state of war may be let loose by the latter on her antagonists, without the danger or risk of any contest whatever, such is the relative condition of the Northern Confederacy with regard to Great Britain; for the squadron possessed by Russia in the Black Sea is too inconsiderable to be taken into account.



### EXTRACTS FROM THE MONTHLY REGISTER OF NAVAL EVENTS FOR FEBRUARY 1801

The Stockholm Gazette of the 3d instant contains the Convention for the re-establishment of an Armed Neutrality, to which is added a species of manifesto or remonstrance laid on Swedish vessels by the British Government; the tenor of the latter paper is moderate, and the terms of the Treaty itself very trivially, if at all, varying from the that proposed in the former war between the same Powers. The winter season totally precludes all possibilities of commencing hostilities in so northern a climate; a perfect state of quietude still continues to reign with respect to action itself.



#### Letters from the Continent

##### Dated STOCKHOLM, Feb. 3, state

That in consequence of the intelligence of an embargo laid upon our shipping in England, his Majesty, by a decree of Council, directed to the College of Commerce, has forbidden the sailing of any ships for England, until the English Government, informed of the friendly views of his Majesty, shall have restored to the Swedish commerce its former security. The bitterness which this intelligence has excited throughout all Sweden against the English Government, is not to be described. Of 440 ships which are now abroad, it is reckoned that nearly 200 are now in British harbours. Yesterday the High Admiral Count Wachmeister, and the Naval Minister, Admiral Cronstadt, set out upon a survey of all the harbours in the kingdom.

**Hamburgh, Feb. 13** " Batteries are now erecting at Heligoland. At Bremerlhee, where hitherto there has been no garrison, Hanoverian troops have arrived, as well as at the neighbouring places. In the last year 841 ships arrived at Petersburg, of which 444 were English, 84 Danish, seventy-seven Lubeckers, sixty-nine Prussian, fifty-one Swedish, thirty-four Rastockers, twenty-four American, twenty-one Russian, seven Dantzickers, eight from Bremen, six from Oldenburgh, for from Papenburgh, three from Portugal, and one from Hamburgh 742 returned.

**Elsineur, Feb. 7** According to letters from Christiansand, two English frigates have been seen cruising off the coast. Yesterday two vessels arrived here with ammunition

for the fortress of Kronenburg. We have some hopes that the Danish ships in England will be released. On the other hand, it is said, the breach between the two Powers will proceed.



In a late debate in the House of Commons, in consequence of some remarks tending to magnify the dangers to be apprehended from the Northern Confederation, Mr. Pitt, though he declined going into the general argument at that time, made the following four observations, extremely well calculated to do away with any alarm or despondency on that account:

1. That in consequence of the great activity which has prevailed in our dock-yards, and proportionate increase of shipping, as well as the capture and destruction of so many of the enemy's fleets, the British Navy is now superior to the whole Confederacy, than it was to the navies of France, Spain, and Holland, at an earlier period of the war.
2. That in respect to being shut out from all commerce with the Continent, articles of British produce were more indispensably necessary to the Continent, than a trade could be to us.
3. That this exclusion from the Continent could not be more than partial, while there remained a great naval Power (America) which would find its interest and advantage in carrying on this trade in neutral bottoms.
4. That supposing this exclusion from the Continent to be as complete as the most timid could anticipate, it remains to be considered how small a portion that trade is to the general commerce of Great Britain — a commerce which, during the war, has extended itself to seas heretofore almost solely navigated by those who are now our enemies, and enhancing the valuable produce of colonies which became our's by right of conquest. These new sources of commerce, he observed, opened fresh markets to our manufacturers, which would eventually reimburse them for any temporary stagnation they may experience from the further extension of the war.



The fleet destined for the Baltic is already assembling. Several vessels have sailed from Portsmouth to the eastward; and the *Zealous*, of 74 guns; *Powerful*, of 74; and *Asia*, of 64; were last commissioned at Chatham for the same object. As we are doomed to fight our way to Peace by victory, we anticipate with the highest satisfaction the new laurels which are preparing for our gallant seamen; and soon we shall see Lord Nelson lead the van into the harbour of Cronstadt, and serve the Russians as he did the French at Aboukir.



Captain Greig, son of the Admiral, who, though an English Officer, died in the service of the Russian Navy, has been sent to Siberia, by the Emperor Paul, for resigning the command of a Russian ship of the line, in consequence of the tyrannical detention of the British vessels and seamen.



### PROMOTIONS AND APPOINTMENTS (EXTRACTS)

Only those pertinent to the Copenhagen campaign have been included. It will be seen that there is a good deal of difference between the following and the final composition of the fleet — for example, Rear-Admiral Graves, not Rear-Admiral Fairfax, was third to Parker and Nelson at Copenhagen (and was to take command of the fleet after their return to England), whilst Admiral Gambier never joined the fleet.



### ADMIRALTY-OFFICE, JAN 1, 1801.

Admiral Sir Hyde Parker is to be Commander in Chief in the North Sea Vice-Admiral Lord Nelson, second in command, and to hoist his flag in the *Neptune*. And Rear-Admiral Sir G. W. Fairfax, third.  
Captain Domett, of the *Belleisle*, is to be first captain to the Commander in Chief. Captain Lumsdaine succeeds Capt. Domett in the command of the above ship. Captain Lawford, to the *Invincible*. (Captain Lawford handed over command of the *Invincible* to Captain Rennie shortly after this announcement, for which he must have been very grateful indeed; the ship foundered off Yarmouth on her way to join the North Sea Fleet (see below), with shocking loss of life. Over 400 sailors and passengers were drowned, including Captain Rennie.)



### WHITEHALL, FEB 21.

Rear-Admiral Thomas Graves is appointed to a command in the Channel Fleet, in the room of Lord Nelson, who is going to the Baltic.  
Vice-Admiral Gambier (late one of the Lords of the Admiralty) to the *Neptune*, of 98 guns, likewise going to the Baltic.  
Admiral Totty has hoisted his flag on board the *Invincible* at Chatham, as Port-Admiral.  
Captain Dilkes, late of the *Madras*, is appointed to the *Raisnable*.  
Captain George Eyre is appointed to command of the *St. George*, *pro tempore*.  
Captain Charles Boyles, of the *Saturn*, to the *Belleisle*, *vice* Captain Domett, First Captain to the North Sea Fleet.  
Captain Lambert is appointed to the *Saturn*.  
Mr. T. Lockyer is appointed Superintendent of the Danish and Swedish vessels

detained at Plymouth.



### UNDATED.

Captain Rose to the *Jamaica*.

Captain G. Murray of the *Achilles* is appointed to the *Edgar*; and Captain Buller to the *Achilles*.

Captain E. Brace to the *Neptune*, the flag-ship of Admiral Gambier.

Captain S. Sutton to the *Alcmene*.

Dr. Baird is appointed Physician to the North Sea Fleet, and will sail in the *Alkmaar* (hospital ship), Captain Poulden.

The King of Sweden has appointed Admirals Pallenquist and Cederstroem, and ten Captains, to act in concert with the Danish, Russian, and Swedish fleets.

A Russian Naval Officer has arrived at Amsterdam, to concert measures with the French Admiral Bruix, against England.



### EXTRACTS FROM PLYMOUTH AND PORTSMOUTH REPORTS

Monthly reports from the nation's two principal naval bases were a feature of the *Chronicle*. They provide a deeply fascinating and revealing insight into day-to-day operations, detailing the arrival and departure of ships and their commanders, engagements, prizes, and all manner of surprising trivia. Unfortunately, space permits only the inclusion of reports which have some bearing on the Copenhagen campaign. From the following can be gathered the assembly of ships for the North Sea Fleet, the prosecution of the embargo against Confederacy shipping (which two ships at least appear to have taken for granted, well ahead of the issuing of the proclamation!), and details of Nelson's stay in Plymouth before sailing to join Sir Hyde Parker and the rest of the fleet.



### PLYMOUTH REPORT December 21-January 30

Dec. 22. Wind. S. W. Rain and fog. Came in the *Prince of Wales*, of 98 guns, Admiral Calder; *Elephant*, of 74 guns, Captain Foley; *Triumph*, 74; and *London*, 98, Captain Purvis, from the Channel Fleet, which they left off the Eddystone all well this morning, steering for Torbay.

25. Wind. N. W. Fair. Sailed with victuallers for Torbay, the *London*, of 98 guns, Captain Purvis.

Jan. 4. Wind. S. W. Blows hard, with a rain. Came in a light Dane, of 400 tons,

detained by the *Telegraph*, of 18 guns.

11. Wind. E. Cloudy. Came in a French sloop, with wine and brandy, bound to Brest, prize to the *Captain*, of 74 guns, and the *Nelson* cutter. Also a Prussian galliot, with hemp and iron, cleared out from Elsinour to Lisbon, with a passport from the French consul, at the former port. She was found at anchor off Quiberon, waiting for a pilot to Quiberon.

17. Wind. S. W. Cloudy. Arrived early this morning Vice-Admiral the Right. Hon. Lord Nelson. He immediately hoisted his flag on board the *San Josef*, 120, and was saluted by his flag-ship, the *Cambridge*, and cheered by the whole fleet. Orders came down this day to lay an embargo on all Swedish and Danish vessels in this port, about thirty-five were immediately stopped. Came in the *Harmony*, of New York, from Teneriffe, with wine for the Navy; *Three Sisters*, from Memel; *Amphion*, from Riga; and *Hannah*, from Dantzick, with bulk, deals, hemp, iron, and masts for the dock-yard. It must be peculiarly gratifying to all lovers of their country to know that, by the provident care of Government, the dock-yard in this port was never so full of timber, iron, hemp, masts &c. as at present, there being at least eighteen months consumption.

19. Wind N. W. Flying clouds, Fair. Being this the anniversary of her Majesty's birthday, it was observed with every mark of respect. The Royal Standard was displayed on board the *Cambridge*, of 84 guns, Admiral Sir T. Pasley, and *San Joseph* of 120 guns, Vice-Admiral Lord Nelson, which were saluted by the whole fleet. Vice-Admiral Lord Nelson dined with the Captains of the Navy at Admiral Sir T. Pasley's.

19. Wind S. W. Blows hard. Sailed on different stations with the King's proclamation for stopping all Russian, Danish, and Swedish vessels, the *Fanny*, of 14 guns, Lieutenant Frissell; *Plymouth* lugger, Lieutenant Eliot; *Lord Nelson* cutter, Lieutenant Pearce; *Earl St. Vincent* schooner; *Sprightly* cutter, Lieutenant Jump.



### PLYMOUTH REPORT January 20-February 16

22. Wind S. Squally. Came in the *Bernstorff*, Swede, from Stockholm for Brest, with iron, deals, &c detained and sent in by the *Fanny*, of 14 guns, Lieutenant Frissell. Went into Cawsand Bay, the *San Josef*, of 120 guns, Vice-Admiral Lord Nelson, Captain Hardy.

24. Wind N. N. E. Fair. Passed down the Channel Fleet, with a fine wind. The Right Hon. the Mayor and Court of Aldermen, met at the Mayor's to present the Right Hon. Lord Nelson, with the freedom of this ancient borough. At twelve at noon, his Lordship, fully dressed, with his aigrette and the insignia of those orders (so nobly gained), accompanied by his gallant companions in arms, Captain T. Gould, of the *Audacious*, of 74 guns, and the veteran Commissioner Fanshawe, one of the late lamented Lord Rodney's seconds on the glorious 12th of April 1782\*, arrived at the Mayor's house, and after partaking of an excellent *dejeune*, the Recorder, Sir W.

Elford, Bart. M. P. for Plymouth, in the name of the Mayor and Court of Aldermen, presented his Lordship with the freedom of the borough, elegantly written on vellum by the Deputy Town-Clerk, in a very handsome silver box, accompanied by a very animated speech, to which his Lordship replied a very suitable answer, and retired to his carriage amidst the loud acclamations of a very large concourse of people assembled on the occasion.

\* The Battle of the Saintes

25. Wind E. N. E. Deep snow. Came in the *Bernstorff* and *Rodercken*, Danish galliots, with bale good and nuts, detained by the *Centaur*, of 74 guns.

26. Wind W. N. W. Cloudy. On this day the Right Hon. Lord Nelson paid a visit to F. Kroger, Esq. Danish Consul at this port, to inspect a most curious piece of mechanism: a model of a French frigate, of 44 guns, presented to Mr. Kroger by the master of a Danish ship from Bordeaux. The model, including every timber, store room, knees, guns, masts, sails, yards, and even the tompions in the guns, the men on the yards, furling the sails, and in short every article on board this curious glass vessel, were composed of blown glass.

27. Wind N. N. W. Cloudy. Arrived the *Fanny*, Lieutenant Frissell, from a cruise. Also the *Kangaroo*, of 18 guns, Captain Pullin, for orders from Cork; she brought in a Dane in ballast, which sailed from Cork a few hours before the orders for detention arrived. The forenoon Vice-Admiral Nelson inspected the citadel, the main guard was turned out, but his Lordship very politely desired the Officer of the guard to turn the guard in, which was complied with. His Lordship was accompanied by his brothers, Captain Hardy and Captain Parker, as volunteers.

28. Wind W. Cloudy. Came in a large Dane, detained by the *Ambuscade*, of 44 guns.

29. Wind W. Cloudy. If a Northern war takes place, there are to be fitted up several ships of 64 guns, as *garde de costas*, to lie in Cawsand Bay and Torbay, during the absence of our fleets at sea on service.

Feb. 1. Wind S. Cloudy. Sailed the *San Josef*, 120 guns, Vice-Admiral Lord Nelson, from Cawsand Bay for Torbay.

3. Wind S. Blows hard. P. M. The *Concorde* frigate, Captain R. Barton, is just arrived from Lisbon. An express is landed and sent off to the Admiralty of her having fallen in with a squadron of seven sail of French men of war in the Bay, and has engaged and crippled a frigate of that squadron.

4. Wind S. W. The account brought by the *Concorde* frigate last evening is as follows: on the 26th ult. Cape Finisterre distant thirty leagues, she fell in with a French squadron of five sail of the line and two frigates commanded by a Contre-Admiral, steering in a N. W. direction. The *Concorde* had at this time a very large Swedish ship in tow, which she cast off during the night. Captain Barton bore away large, and observing the rocket signals of the French squadron, repeated them; in the morning of the 27th, he had drawn away, at a distance from the French squadron, one of their frigates of 44 guns, and soon the *Concorde* brought her to action in a very



gallant style, and a desperate engagement lasted for about 40 minutes. The enemy's frigate was so completely silenced, that she never answered the last four broadsides; by this time the French squadron was so near, that the *Concorde* was obliged to leave her well-earned prize, and bear away for this port. The *Concorde* had unfortunately 5 men killed, and 24 wounded. It is supposed the French frigate must have suffered considerably, as she lay like a log on the water.

5. Wind S. W. Rain. Came in *La Jeune Nannette*, 18 guns, and 45 men, Citizen Feuqueux (Lieutenant de Vaisseau), from Cayenne to Bordeaux, with a valuable cargo of Annatto, dye wood, elephants teeth, &c. &c. prize to the little *Suwarrow*, of 10 guns, Lieutenant James Nicholson, who, when he fell in with the her, had only 16 men and boys on board, having manned and sent in four Danes; yet with his small force he pursued, and after a short action, obliged her to strike, tho' she was so much superior to the *Suwarrow*. *La Jeune Nannette* had on board several deported priests from Cayenne, who appear from confinement mere skeletons.

16. Wind N. E. Cloudy. Mr. T. Lockyer, jun. is appointed Superintendent of the detained Swedish and Danish vessels at this port, with orders to muster their crews once a week.



#### **PORTSMOUTH REPORT January 26-February 21**

*Feb. 3.* Arrived the *Earl Spencer* cutter, Lieutenant Leach, with the Swedish ship *Cupido*, from Benecarlo, bound to Altona, very richly laden, which she detained off the Isle of Wight.

#### **PLYMOUTH REPORT February 16-March 27**

*Feb. 20.* Wind W. N. W. Fair. Arrived a Danish galliot, detained by the *Indefatigable*, of 44 guns, Captain Scott.

24. Wind variable. Fair. Came in a Swede with salt, detained by the *Immortalité*, of 44 guns, Captain Hotham. She is from Alicant to Copenhagen.

24. Wind S. W. Cloudy. Blows hard. Came in the *Achilles*, of 74 guns, Captain G. Murray; he changed with Captain Buller of the *Edgar*, of 74 guns, as she draws less water, and is destined for the North Sea, Captain Murray being perfectly acquainted with the difficult and intricate navigation of those seas.

*March 6.* Wind variable. Fog. Came in a Swede from St. Michaels, with oranges, detained by the *Naiad* frigate.

7. Wind N. N. W. Fair and frosty. Came in the *Frydde* Danish brig, of six guns and eleven men, from Malaga with wine and fruit. Brought in by the *Damsel* letter of marque, Captain Moore, a sloop of twenty tons and four guns and eight men, bound to the South Seas to collect furs; this little vessel actually made on her last voyage

\$70,000 of the furs collected in the dreary wilds of Nootka Sound and its vicinity.

13. Wind S. W. Rain. Came in a Prussian galliot, with wine, detained by the *Ferret*, of 14 guns, Captain Hosier.

22. Wind S. W. Blows hard. Came in the Swedish ship *Nautilus*, Kingstrom, in twenty-one days, from Santa Cruz, Teneriffe. She brought Captain Dennes, the officers and passengers of the *Santa Cruz* packet, so long missing, from Antigua, with the mails for Falmouth. She was captured by a Spanish privateer, *Il Fuerhi de Castro*, after a chase of fifty-five hours, and carried into Santa Cruz; from thence Captain Dennes, his officers and men, were removed to Lagura, the capital of the island, where they experienced every hospitality from Captain O'Neal, an Irish officer in the Irish regiment of Altoria (Ulster), in the Spanish service, in garrison there, and also from the Spanish gentleman and ladies of Lagara.

23. Wind S. W. Moderate. The *Nautilus*, which arrived here yesterday from Santa Cruz, brought a large quantity of wines for the victualling-office here. She is one of twenty-four Swedes and Danes, chartered by the Admiralty to fetch wines and brandies for the Royal Navy, which are especially protected by the Privy Council and Admiralty from the embargo.



### PORTSMOUTH REPORT February 22 to March 21

March 2. Sailed the *St. George*, Admiral Lord Nelson, Captain Hardy; *Defence*, Capt. Lord H. Paulett; *Ramillies*, Captain J. T. W. Dixon; *Saturn*, Captain Lambert; *Russell*, Captain Cummings; *Warrior*, Captain Tyler; *Discovery* (bomb, Captain Conn); and the *Pelter*, *Force*, *Bouncer*, and *Teazer* gun-vessels, for the Downs.

3. Arrived the *Defiance*, Captain Retalick, from the Channel Fleet. Sailed the *London*, Captain Otway; *Bellona*, Captain Sir T. B. Thompson; *Ganges*, Captain Freemantle; and the *Harpy*, Captain Birchall, for the Downs.

4. Arrived the *Alcmene*, Captain S. Sutton, from the Channel Fleet.

5. Arrived the *Elephant*, Captain Foley, from the Channel Fleet.

10. Sailed the *Defiance*, Admiral Graves, Captain Retalick, to join the North Sea Fleet.

11. Sailed the *Elephant*, Captain Foley, to join the North Sea Fleet.

14. Sailed the *Alcmene*, Captain S. Sutton, to join the North Sea Fleet.

17. Arrived the *Charlotte* and *Sheerness*, hired vessels, with the homeward-bound Danish East India ship which they captured: she is upwards of 1200 tons burthen, and her cargo is of immense value. The cutters having sailed under orders of Admiral Milbanke, will enable him and Admiral Holloway to a share.

19. Arrived *La Loire*, Captain Newman, and *Active*, Captain Davers, from a cruise; and the *Dryad*, Captain Mansfield, from the Irish station, with a Swedish frigate and a large French privateer, which he captured.



## GENERAL OBSERVATIONS FOR MARCH 1801

The hour of contest or pacification with the Northern Powers of Europe naturally approaching as the season becomes more favourable to operations in so high a latitude, fills, as a certain consequence, the mind of every feeling Briton with anxiety, though not, perhaps, with apprehension.

Although the naval preparations have been continued with the same assiduity which has been so extraordinarily conspicuous during the greater part of the winter, the season has not yet sufficiently advanced to permit, far as has hitherto reached the public knowledge, any national advantage to be derived from them. On the 12th a truly formidable armament, under the orders of Sir H. Parker and Lord Nelson, consisting of seventeen ships of the line, three frigates, ten gun-brigs, nearly as many bomb-ketches, with smaller vessels usually attendant on a fleet, making in the whole nearly fifty sail, got under weigh from Yarmouth Roads at the break of day, and by eight o' clock had cleared the Sands; they directed their course to the northward, wafted on a fine breeze at S. W. as well as aided by the fervent prayers and best wishes of a myriad of spectators assembled on the beach to take a parting view. Eight ships of the line remained behind and various others were under orders to rendezvous at the same place, intended to reinforce their companions should their aid be considered necessary, or to protect the shores of Britain during their absence.

A most melancholy and fateful disaster befel one of the intended followers of the same track of glorious enterprise. This unfortunate ship was the *Invincible*, of 74 guns, bearing the flag of Rear-Admiral Totty, and the leading circumstances of the dreadful accident which befel her, are consisely given with the highest authenticity in the extract from a letter written by a Midshipman who was actually on board, and among the few persons who were fortunately saved.

Amidst these distressing scenes it is some consolation to find by advices received from the armament which sailed under the orders of Sir H. Parker, that the whole of it was in perfect safety subsequent to those furious and tremendous gales which had filled all Britain with apprehension; whether this country is to experience the continuance of peace or an addition to those flames of war which have so long and so furiously blazed, will soon be decided. But though every philanthropic mind must naturally court and wish the former, yet, we trust, there is no person to be found who can entertain any fears whatever in case of the latter event taking place. The resources of the country are certainly fully equal to counteract the mischievous designs of its enemies, and the diligence, added to the acknowledged ability of those to whom the political arrangement of its naval operations is confided, have employed them too well to suffer the slightest gloom to pervade the minds of even the most timorous.



## NORTH SEA FLEET

Ships	Guns	Ships	Guns
London	98	Ganges	74
St. George	98	Ardent	64
Monarch	74	Veteran	64
Bellona	74	Raisnable	64
Warrior	74	Agamemnon	64
Saturn	74	Polyphemus	64
Ramillies	74	Glatton	54
Russell	74	Isis	54
Defence	74		

FRIGATES:- La Blanche, Amazon, La D<sup>o</sup>si<sup>o</sup>e, and Hy<sup>o</sup>na

SLOOPs:- Pylades, Dart, Arrow, and Harpy

CUTTERS:- Fox and Hazard

SCHOONER:- Eling

LUGGERS:- Rover and Lark

GUN-BRIGs:- Biter, Hasty, Blazer, Bruiser, Tigress, Force, Pelter, Teazer, and Sparkler

BOMBS:- Terror, Volcano, Explosion, Hecla, Zebra, Albion, Sulphur, and Discovery

(Note: The *Elephant*, 74, Captain Foley (Nelson's flagship during the battle), *Defiance*, 74, Rear-Admiral Graves, and *Alcmene*, 32, Captain Sutton, were omitted from this list.)

The division under Lord Nelson took on board, while in the Downs, a great number of flat-bottomed boats, and several pieces of heavy battering artillery. On board this fleet are two companies of the rifle corps, under the orders of Colonel Stewart, the 49th regiment, commanded by Colonel Brock, and a detachment of artillery. These troops are intended to augment the marine force; and to be employed in making descents, as circumstances may require. While acting on land, the whole are to be under the orders of Colonel Stewart. The troops were embarked at Yarmouth, and the companies of riflemen are on board Lord Nelson's ship, the *St. George*.

In the Mediterranean the scene has become scarcely less interesting; the squadron which contrived to make its escape out of the harbour of Brest under the orders of Gantheaume, has proceeded thither in the hope of succouring the remains of that once formidable army which proceeded to Egypt in the month of May 1798; when on its passage it had the good fortune to capture, according to French report, which is in this instance unhappily considered as authentic, a British frigate, the *Success*, of 32 guns, the *Incendiary* fireship, and a cutter; with this advantage it is both to be hoped and expected the short lived triumph will finally close. Lord Keith is reported to have concentrated his whole force in the most earnest hope of meeting his arrogant adversary; and Sir R. Calder, who was dispatched in pursuit of the enemy the moment their escape was known, has in all probability long ere this received intelligence sufficient to direct his farther chase of the foe into the most probable quarter of encounter. Britons therefore have every thing that is glorious and serviceable to their country to expect from the event, and nothing to apprehend from it.



**WE** hear the Russians have three ships of the line, a 54, and a frigate, on the stocks at St. Petersburg; one 74, one 66, and three frigates of 54, 44, and 32 guns preparing at Archangel; and one ship of 110, one of 74, a frigate of 54, and another of inferior force, in the Black Sea.

The Lords of the Admiralty have issued an order for all the Russians serving on board our ships of war, to be discharged, and sent to London on parole.

## **COPENHAGEN THE BATTLE**

### **VICTORY OFF COPENHAGEN**

This is one of the most glorious and important events that has ever distinguished the Naval exploits of Britain. Our gallant Fleet has once more completely triumphed, and by its splendid achievements over the united force of Denmark, furnished another fair page to the bright annals of the British Navy. Thus has that daring Confederacy been crushed, which was formed through envy of our maritime greatness, and justly received its death blow from that naval pre-eminence it meant to humble. On the 15th of April CAPTAIN OTWAY, of the *London* man of war, arrived at the Admiralty, with dispatches from Admiral Sir HYDE PARKER, announcing this great event, not only the forcing of the Sound (which the Danes considered almost impracticable), but the capture and destruction of their line of defence before Copenhagen. The attack was made under the immediate direction of Lord NELSON, who volunteered his services on the occasion; and, to use the words of Admiral Parker, his Lordship's exertions, great as they had been, never were carried to a higher pitch of zeal in his Country's cause. The obstacles which he and his brave companions in arms had to surmount were of the most formidable and tremendous description, but no effort of art, no advantage of nature, was capable of resisting the steady valour, the skill and judgement, so eminently displayed on this most glorious occasion. Sir Hyde Parker, who, throughout the whole of this trying and critical affair, conducted himself with

his wonted ability, tried prudence, and good courage, had judiciously moored his fleet off the harbour, to attack the remaining ships of the enemy, in case of a rejection of his demands. Thus will severe but just lesson be taught, to all out puny rivals, of the folly and imbecility of any attempt to dispute with Britain the Sovereignty of the Ocean, or the rights of the British Flag, upon the due maintenance of which depends in an eminent degree, the envied superiority which at present we enjoy. This happy event, concurring with the change of system effected in the politics of the Russian Court\*, to frustrate one of the most material objects of the Government of France, we are fondly led to hail as the precursor of a speedy and honourable peace. The advantages which this country must necessarily derive from it, we have every reason to hope, will not be misapplied or abused; and if seriously converted to the purposes of Peace, success, we are persuaded, cannot long be doubtful.

\*A few days before this victory took place, died suddenly, at Petersburg, by an apoplectic stroke, the EMPEROR PAUL of RUSSIA, though unknown at Copenhagen on the day of the engagement. This intelligence arrived in this country on the very day we received the news of the victory over the Danes, and was communicated by M.Smirnhoff, the chaplain of the late Russian Ambassador, to Lord Hawkesbury. The Emperor died on the 12th of March, O. S.\*, which answers to the 23d ult. The new Emperor Alexander is said to have written a letter in the Russian language to his Brittannic Majesty, expressive of his desire to renew the ancient treaties and friendship which subsisted between the two kingdoms. This event is undoubtedly important in the highest degree to the interests of this Country. The violence of Paul was the soul of the Northern Confederacy, and Denmark, in particular, was in the last instance almost compelled into decisive measures by the menaces of her powerful Ally. This compulsion is withdrawn; and if the politics of the new Sovereign of Russia lead him, as the above information supposes, to a renewal of the amity which subsisted between England and his Dominions, generosity may induce him to become the mediator for the powers who were involved in war by the instigation of the Court of Petersburg. Hence arises a new facility for the arrangement of a dispute, which a few days ago seemed the most perplexing of all the difficulties which embarrassed the negotiation of peace.

\* (The Russians continued to use the Julian Calendar, and as a result were eleven days behind the rest of Europe; five years later, this divergence was to cause the catastrophic misunderstanding with Austria which led to an entire Austrian army capitulating to Napoleon at Ulm.)

The following ORDERS were given for the ATTACK:

As Vice-Admiral Lord Nelson cannot with precision mark the situation of the different descriptions of the Enemy's floating-batteries and smaller vessels, lying between their two-decked ships and hulks, the ships which are to be opposed to the floating batteries, &c., &c., will find their stations by observing the stations of the ships to be opposed to the two-decked ships and hulks.

**LINE OF BATTLE**

These ships are to fire in passing onto their stations: *Edgar*, *Ardent*, *Glatton*, *Isis*, *Agamemnon*\* are to lead in succession. The *Edgar* to anchor abreast of No. 5, (a sixty-four gun ship, hulk). The *Ardent* to pass the *Edgar*, and anchor abreast of No. 6 and 7. The *Glatton* to pass the *Ardent*, and anchor abreast of No. 9 (a sixty-four gun ship, hulk). The *Isis* to anchor abreast of No. 2 (a sixty-four gun ship, hulk). The *Agamemnon* to anchor abreast of No. 1. *Bellona*\*, *Elephant*, *Ganges*, *Monarch*, *Defiance*, *Russell*\*, *Polyphemus*, to take their station and anchor as is prescribed by the following arrangement.

MEMORANDUM. No. 1., begins with the Enemy's first ship to the southward.

No.	Rate	Supposed No. of guns mounted on one side	Station of the Line, as they are to anchor and engage
1	74	28	<i>Agamemnon</i> * <i>Desiree</i> is to follow <i>Agamemnon</i> , and rake No. 2
2	64	26	<i>Isis</i>
3 4	Low floating batteries, ship rigged	10 10	It is hoped the <i>Desiree</i> 's fire will not only rake No. 1, but also rake these two floating batteries. Capt. Rose is to place the 6 gun-brigs so as to rake them also.
5	64	27	<i>Edgar</i>
6 7	Pontoon Frigate hulk	10 12	<i>Ardent</i>
8 9	Small no guns visible 64	30	<i>Glatton</i>
10 11 12	Ship gun-boat, of 22 guns Pontoons, or floating batteries	11 12 9	<i>Bellona</i> * to give her attention to support the <i>Glatton</i> .
13	74	36	<i>Elephant</i>
14 15	Pontoons, or floating batteries	12 12	<i>Ganges</i>
16	64	30	<i>Monarch</i>
17	64	30	<i>Defiance</i>
18	64	30	<i>Russell</i> *
19	64	30	<i>Polyphemus</i>
20	A small ship, supposed a bomb.	11	

were exposed to the enemy's fire.

The six gun-boats Capt. Rose is to place with the *Jamaica*, to make a raking fire upon No. 1. The gun-boats, it is presumed, may get far enough a-stern of No. 1, to take Nos. 3 and 4, and Capt. Rose is to advance with the ship and vessels, under his orders, to the Northwards, as he may perceive the British fire to cease, where he is first stationed.

Nos. 1, 2, 3, and 4, being subdued, which is expected to happen at an early period, the *Isis* and *Agamemnon* are to cut their cables, and immediately make sail and take their station ahead of the *Polyphemus*, in order to support that part of the line.

One flat-boat manned and armed, is to remain upon the off side of each line of battle ship. The remaining flat-boats, with the boats for boarding, which will be sent by Admiral Sir Hyde Parker under the command of the First Lieutenant of the *London*, are to keep as near to the *Elephant* as possible, but out of the line of fire, and to be ready to receive the directions of Lord Nelson. The four launches with anchors and cables, which will be sent by Admiral Sir Hyde Parker under the command of a Lieutenant of the *London*, to be as near to the *Elephant* as possible, out of the line of fire, ready to receive orders from Vice-Admiral Lord Nelson.

The *Alcmene*, *Blanche*, *Arrow*, *Dart*, *Zephyr*, and *Otter* fireships, are to proceed under the orders of Capt. Riou of the *Amazon*, to perform such service as he is directed by Lord Nelson.

The *Agamemnon* could not weather the shoal, and was not in action. The *Polyphemus* could not get further than No. 1, so that Nos. 14, 15, 16, 17, 18, 19 and 20, were opposed to the *Elephant*, *Ganges*, *Monarch*, *Amazon*, *Blanche*, *Alcmene*, and *Arrow*; added to which there were two batteries on shore, one mounting 36 brass twenty-four pounders, and four mortars, the other 52 brass twenty-four pounders.



**The following are authentic Copies of the Correspondence which passed between Lord Nelson and the Prince Royal of Denmark, on the 2d instant, immediately on the former finding the Danish ships entirely within his power.**

No. I. Lord Nelson has directions to spare Denmark, when no longer resisting; but if the firing is continued on the part of Denmark, Lord Nelson must be obliged to set on fire all the floating batteries he has taken, without having the power of saving the brave Danes who have defended them.

Dated on board his Majesty's ship *Elephant*, Copenhagen Roads, April 2, 1801.

(Signed) NELSON and BRONTE . Vice-Admiral under command of Admiral Sir HYDE PARKER.

To the Brothers of Englishmen, the Danes.



No. II. His Royal Highness the Prince Royal of Denmark has sent me, General Adjutant Lindholm, on board to his Britannic Majesty's Vice Admiral, the Right Hon. Lord Nelson, to ask the particular object of sending the flag of truce.

No. III. Lord NELSON's ANSWER Lord Nelson's object in sending the flag of truce, was humanity; he therefore consents that hostilities shall cease, and that the wounded Danes be taken on shore, and Lord Nelson will take his prisoners out of the vessels, and burn or carry off his prizes, as he shall think fit. Lord Nelson, with humble duty to his Royal Highness the Prince Royal of Denmark, will consider this the greatest victory he ever gained, if it may be the cause of a happy Reconciliation and Union between his own most gracious Sovereign, and his Majesty the King of Denmark.

(Signed) NELSON and BRONTE .

On board his Majesty's ship *Elephant*, Copenhagen Roads, April 2, 1801.



### **CORRECT PARTICULARS OF THE ACTION**

*Extract of a Letter from on board the Ganges, off Copenhagen, dated April 4th*

"In my last, of the 30th March, I informed you of the intention of the Fleet to pass Elsinour Castle the first fair wind: it came that very day. We weighed anchor, formed the line, and stood past it with all sail set: during the time we were passing, a very great fire was kept up by the enemy, but not one of our ships received a shot. The Swedes, very fortunately, did not engage us at all: we were not above a mile from their guns, as we kept their shore on board, to be out of the Danes' gun-shot; in the mean time we had several bomb-ships firing on the town; the shells which they fired killed 160 people ashore at Elsinour.

"The whole fleet soon came to anchor off Copenhagen, and immediately after Sir Hyde Parker, Lord Nelson, Captain Fremantle, Col. Stewart, and the Captain of the Fleet, all went in a lugger to reconnoitre the enemy's force here; they soon opened a heavy fire on them, but they persevered sounding, &c. till they were satisfied, and then came away.

"On the 31st of March we weighed, and stood close in. On the 1st of April, Lord Nelson having found out a new channel, by which he could come to the enemy with more advantage, the ships that were ordered to put themselves immediately under his command, weighed and stood through the new found channel, and a very intricate one it is; in the afternoon we anchored within reach of the shells of the enemy, which, you may be assured, we were not looking for. They fired on us some part of the night, without doing any damage some fell very near us.

"I now have to recount to you the particulars of the action fought so gloriously on the 1st of April, under the command of Sir Hyde Parker, though more directly under the valiant Nelson, whose flag was flying on board the *Elephant*, of 74 guns, in the

center of the line engaged, I believe for the want of water, nearly one half of the line of battle ships were not able to go the way we did to get upon the enemy, but were, however, to come up the common channel, by which they would have joined us. The channel forms nearly a crescent, and, consequently, the wind that was fair for us under Lord Nelson, who were at one end of this channel, must be contrary for the ships under Sir Hyde Parker at the other. Every thing possible, apparently, was done by that squadron to make a junction; but the engagement, which lasted three hours and a half, with the victory achieved, was finished just at the time I supposed them one gun-shot and a half from the enemy.

"As I apprehend you wish for the particulars, I shall give them, with the occurrences, as nearly as possible. I had a watch about me all the time, and was stationed on the poop. A. M. 10 h. 20 m. answered the signal to weigh, and at 10 h. 50 m. the *Edgar* being the leading ship of the line, received from, and immediately opened a brisk fire on the enemy. At 11 h. the *Elephant*, Vice-Admiral Nelson, passed us in the line of battle; weighed anchor and stood after her, being stationed next ship to the Admiral. At 11 h. 15 m. opened our fire on the enemy; observed the *Bellona* and *Isis* aground. At 11 h. 25 m. passed the Admiral, who hailed and desired us to bring to close ahead of him; let go the stern anchor, wind right aft during the time the line was inverting, by which the headmost became the sternmost ship, to anchor; a very heavy fire was carried on both by the enemy and us; but when every ship had anchored in her station, it became most astonishingly so.

"About five minutes before we anchored, our Master was killed, and the Pilot almost so, by one shot. At 1 h. 20 m. P. M. Admiral Nelson sent an officer on board, to say the Danish Admiral had struck; at this time, as at several others, three cheers were given; the Danish Admiral was supposed to be nearly abreast of the *Elephant*, at the distance of half a mile, we ahead of the *Elephant*, and the *Monarch* next ahead of us. 1 h. 50 m. observed four of the enemy's vessels with their colours struck, another sinking, that soon went down, and one on fire, which afterwards blew up; crew saved. At about At 2 h. 20 m. the enemy very visibly decreased their fire, only two or three being engaged, and those not near us. I observed several boats boarding to take possession of the ships that had struck.

"At about three o' clock the Admiral weighed, or cut, and passed us; cut away our stern anchor, and made sail after the Admiral &c" the fleet in general at this time moved to another anchorage. The very formidable fort of the Crown, and several others along shore, were firing at the fleet all the latter part of the engagement. The *Bellona* and *Isis* were ashore, within gun-shot of the enemy, the whole time, the *Russell* and *Agamemnon*, two of our squadron, ashore, clear of the enemy's shot. In coming out, the *Elephant*, the *Defiance*, and *Ardent*, got ashore, the marks having been taken up by the enemy, in a very difficult channel. They are now all off, and joined Sir Hyde Parker again.

"Soon after the action, flags of truce passed between us. Lord Nelson yesterday went ashore to Copenhagen as we were all under a truce and had an audience with the Danish Monarch.

"The enemy's ships were moored in a line of great extent along the channel, and it

was thought by the Danes to be impossible to take or pass them.

"The loss on our squadron is very considerable: but nothing to be compared with that of the enemy. I hear that some of their ships were manned two or three times. They do not know how many people they had, as they were fairly forced out of the streets of Copenhagen, and put on board. We have had no proper returns yet; but I have sent you a list of the prizes. We were the luckiest line of battle ship in the action in our loss of men, but are most shockingly cut up in masts and rigging. Lord Nelson never knew, he says, such a ship in his life; her sides in a constant blaze with firing, and the men at the same time always a cheering. I have to say, our prizes being chiefly hulks, and their hulls most marvelously shot to pieces, we shall be obliged to destroy the most of them; but there are eleven fine new seventy fours in the harbour, which we must soon have. We likewise expect to meet the Russian fleet very soon, and have no doubt of serving them as we have done the Danes there were 23 sail engaged, 18 of which we completely conquered in the short space of time mentioned."



### LIST OF DANISH SHIPS TAKEN

<i>Ships</i>	<i>Guns</i>	<i>Ships</i>	<i>Guns</i>
<i>Wagner</i>	50	<i>Shark</i>	28
<i>Albstein</i>	64	<i>Charlotte Amelia</i>	26
<i>Rensberg</i>	50	<i>Holstein</i>	64
<i>Jutland</i>	50	<i>Sea Horse</i>	20
<i>Cronenberg</i>	26	<i>Provesteen</i>	64
<i>Sperseris</i>	18		

1 sunk, 1 burnt. Since also, 1 sunk, 1 burnt, 1 destroyed, aground, names unknown



### DANISH ACCOUNT OF THE ENGAGEMENT

The following is the Official Account of the late naval engagement, transmitted to his Royal Highness the CROWN PRINCE, by the Commander in Chief, Olfert Fischer:

"On the 1st of April, at half past three in the afternoon, two divisions of the English fleet, under the command of Vice-Admiral Lord Nelson and a Rear-Admiral, weighed anchor, and stood eastwards and by south of the middle passage of the road, where they anchored. This force consisted of twelve ships of the line, and several large frigates, gun boats, and other smaller vessels, in all thirty-one sail.

"On the 2d of April, at three quarters past nine in the morning, the wind S. E., both the vessels to the south, and the vessels to the north of the middle road, weighed anchor. The ships of the line and heavy frigates under Lord Nelson steered for the Konigstiefe, to take their station in order along the line of defence confided to me. The gun-boats and small vessels took their station nearer to the town, and the division of Admiral Parker, consisting of eight sail of the line and some small vessels, steered with a press of sail southwards to the right wing of defence.

"At half past ten, the foremost ships of Admiral Nelson's division passed the southernmost ships of the line of defence. I gave those ships that were within shot the signal for battle. The block ships *Provesteen* and *Wagner*, and immediately after these the *Jutland*, between which, and the block ship *Dannebrog*, the leading English ship (of 74 guns), fixed her station by throwing out one of her rear anchors, obeyed the signal by a well-directed and well-supported fire.

"By degrees, the rest of the ships came up, and as they sailed past on both sides of the ships already at anchor, they formed a thick line, which, as it stretched northwards to the ship of the line, the *Zealand*, engaged not more than two-thirds of the line committed to me; while the Three Crowns battery, and the block ships *Elephant* and *Mars*, with the frigate *Hielperen*, did not come at all into the action.

"In half an hour the battle was general. Ten ships of the line, among which was one of eighty guns, the rest chiefly seventy-four's, and from six to eight frigates, on the one side. On the other, seven block ships, of which only one of seventy-four guns; the rest of sixty-four and under, two frigates, and six small vessels. This was the respective strength of the two parties. The enemy had on the whole two ships to one, and the block ship *Provesteen* had, besides a ship of the line, and the Rear-Admiral, two frigates against her, by which she was raked the whole time, without being able to return a shot.

"If I only recapitulate historically what your Highness, and along with you a great portion of the citizens of Denmark and Europe, have seen, I may venture to call that an unequal combat, which was maintained for four hours and a half with unexampled courage and effect, in which the fire of the superior force was so much weakened for an hour before the end of the battle, that several English ships, and particularly Lord Nelson's, were obliged to fire only single shots; that this hero himself, in the middle and very heat of the battle, sent a flag of truce on shore to propose a cessation of hostilities; if I add, that it was announced to me that two English ships of the line had struck, but being supported by the assistance of fresh ships, again hoisted their flags; I may in such circumstances, be permitted to say, and I believe I may appeal to the enemy's own confession, that in this engagement Denmark's ancient naval reputation blazed forth with such incredible splendour, that I thank all Europe are the witnesses to it.

"Yet the scale, if not equal, did not decline far to the disadvantage of Denmark. The ships that were first and most obstinately attacked, even surrounded by the enemy, the incomparable *Provesteen*, fought till almost all her guns were dismounted. But these vessels were obliged to give way to superior force, and the Danish fire ceased along the whole line from north to south.

"At half past eleven, the *Dannebrog* ship of the line, which lay alongside Lord Nelson, was set on fire. I repaired with my flag on board the *Holstein*, of the line, belonging to the north wing. But the *Dannebrog* long kept her flag flying in spite of this disaster. At the end of the battle she had two hundred and seventy men killed and wounded.

"At half past two, the *Holstein* was so shattered, and had so many killed and wounded, and so many guns dismantled, that I then carried the pennant to be hoisted, instead of my flag, and went on shore to the battery of the Three Crowns, from which I commanded the north wing, which was slightly engaged with the division of Admiral Parker, till about four o'clock, when I received orders from your Royal Highness to put an end to the engagement.

"Thus the quarter of the defence from the Three Crowns to the frigate *Hielperen*, was in the power of the enemy, and the *Hielperen* finding herself thus alone, slipped her cables and steered to Stirbfen. The ship *Elwen*, after she had received many shots in the hull, and her masts and rigging shot away, and a great number killed and wounded, retreated within the Crowns. The gun-boats *Nyburg* and *Aggershuus*, which last towed the former away, when near sinking, ran ashore; and the *Gerneshe* floating battery, which had suffered much, together with the blockship *Dannebrog*, shortly after the battle, blew up.

"Besides the visible loss the enemy have suffered, I am convinced their loss in killed and wounded is considerable. The advantage the enemy have gained by their victory, too, consists merely in ships which are not fit for use, in spiked cannon, and gunpowder damaged by sea water.

"The number of killed and wounded cannot yet be exactly ascertained; but I calculate it from 16 to 1800 men. Among the former it is with grief I mention the Captains of the block ship *Indosforetten*, and the frigate *Cromberg*, Captain Thara and First Lieutenant Hauch, with several other brave Officers. Among the wounded, the Commander of the *Dannebrog*, who, besides other wounds, has lost his right hand.

"I want expressions to do justice to the unexampled courage of the Officers and crews. The battle itself can only enable you to form an idea of it."

(Signed) "OLFERT FISCHER"



## GAZETTE EXTRAORDINARY ADMIRALTY-OFFICE

APRIL 15

Captain Otway of his Majesty's ship the *London*, arrived in town this morning with dispatches from Admiral Sir Hyde Parker, Commander in Chief of a squadron of his Majesty's ships employed on a particular service, to Evan Nepean, Esq. dated on board the *London*, in Copenhagen Roads, the 6th inst. of which the following are

copies:

SIR, You will be pleased to acquaint the Lords Commissioners of the Admiralty, that since my letter of the 23d of March, no opportunity of wind offered for going up the Sound until the 25th, when the wind shifted in a most violent squall from the S. W. to the N. W. and north, and blew with such great violence, and with so great a sea, as to render it impossible for any ship to have weighed her anchor. The wind and sea were even so violent as to oblige many ships to let go a second anchor to prevent them from driving, notwithstanding they were riding with two cables on end; and, by the morning, the wind veered again to the southward of the west.

On the 30th of last month, the wind having come to the northward, we passed into the Sound with the fleet, but not before I had assured myself of the hostile intentions of the Danes to oppose our passage, as the papers, marked No. 1, 2, 3, and 4 will prove; after this intercourse, there could be no doubt remaining of their determination to resist. After anchoring about five or six miles from the island of Huin, I reconnoitred, with Vice-Admiral Lord Nelson, and Rear-Admiral Graves, the formidable line of ships, radeaus, pontoons, galleys, fire-ships and gun-boats, flanked and supported by extensive batteries on the two islands called the Crowns; the largest of which was mounted with from fifty to seventy pieces of cannon; these were again commanded by two ships of seventy guns, and a large frigate in the inner road of Copenhagen and two sixty-four gun ships (without masts), were moored on the flat, on the starboard side of the entrance into the arsenal.

The day after, the wind being southerly, we again examined their position, and came to the resolution of attacking them from the southward. Vice-Admiral Nelson, having offered his services for conducting the attack, had, some days before we entered the sound, shifted his flag to the *Elephant*; and after having examined and buoyed the Outer Channel of the Middle Ground, his lordship proceeded with the twelve ships of the line named in the margin (the *Elephant*, *Defiance*, *Monarch*, *Bellona*, *Edgar*, *Russell*, *Ganges*, *Glatton*, *Isis*, *Agamemnon*, *Polyphemus*, *Ardent*), all the frigates, bombs, fire-ships, and all the small vessels, and that evening anchored off Draco Point to make his disposition for the attack, and wait for the wind to the southward. It was agreed between us, that the remaining ships with me should weigh at the same moment that his Lordship did, and menace the Crown batteries, and the four ships of the line that lay at the entrance of the arsenal; as also to cover our disabled ships as they came out of action.

I now have the honour to enclose a copy of Vice-Admiral Lord Nelson's report to me of the action on the 2d instant. His Lordship has stated so fully the whole of the proceedings on that day, as only to leave me the opportunity to testify my entire acquiescence and testimony of the bravery and intrepidity with which the action was supported throughout the line. Was it possible for me to add any thing to the well-earned renown of Lord Nelson, it would be by asserting that his exertions, great as they have heretofore been, never were carried to a higher pitch of zeal for his country's service. I have only to lament that the sort of attack, confined within an intricate and narrow passage, excluded the ships particularly under my command from the opportunity of exhibiting their valour; but I can, with great truth assert, that the same spirit and zeal animated the whole of the fleet; and I trust the contest in which we are engaged, will, on some future day, afford them an occasion of shewing that the whole were inspired with the same spirit, had the field been sufficiently

extensive to have brought it into action. It is with the deepest concern I mention the loss of Captains Mosse and Riou, two very brave and gallant Officers, and whose loss, as I am well informed, will be sensibly felt by the families they have left behind them; the former a wife and children; the latter, an aged mother. From the known gallantry of Sir Thomas Thompson on former occasions, the naval service will have to regret the loss of the future exertions of that brave officer, whose leg was shot off. For all other particulars, I beg leave to refer their Lordships to Captain Otway, who was with Lord Nelson in the latter part of the action, and able to answer any questions that may be thought necessary to put to him. A return of the killed and wounded you will receive herewith.

I have the honour to be, &c. H. PARKER

P. S. The promotions and appointments that have taken place on this occasion will be sent by the next opportunity that offers; but I cannot close this without acquainting their Lordships, that Captain Mosse being killed very early in the action, Lieutenant John Yelland continued it with the greatest spirit and good conduct; I must, therefore, in justice to his merit, beg leave to recommend him to their Lordships' favour.

No. I

*London, in the Cattogat, 27th March 1801.*

From the hostile transaction of the Court of Denmark, sending away his Britannic Majesty's Chargé d'Affaires, the Commander in Chief of his Majesty's Fleet, is anxious to know what the determination of the Danish Court is, and whether the Commanding Officer of Cronenburg castle has received orders to fire upon the British Fleet as they pass into the Sound, as he must deem the firing of the first gun a declaration of war on the part of Denmark.

*(Signed) HYDE PARKER*

#### **TRANSLATION, No. II. ANSWER.**

Cronberg, March 28.

In answer to the Admiral's honoured letter, I have to inform him, that no orders are given to fire on the English fleet; an express is gone to Copenhagen, and should any orders be sent, I shall immediately send an Officer on board to inform the Admiral.

*(Signed) STRICKER, Governor*

#### **TRANSLATION, No. III.**

Cronberg Castle, March 28.

In answer to your Excellency's letter, which I did not receive till the following day, at half past eight, I have the honour to inform you, that his Majesty the King of Denmark did not send away the Chargé d'Affaires, but that upon his own demand he obtained a passport. As a soldier I cannot meddle with politics, but I am not at

liberty to suffer a fleet, whose intentions are not yet known, to approach the guns of the castle which I have the honour to command. In case your Excellency should think proper to make any proposals to his Majesty the King of Denmark, I wish to be informed thereof, before the fleet approaches nearer to the castle. An explicit order is desired.

(Signed) STRICKER

## ANSWER

On board the *London*, 29th March 1801.

SIR In answer to your excellency's note just now received, the undersigned has only to reply that, finding the intentions of the court of Denmark to be hostile against his Britannic Majesty, he regards the answer as a declaration of war, and, therefore, agreeable to his instructions, can no longer refrain from hostilities, however reluctant it may be to his feelings; but at the same time will be ready to attend to any proposals of the Court of Denmark for restoring the former amity and friendship which had for so many years subsisted between the two Courts.

His Excellency the Governor of Cronberg Castle

(Signed) H. PARKER



## Elephant, off Copenhagen, 3d April, 1801

SIR In obedience to your directions to report the proceedings of the squadron named in the margin (*Elephant, Defiance, Monarch, Bellona, Edgar, Russell, Ganges, Glatton, Isis, Agamemnon, Polyphemus, Ardent, Amazon, D'Arce, Blanche, Alcmena*; Sloops, *Dart, Arrow, Cruiser, and Harpy*; Fire-ships, *Zephyr and Otter*; Bombs, *Discovery, Sulphur, Hecla, Explosion, Zebra, Terror, and Volcano*.) which you did me the honour to place under my command, I beg leave to inform you that having, by the assistance of that able officer Captain Riou, and the unremitting exertions of Captain Brisbane, and the masters of the *Amazon* and *Cruiser*, in particular, buoyed the channel of the Outer Deep, and the position of the Middle Ground, the squadron passed in safety, and anchored off Draco the evening of the first; and that yesterday morning I made the signal for the squadron to weigh, and to engage the Danish line, consisting of six sail of the line, eleven floating batteries, mounting from twenty-six twenty-four pounders to eighteen eighteen-pounders, and one bomb-ship, besides schooner gun-vessels. These were supported by the Crown Islands, mounting eighty-eight cannon, and four sail of the line moored in the harbour's mouth, and some batteries on the island of Amak. The bomb-ship and the schooner gun-vessels made their escape, the other seventeen sail are sunk, burnt, or taken, being the whole of the Danish line to the southward of the Crown Islands, after a battle of four hours. From the very intricate navigation, the *Bellona* and the *Russell* unfortunately grounded, but although not in the situation assigned them, yet so



placed as to be of great service. The *Agamemnon* could not weather the shoal of the middle, and was obliged to anchor; but not the smallest blame can be attached to Captain Fancourt; it was an event to which all the ships were liable. These accidents prevented the extension of our line by the three ships mentioned, who would, I am confident, have silenced the Crown Islands, the two outer ships in the harbour's mouth, and prevented the heavy loss in the *Defiance* and *Monarch*, and which unhappily threw the gallant and good Captain Riou (to whom I had given the command of the *Blanche*, *Alcmene*, *Dart*, *Arrow*, *Zephyr* and *Otter*, to assist in the attack of the ships at the harbour's mouth) under a very heavy fire; the consequence has been the death of Captain Riou, and many brave Officers and men in the frigates and sloops. The bombs were directed and took their stations abreast of the *Elephant*, and threw some shells into the arsenal. Captain Rose, who volunteered his services to direct the gun-brigs, did every thing that was possible to get them forward, but the current was too strong for them to be of service during the action; but not the less merit is due to Captain Rose, and, I believe, all the Officers and crews of the gun-brigs for their exertions. The boats of those ships of the fleet, who were not ordered on the attack, afforded us every assistance; and the Officers and men who were in them, merit my warmest approbation. The *D'Arcole* took her station in raking the southernmost Danish ship of the line, and performed the greatest service. The action began at five minutes past ten. The van, led by Captain George Murray of the *Edgar*, who set a noble example of intrepidity, which was as well followed by every Captain, Officer and man in the squadron. It is my duty to state to you the high and distinguished merit and gallantry of Rear-Admiral Graves. To Captain Foley, who permitted me the honour of hoisting my flag in the *Elephant*, I feel under the greatest obligations; his advice was necessary on many important occasions during the battle. I beg leave to express how much I feel indebted to every Captain, Officer, and man, for their zeal and distinguished bravery on this occasion. The honourable Colonel Stewart did me the favour to be on board the *Elephant*, and himself, with every other Officer and soldier under his orders, shared with pleasure the toils and dangers of the day. The loss in such a battle has naturally been very heavy. Amongst many other brave Officers and men who were killed, I have, with sorrow, to place the name of Captain Mosse, of the *Monarch*, who has left a wife and six children to lament his loss; and, among the wounded, that of Sir Thomas B. Thompson, of the *Bellona*.

I have the honour to be, &c. NELSON AND BRONTE.



### List of the killed and wounded in the Attack on the Enemy's Line of Defence, Batteries &c on the 2d of April.

- |           |   |
|-----------|---|
| Edgar:-   | Twenty-four seamen, two marines, three soldiers of the 49th regiment, killed; seventy-nine seamen, seventeen marines, eight soldiers of the 49th regiment, wounded. Total 133.              |
| Monarch:- | Thirty-five seamen, twelve marines, eight soldiers of the 49th regiment, killed; one hundred and one seamen, thirty-four marines, twenty soldiers of the 49th regiment, wounded. Total 210. |

Bellona:- Nine seamen, two marines, killed; forty-eight seamen, ten marines, five soldiers, wounded. Total 74.

Defiance:- Seventeen seamen, three marines, two soldiers, killed; thirty-five seamen, five marines, seven soldiers, wounded. Total 69.

Isis:- Twenty-two seamen, four marines, two soldiers of the rifle corps, killed; sixty-nine seamen, thirteen marines, two soldiers of the rifle corps, wounded. Total 112.

Amazon:- Ten seamen, one marine, killed; sixteen seamen, five marines, wounded. Total 32.

Glatton:- Seventeen killed, thirty-four wounded. Total 51.

Desiree:- Three wounded.

Blanche:- Six seamen, one marine, killed; seven seamen, two marines, wounded. Total 16.

Polyphemus:- Four seamen, one marine, killed; twenty seamen, four marines, wounded. Total 29.

Elephant:- Four seamen, three marines, one soldier of the rifle corps, killed; eight seamen, one marine, two soldiers of the rifle corps, wounded. Total 19.

Alcmene:- Five seamen, killed; twelve seamen, two marines, wounded. Total 19.

Dart:- Two killed; one wounded. Total 3.

Ganges:- Five killed; one missing. Total 6.

Russell:- Five seamen, one marine, wounded. Total 6.

Ardent:- Twenty-nine seamen and marines, killed; sixty-four seamen and marines, wounded. Total 93.

## **OFFICERS KILLED**

Edgar:- Edmund Johnson, First Lieutenant; Lieutenant Benjamin Spencer, marines.

Defiance George Gray, Lieutenant; Matthew Cobb, pilot.

Elephant:- Captain James Bawden, of the Cornish Miners, volunteer in the rifle corps; Mr. Henry Yaulden, Master's Mate.

Polyphemus:- Mr. James Bell, Midshipman.

Isis:- Mr. Daniel Lamond, Master; Mr. Henry Long, Lieutenant of the marines; Mr. George McKinlay, Mr. Thomas Rann, Midshipmen; Mr. Grant, Lieutenant of the rifle corps.

Ganges:- Mr. Robert Stewart, Master.

Dart:- Mr. Edwin Sandys, Lieutenant.

Glatton:- Mr. Alexander Nicholson, Pilot.

Monarch:- Captain Robert Mosse.

Amazon:- Captain Edward Riou; Hon. George Tucket, Midshipman; Mr. Jos. Rose, Captain's Clerk.

Ardent:- Mr. George Hoare, Midshipman.

### OFFICERS WOUNDED

Edgar:- Joshua Johnson, Second Lieutenant; William Goldfinch, Fifth Lieutenant,; Mr. Gahagan, Mr. Whimper, Mr. Ridge, Mr. Proctor, Mr. Domett, Midshipmen, slightly.

Defiance:- Mr. Paterson, Boatswain; Mr. Gallaway, Midshipman; Mr. Niblet, Captain's Clerk; Mr. Stephenson, Pilot.

Elephant:- Mr. Edward Gill, Midshipman of the *St. George*; Mr. Hugh Mitchel, Midshipman.

Alcmene:- Mr. Henry Baker, Acting Third Lieutenant; Mr. Charles Meredith, Lieutenant of the marines; Mr. Charles Church, Boatswain; Mr. G. A. Spearing, Master's Mate; Mr. Pratt, Pilot.

Polyphemus:- Mr. Edward Burr, Boatswain.

Desiree:- Mr. King, Lieutenant, slightly.

Isis:- Mr. Richard Cormack, Lieutenant; Mr. Ruben Pain, Mr. Simon Frazer, Mr. Charles Jones, Midshipmen.

Ganges:- Mr. Isaac Davis, Pilot, badly.

Glatton:- Mr. Tindall, Lieutenant; Mr. Robert Thompson, Master's Mate; Mr. John Williams, Midshipman.

Monarch:- Mr. William Minchin, Lieutenant; Mr. James Marrie, Lieutenant of marines; Mr. James Dennis, Lieutenant of the 49th regiment; Mr. Henry Swimmer, Mr. W. J. Bowes, Mr. Thomas Harlowe, Mr. George Morgan, Mr. Philip Le Vesconte, Midshipmen; Mr. William Joy, Boatswain.

Bellona:- Sir T. B. Thompson, Bart. Captain, lost his leg; Mr. Thomas Southey, Lieutenant; Mr. Thomas Wilks, Lieutenant, slightly;

Captain Alexander Sharp, of the 49th regiment, badly; Mr. James Emmerton, Master's Mate; Mr. Anderson, Mr. Edward Daubenny, Mr. William Sitford, Mr. Fig, Midshipmen.

Amazon:- Mr. James Harry, Mr. Philip Horn, Master's-Mates

KILLED Officers 20 Seamen, Marines, and Soldiers 234-254

WOUNDED Officers 48 Seamen, Marines, and Soldiers 651-689

Total killed and wounded, 943

## **ADMIRALTY-OFFICE, APRIL 21**

*Extract of a letter from Sir Admiral Hyde Parker, Commander in Chief of his Majesty's ships and vessels employed on a particular service, to Evan Nepean, Esq. Secretary of the Admiralty, dated on board his Majesty's ship London, in Copenhagen Road, the 9th April 1801.*

The Honourable Lieutenant Colonel Stewart having volunteered his services by being the bearer of these dispatches, I have accepted thereof on a belief that it will be more expeditious by sea.

I have the pleasure to transmit an armistice concluded between the Court of Denmark and myself.

I mean, as soon as the disabled ships are refitted, and the worst of the wounded men moved into the *Holstein* Danish ship of the line, which I have commissioned an hospital ship, to proceed over the Grounds into the Baltic to put into execution the remaining part of my instructions.

The *Isis* and *Monarch* being found in so bad a state from the late action, as to render it necessary to send them to England to have their damages repaired, I shall send them home for that purpose with the *Holstein* hospital-ship, which has the wounded and sick on board.

## **ARMISTICE**

The Danish Government on one hand, and Admiral Sir Hyde Parker, Knight, Commander in Chief of his Britannic Majesty's Naval Forces in the road of Copenhagen on the other, being, from motives of humanity, equally anxious to put a stop to the further effusion of blood, and to save the city of Copenhagen from the disastrous consequences which may attend a further prosecution of hostilities against that city, have mutually agreed upon a military armistice or suspension of arms.

His Danish Majesty having for that purpose appointed Major General Ernest Frederick Walterstorff, Chamberlain to his Danish Majesty, and Colonel of a Regiment, and Adjutant General Hans Lindholm, Captain in his Danish Majesty's Navy, his commissioners for agreeing about the terms of the said armistice, and Admiral Sir Hyde Parker, Knight, having, with the same view authorised the Right Honourable Horatio Lord Nelson of the Nile, Knight of the Most Honourable Order of the Bath, Duke of Bronte in Sicily, Knight of the Grand Cross of the Order of St. Ferdinand and of Merit, and of the Imperial Order of the Crescent, Vice-Admiral in the Fleet of his Britannic Majesty, and the Honourable William Stewart, Lieutenant

Colonel in his Britannic Majesty's Service, and Member of Parliament, and commanding a detachment of his Britannic Majesty's forces embarked: these said Commissioner have met this day, and having exchanged their respective powers have agreed upon the following terms:

Art. I. From the moment of the signature of this Armistice all hostilities shall immediately cease between the fleet under the command of Sir Hyde Parker, and the City of Copenhagen, and all the armed ships and vessels of his Danish Majesty in the Road or Harbour of that City, as likewise between the different Islands and Provinces of Denmark, Jutland included.

Art. II. The armed ships and vessels belonging to his Danish Majesty, shall remain in their present actual situation as to armament, equipment, and hostile position; and the treaty commonly understood as the treaty of armed neutrality shall, as far as relates to the co-operation of Denmark, be suspended, while the Armistice remains in force. On the other side, the armed ships and vessels under the command of Sir Hyde Parker, shall in no manner whatsoever molest the City of Copenhagen, and all the armed ships and vessels of his Danish Majesty's armed ships and vessels on the coasts of the different Islands and Provinces of Denmark, Jutland included; and in order to avoid every thing which might otherwise create uneasiness or jealousy, Sir Hyde Parker shall not suffer any of the ships and vessels under his command to approach within gun shot of the armed ships or fort of his Danish Majesty's in the Road of Copenhagen: this restriction shall not however extend to vessels necessarily passing or repassing through the Gaspar, or King's Channel.

Art. III. This Armistice is to protect the City of Copenhagen, as also the coasts of Denmark, of Jutland, and the islands included; against the attack of any other naval force which his Britannic Majesty may now or hereafter, during its remaining in force, have in its seas.

Art. IV. The fleet of Admiral Sir Hyde Parker shall be permitted to provide itself at Copenhagen, and along the coasts of the different islands and provinces of Denmark and Jutland included, with every thing which it may require for the health and comfort of its crews.

Art. V. Admiral Sir Hyde Parker shall send on shore all such subjects of his Danish Majesty as are now on board the British fleet under his command, the Danish Government engaging to give an acknowledgment for them, as also for all such wounded as were permitted to be landed after the action of the 2d instant, in order that they may be accounted for in favour of Great Britain, in the unfortunate event of the renewal of hostilities.

Art. VI. The coasting trade carried on by Denmark, along all such parts of her coast as are included in the operation of this armistice, shall be unmolested by any British ships or vessels whatever, and instructions given accordingly by Sir Hyde Parker.

Art. VII. This Armistice is to continue uninterrupted by the contracting parties for the space of fourteen weeks from the signature hereof, at the expiration of which time, it shall be in the power of either of the said parties, to declare a cessation of the

same, and to recommence hostilities, upon giving fourteen days' previous notice. The conditions of this Armistice are upon all occasions to be explained in the most liberal and loyal manner, as to remove all ground for further disputes, and facilitate the means of bringing about the restoration of harmony and good understanding between the two Kingdoms.

In faith whereof, we the undersigned Commissioners, in virtue of our full powers, have signed the present Armistice, and have affixed to it the Seal of our Arms.

Done on board his Britannic Majesty's ship *London*, in Copenhagen Roads, April the Ninth, One thousand eight hundred and one.

Signed

(L. S.) NELSON AND BRONTE

(L. S.) WILLIAM STEWART

(L. S.) ERNEST FREDERICK WALTERSTORFF

(L. S.) HANS LINDHOLM

In pursuance of my above-mentioned authority, I ratify this document with my hand.

(L. S.) FREDERICK

Ratified by me,

(L. S.) HYDE PARKER, Admiral and Commander in Chief of his Britannic Majesty's Fleet.



On the Armistice between our Commander in Chief and the Prince of Denmark being concluded, the Following General Orders were issued to the Fleet, by the Admiral's First Captain, *viz.*

*G. O. "His Majesty's ship London, Copenhagen Roads, April 10, 1801*

"An Armistice now being concluded between the Government of Copenhagen and the Commander in Chief, by which all hostilities are to cease for the space of fourteen weeks, or until the Courts of Great Britain and Copenhagen have arranged their present differences:

"It is the Commander in Chief's express direction, that no act of hostility or insult be offered by any Officer or seaman under his command to the Danish flag, as it is meant such supplies as are wanted for the fleet are to be sent off by Danish boats from the shore. The Commander in Chief strictly prohibits any Officers or boats going to the shore from the fleet, except by his special permission first granted.

*(Signed) "W. DOMETT."*



The *Monarch*, which fought so bravely and suffered so much in the late action, having by some means got foul of the rigging of the *Ganges*, one of the seamen employed in clearing them, finding himself on board the *Ganges*, jumped overboard, and swam towards the *Monarch*, swearing he would never desert his ship. A boat was instantly put off, which saved the poor fellow's life.

**"I really do not see the signal!"**

### **The Battle of Copenhagen, 1st. April 1801**

Admiral Sir Hyde Parker commanding the Baltic Fleet watched from a distance as Lord Nelson led the fleet attack upon the fortified Danish Fleet. It was a furious action in which the British gunners are reported as firing broadsides every *forty seconds* and the whole scene was shrouded in gunsmoke. During this battle Lord Nelson famously "turned a blind eye" to an order from his commander in chief.

This is how Tom Pocock describes the incident in *Horatio Nelson: (1987, Random House Publishing)*

On the quarterdeck of the *Elephant* Lieutenant Langford, turning his telescope on the distant flagship, saw the signal through the smoke, and called to Nelson that she was flying the signal to discontinue the action. The admiral appeared not to have heard and when the lieutenant shouted again, called back irritably: "Mr. Langford, I told you to look out on the Danish commodore and let me know when he surrendered; keep your eye fixed on him."

At this, the dutiful Langford asked a question that could not be ignored: should he repeat the Commander-in-Chief's signal to the other ships? "No, acknowledge it," snapped Nelson, then asked whether his own signal for "close action" was still hoisted. Being told it was he ordered: "Mind you keep it so."

Then, walking to and fro nervously working the stump of his right arm, he stopped by Colonel Stewart and said, "Do you know what's shown on board of the Commander-in-Chief? No. 39!" Asked what that meant, he replied, "Why, to leave off action! Now damn me if I do!"

Then, he turned to Foley\* and as Stewart reported, said: "You know, Foley, I have only one eye - I have a right to be blind sometimes" and then with the archness peculiar to his character, putting the glass to his blind eye, he exclaimed, "I really do not see the signal !"

\* Captain Thomas Foley had commanded HMS *Goliath* at The Battle of The Nile, 1st. August 1798, and was Nelson's flag captain at Copenhagen. He had a long and distinguished career eventually becoming Vice Admiral Sir Thomas Foley GCB, RN Commander-in-Chief, Portsmouth. He was one of the "Band of Brothers."

## COPENHAGEN - THE AFTERMATH

### IMPERIAL PARLIAMENT HOUSE OF LORDS, APRIL 16

LORD ST. VINCENT called the attention of their Lordships to the recent victory over the Danes. He paid a very handsome compliment to the several persons engaged in the expedition, whose conduct upon this occasion, in his opinion, far surpassed any thing that was to be found in the glorious annals of the British Navy. He then moved the thanks of his House to Admiral Sir Hyde Parker, for the victory obtained over the Danish fleet on the 2d of April last, which was agreed to nem. diss. The Noble Earl then moved that the thanks of the House should be given to Vice-Admiral Lord Nelson; to Rear-Admiral Graves; to the Hon. Colonel Stewart, of the 49th regiment of foot; together with the Officers, marines, and sailors serving on board the British fleet.

Lord Grenville expressed his feelings in terms of the highest congratulation for the success of our arms, and most cordially concurred with the motion.

The Duke of Clarence said, it might appear presumptuous in him to rise and add approbation to what was already mentioned; yet he would just say, that great praise was owing to the Late Lord of the Admiralty, for the peculiar choice he had made of Commanders for the expedition, and great praise also to the present Noble Earl who had dispatched it with a celerity and promptitude that led almost to sure and instant success. He complimented Lord Nelson highly on his courage and intrepidity, which fortune seemed to back in every enterprise in which he was engaged; and acknowledged his own obligation, as a Prince of the Blood, to the gallant Commanders, and to the whole fleet, for the accomplishment of a victory, which, probably in its effect, would restore the possessions on the Continent to his family\*, together with the peace and security of the British Empire and of Europe.

Lord Hood could not content himself with giving a silent vote; because he had been personally convinced, while he had the honour of having those two illustrious Officers serving under him, that it was impossible there could be two more courageous and able Commanders, or who were more zealous in their country's cause.

The motion was agreed to; and the thanks were ordered to be communicated to the respective Commanders.

### HOUSE OF COMMONS

MR. ADDINGTON (Chancellor of the Exchequer) rose to move the thanks of the House to the Officers and Seamen of the Northern Fleet, for the distinguished seal and gallantry which they had shewn in the action of the 2d of April. He must say, that no action that had taken place in the course of the present war which contributed



more to sustain the character, and to add to the lustre, of the British arms. For its execution Sir Hyde Parker, Lord Nelson, and Rear Admiral Graves, three most distinguished Officers, had been selected; and, thus prepared, the armament proceeded to the North. To enter into all the particulars of the service was unnecessary; it was sufficient, therefore, to say that the fleet, after passing the Sound, advanced to Copenhagen. Such was the situation of the enemy's force, that all our ships could not possibly be engaged. In these circumstances, Sir Hyde Parker had, with a degree of judgment which reflected the highest credit on his choice, appointed Lord Nelson, whose name has already been covered with splendour and renown, to the execution of the important enterprise. Great, however, as was the skill, and the success which had been formerly displayed by this illustrious Commander at Aboukir, it was not greater than that which had been exhibited in the attack upon the fleet moored for the defence of Copenhagen. But this was not all. After the line of defence was destroyed, and whilst a tremendous fire was still continued, Lord Nelson retired to his cabin, and addressed a letter to the Prince Royal of Denmark. He then asked that a flag of truce might be admitted to land, adding, at the same time, that if this was denied, he must be obliged to demolish the floating batteries which were in his power; and that in such case he could not answer for the lives of the brave men by whom they had been defended. To the answer, which required to know the motive for such a message, his reply was that his only motive was humanity; that his wish was to prevent the further effusion of blood; and that no victory which he could possibly gain would afford him so much pleasure as would result from being the instrument of restoring the amicable intercourse between his Sovereign and the Government of Denmark. Lord Nelson then went on shore, and was received by a brave and generous people for brave they had shewn themselves in their defence, and generous in the oblivion of their loss with the loudest and most general acclamations. The Prince Royal of Denmark had also received his lordship in a manner conformable to his high character. The negotiations which ensued between them it would be highly improper for him now to state; but this he must observe, that Lord Nelson had shewn himself as wise as he was brave, and proved that there be united in the same person, the talents of the Warrior and Statesman! The manner in which he spoke of Admiral Graves, Colonel Stewart, and the rest of the Gentlemen who had co-operated with him, shewed the kindness of his nature and the gallantry of his spirit. He gave, in fact, due praise for their good conduct to all.

Mr. Addington concluded a very complimentary speech by moving a vote of thanks to Sir Hyde Parker "for the able and judicious disposition which he had made of the fleet under his command, when the line of defence before Copenhagen was forced, and a signal victory obtained."

The Vote of Thanks to Sir Hyde Parker was then put and carried, *nem. con.*

The Thanks of the House were then voted in the like manner to Lord Nelson, Admiral Graves, and Colonel Stewart of the 49th regiment, and the other officers.

The approval and acknowledgment of the conduct of the Seamen, Soldiers, and Marines was also passed, *nem. con.*

Mr. Addington then moved an address to his Majesty, that a monument might be erected to the memory of Captains Riou and Mosse in the Cathedral of St. Paul. He

said, at the same time, that due attention should be paid to the surviving relatives. The Motion was agreed to.

When copies of the Gazette Extraordinary, of the defeat of the Danish fleet, were received by the Hon. Admiral Cornwallis, off Brest, a copy was sent on board every ship of war in the fleet, and read to the ship's company from the quarter deck. On finishing the reading, a signal was made from the flag-ship of every division, when the whole fleet manned ship, gave three cheers, and fired a Royal Salute. The account of this victory was received with the most enthusiastic marks of joy throughout the entire fleet.

#### PASSAGE OF THE SOUND

MR. EDITOR

IF you are not already provided, I think the following particulars relative to the Passage of the Sound, extracted from a letter written to an officer in the Baltic Fleet, will afford some amusement to your numerous readers.

I am, &c.

18th August

1801.....  
....."NEPTUNE"

EARLY on the morning of the 18th of March, the Admiral made the signal for seeing land; and on the 19th about noon, we made the Scaw, which was the first general rendezvous of the fleet. The Scaw, or Scagen is a low point of land, the most northerly of the peninsula of North Jutland; apparently sandy and barren, distant from Marstand Island on the Swedish shore, 11 or 12 leagues. On both these points the Danes and Swedes have erected Light houses, towards the support of which all vessels that pass the Sound or enter the Swedish ports are obliged to contribute. The passage between the Scaw lights and the Cattegat is considered the entrance of the Cattegat.

At a period when every delay, however trifling, must have been favourable to the northern coalition, and when it was well known the Danes were making every possible effort to obstruct the passage of the Sound, and render Copenhagen inaccessible to our gun-vessels, it excited a general surprise that our fleet did not pass the Cattegat with a strong N. W. wind which was favourable, and that, by lying to, and standing so many hours off the Scaw, the advantage should be lost resulting from expedition and particularly so when the mildest winter known for many years in these

climates, had left the passage of the Sound and navigation of the Baltic completely open.

From the 21st to the 24th we had in general foul winds, heavy falls of sleet, snow and rain, which, added to a chilling cold, caused the officers and crews to suffer incredible fatigue. The Russell had parted from the admiral in consequence of having been ordered to take the Tickler gun-brig in tow on the 13th, and this circumstance had nearly caused her destruction; she having in her endeavours to preserve this vessel during a dark and hazy night, been drifted on a lee shore, where she would inevitably have perished, but for the unexampled exertions of her officers and crew. During the negotiations that were carried on previous to our passing the Sound, an incident occurred, which, though trivial in itself, may tend to point out the mode of thinking then prevalent in the Court of Denmark, and the perfect state of security in which the Danes considered themselves at the time. An officer of distinction, high in favour with the Prince, came on board the Admiral with a verbal answer to one of our proposals; and finding some difficulty in expressing with sufficient accuracy, the sentiments of his Court, was requested to communicate them in writing. The pen which had been brought for the purpose happening to be ill pointed, he held it up, and observed with a sarcastic smile to those about him, "If your guns are not better pointed than your pens, then you will make little impression on Copenhagen." (The sequel has proved, that if English pens are badly pointed, English guns are not, as many Danes can certify.)

Scarcely had the Admiral declared his intention of forcing the passage of the Sound when he was induced to relinquish it by the suggestions of some ignorant and designing pilots, who, from motives of fear or interest, had considerably exaggerated the difficulties and dangers of the enterprise, and had represented, as much more practicable and less hazardous, the circuitous passage of the Great Belt. The vague and inaccurate accounts that had been communicated respecting the preparations of the Swedes, and the strength of Helsingborg Castle, where, as it has since appeared, there were mounted only eight effective guns of small calibre; the difficulties in a hostile country of repairing the casualties that might be expected in passing the enemy's forts; the disadvantage of a southerly wind, with some other important considerations; and perhaps some secret prudential motives, appeared to fix the determination of the English Admiral. The 26th, at day-break, the fleet got under way, and stood to the westward, for the purpose, as it was generally believed, of passing the Great Belt. Captain Murray of the Edgar, an active and intelligent officer, who the preceding Summer had surveyed the entrance to the Baltic with a degree of accuracy hitherto unknown, proffered his services to lead the fleet. It was now concluded, from the high opinion entertained of this officer's professional abilities, and the facility with which the passage might be effected in a place where the Danes had but one guardship, his offers would be accepted: but they were not. On the 26th and 27th, several vessels from the Baltic under Prussian colours passed the Sound, and were permitted to proceed, although it was known that Prussia was acting hostilely against Great Britain at that time. The order given on the 28th to prepare for battle (an order always received by British Tars with acclamations of joy), at length relieved us from a state of despondency; and, together with some previous manouvres of the admiral, convinced us that the passage of the Sound was decided upon. Nothing but the appointment of a popular leader was now wanting, to maintain and direct to the accomplishment of an enterprize, that spirit of heroic enthusiasm which

seemed to pervade every bosom; and fortunately for the English nation, this service was allotted to the Hero of the Nile, who had so often led the British Tars to Glory.

The afternoon of the 29th was principally employed in clearing the ships for action; which was done with an alacrity and expedition unexampled in the history of Naval events; and it now remained to overthrow by the force of cannon a popular error, which all the power of reasoning could never have removed. It had long been a received opinion in Europe that the possession of Cronenburg Castle gave to the Danes an uncontrolled command of the passage of the Sound; and the Danes seem to have so far adopted this opinion, and to have profited by the imaginary advantage of their situation, that for more than a century they have exercised the undisputed right of levying contributions on all vessels, in proportion to the value of the cargo, trading to and from the Baltic. The tacit assent given by the European powers to this flagrant imposition, apparently justified by the sanction of time, so far confirmed the Danes in the validity of this opinion, that they considered any augmentation to the works as superfluous; and relying on the co-operation of the Swedes, had neglected by floating batteries to render the approach of the English more difficult than otherwise it might have been. The wind being as favourable as the most sanguine expectation could desire, the admiral, to the inexpressible joy of the whole fleet, made, on the morning of the 30th, the signal to weigh and form the order of battle. The nomination of the Conqueror of Aboukir to lead the van division seemed already a happy presage of victory, and diffused a spirit of confidence and emulation which the name alone of Nelson never fails to excite in British seamen. Sir Hyde Parker acted with his division in the rear, a corps de reserve. Such was the promptitude displayed in executing the orders to form the line and to engage, that at half past six the Monarch, appointed to lead the fleet, was so far advanced that the enemy commenced a heavy and well supported fire from the whole line of their positions, which was instantaneously returned from the leading ships, and from some of those of the center and rear divisions.

No one circumstance during the operations of this memorable day contributed so efficaciously towards their ultimate success, as the silence of the Swedish batteries. What might have been the motives that determined the conduct of Sweden on this occasion; whether a secret misunderstanding between the Courts of Stockholm and Copenhagen, or apprehensions that the town of Helsingborg would meet a similar fate to that of Elsinore, it is impossible to determine; but certain it is, that not a single shot was fired on the part of the Swedes; and at half past ten every ship had passed the Sound without the slightest casualty, except six or seven men killed and wounded on board the Isis, by the bursting of one of her lower deck guns.

Thus vanished, like the baseless fabric of a vision, that chimera on which the Danes had founded a most lucrative imposition, and obliged the captains of English merchantmen to submit to insults and indignities that ought never to be tolerated.

MR.

EDITOR.....

.....Sheerness, August 17

I AM happy in having it in my power to furnish you with a correct list of the Danish naval force as opposed to the British fleet under the command of Vice-Admiral Lord Nelson, in the late memorable battle off Copenhagen.

The inclosed Papers, No. I, II. and III. you will, I hope, insert as soon as may be convenient to you; they are copies of a pamphlet published at Copenhagen, in the English language, soon after the action.

I am, Sir,.....

Your constant Reader and Friend

AN OLD OBSERVATOR

No.I

A LIST of the Danish Naval Force called the Line of Defension, opposed to the British Fleet under the Command of Admiral Lord NELSON, before Copenhagen, April 2d 1801; with Remarks.

<i>Names</i>	<i>Description</i>	<i>Commanders</i>	<i>No.</i>	<i>Gu ns</i>	<i>Me n</i>	<i>Remarks</i>
<i>Provesteen</i>	Block-ship	Captain Lasen	1	56	513	Taken and burnt. Forsaken when the guns were useless.
<i>Vagrien</i>	Ditto	Aide-de- camp Risbrigh	2	48	361	Ditto
<i>Rendsborg</i>	Pram	Captain- Lieut. Egnde	3	20	216	Driven on the shoals, and burnt by the enemy.
<i>Nyborg</i>	Ditto	Captain- Lieut. Rothe	4	20	209	Escaped, afterwards sunk*.
<i>Jylland</i>	Block-ship	Captain Brandt	5	48	396	Taken. Since burnt by the enemy.
<i>Suerfisker</i>	Radeau	Lieut. Sommerfeldt	6	20	117	Taken. Ditto*.
<i>Kronborg</i>	Block-ship	Lieutenant Hauch	7	22	196	Taken. Ditto.
<i>Hagen</i>	Radeau	Lieutenant Moller	8	20	155	Taken. Ditto*.
<i>Dannebrog</i>	Block-ship	Captain F. Braun	9	62	336	Caught fire, and blew up after the action.

<i>Elven</i>	Small repeat. frig.	Lieutenant Holsteen	10	6	80	Escaped.
<i>Grenier's float</i>	Radeau	Lieutenant Willemoes	11	24	120	Ditto*.
<i>Aggershuis</i>	Pram	Lieutenant Fasting	12	20	213	Ditto. Afterwards sunk.
<i>SyÃlland</i>	Ship of the line	Captain Harboe	13	74	529	Driven by the waves under the Trekroner battery, and taken after the armistice. Since burnt
<i>Charlotte Amalia</i>	Block-ship	Captain Kofod	14	26	225	Taken, and afterwards burnt.
<i>Shesfen</i>	Radeau	Lieutenant Middlebo	15	28	126	Ditto*
<i>Holsten</i>	Ship of the line	Captain Ahrenfeldt	16	60	400	Taken, and put in sailing condition by the enemy, and carried away as a trophy.
<i>Indfodstratten</i>	Block-ship	Captain Thurn	17	64	590	Taken. Afterwards burnt.
<i>Hjelperen</i>	Frigate	Capt. Lt. Lillienshiold	18	20	265	Escaped.

Total 628 guns, 4849 men.

The Force remaining in the Road to defend the Harbour, under the Orders of Chamberlain Stein Bille

<i>Names</i>	<i>Description</i>	<i>Commanders</i>	<i>No.</i>	<i>Guns</i>
<i>Elephanten</i>	Block-ship	Captain Von Thura	19	70
<i>Mars</i>	Ditto	Captain Gylenfeldt	20	64
<i>Dannemark</i>	Ship of the line	Chamberlain Stein Bille	21	74
<i>Trekroner</i>	Ship of the line	Captain Riegelsten	22	74
<i>Iris</i>	Frigate	Captain W. Brown	23	40
<i>Sarpenand Nidelven</i>	Brigs	Â	Â	of 18 guns each

Twelve chebecks, each of two 24 pounders

Two chebecks, each of two 12 pounders

The Great Trekroner battery of thirty 24 pounders, thirty-eight 36 pounders, and one 96 pound carronade. Provided with three furnaces to heat balls.

The ships and vessels marked thus\* were placed a little behind the the others on account of their weakness, but in the evening of the 1st of April, Commodore Fischer seeing the great number of the enemy, ordered them to come into the line.

It can easily be perceived that this Defension was to answer no other end than to keep a wise enemy at too great a distance to bombard the town; or to make an audacious enemy so great a resistance, as would cost them many men, and endanger their ships in such a degree, as to render their fuure proceedings of little consequence.

The result has answered these expectations. The enemy taking the advantage of the Defension being immoveable, attacked the weakest part thereof, but were so warmly received, and met with such a long and unexpected resistance, that they preferred negociation to hostility.

No. II

#### SOUTH WING OF DEFENSION

What state the Ships were in which composed the Line of Defension, with the number of Guns, and weight of Metal each Ship carried.

Provesteen

An old three-decker, cut down to two decks, dismantled, and condemned. Twenty-eight guns of thirty-six pounders, and twenty-eight of twenty-four pounders.

Vagriem

An old two-decker, quarter-deck cut down. Condemned. All her guns of twenty-four pounders.

Rendsborg

An old pram for the transport of cavalry, with masts and sails, her guns of twenty-four pounders.

Nyborg

Ditto, completely rigged, her guns of twenty-four pounders.

Jylland

An old two-decker, condemned, without poop or masts. Twenty-four guns of twenty-four pounders, and twenty-four of twelve pounders.

#### Suerfisken

Square floating battery, with masts. The guns of eighteen pounds.

#### Kronborg

An old condemned frigate, cut down and dismantled. The guns of twenty-four pounds.

#### Hagen

A battery, like the Suerfisken. The guns of eighteen pounds.

#### Dannebrog

An old condemned two-decker, cut down and dismantled. The guns thirty of twenty-four pounds, thirty of twenty-two pounds, and fourteen of eight-pounds.

#### Elven

A small repeating vessel rigged. The guns of twenty-four pounds.

#### Grenier's float

Old, and without masts. The guns of twenty-four pounds.

#### Aggershuus

An old cavalry transport, without masts or sails. The guns of twenty-four pounds.

#### Sylland

A two-decker, condemned and unrigged. The guns thirty of twenty-four pounds, thirty of twenty-two pounds, and fourteen of eight-pounds.

#### Charlotte Amalia

A condemned Indiaman, condemned and dismantled. The guns of twenty-four pounds

#### Shesten

A battery, like the Suerfisken. The guns of twenty-four pounds.

#### Holsteen

A two-decker, newly-repaired and able to serve twelve years. The guns twenty-four of twenty-four pounds, twenty-four of twelve-pounds, and twelve of eight-pounds.

#### Indfodstratten

An old condemned two-decker, cut down and dismantled. Twenty-six guns of twenty-four pounds, twenty-six of twelve pounds, and twelve of eight-pounds.

#### Hjelperen

A good completely rigged frigate. The guns of thirty-six pounds.



No. III  
REMARKS

The frigates that raked the Provesteen fore and aft, were at anchor opposite the battery on Almak Island, at about 3400 Danish feet distance.

The guns of the outermost fortifications at the S. E. of Copenhagen being 4600 Danish feet distant from the nearest ships of the Defension, were of no service while the action lasted; they began to fire when the enemy took possession of the abandoned ships, but it was at the same time that the parley appeared.

Parker's division was engaging at a great distance; the block-ships of the north wing and the Trekroner battery kept him in awe as well as Nelson's van, so that Parker's motions could have no other tendency than to hinder this part of the defension from assisting the others, and to keep Stein Billes's squadron from coming out to take possession of those English ships which had struck, or to succour the nearest part of the fighting wing.

The citadel too far to use its guns, threw several shells, but soon left off on account of its great distance.

The foe had not only the advantage of the wind, which sent the smoke on our ships, but likewise of the current, which permitted them to stop where they thought proper by means of a stern anchor, and thereby they were enabled judiciously (as Commodore Fischer mentions in his report), to assist, cover, or draw back their ships, in order to distribute the damage so equally on all, that none should be totally lost, but that they might all, at least in appearance, safely come out of so warm a fight.

The Danes had the misfortune half an hour after the action began, to have the Rendsborg pram's cable shot off, which caused her to drive on a bank behind the line, with her bows towards the enemy, so that she became useless.

The second misfortune, which happened almost immediately, was the Dannebrog's catching fire. The third, that the SyÅ,lland's cables were shot away. The fourth was that the chief of the Infodstratten was killed by the same fire from the enemy.

The fight was, nevertheless, continuing, and the fire of the southerly fortifications of the town became effective, as well as that of the blockships the Mars and Elephanten, and the Trekroner battery by the approach of the enemy, when Lord Nelson sent a parley on shore; he thereby gained time to succour those of his ships that had struck, to help others off that were aground, and to take a quiet possession of those wrecks that were either surrendered or forsaken.

Copy of a letter from an Officer on board his Majesty's ship Jamaica, Captain Rose, dated before Copenhagen, April 6, 1801

"MY DEAR FATHER,

"Though you will see through the medium of the official letters accounts of the successes of the fleet in this part of the world, yet I cannot but suppose it will be more gratifying to you to hear the detail from an eye-witness, as at the same time it gives me an inexpressible pleasure in writing home.

"Our ship left Yarmouth on Friday 20th March, and proceeded towards the Cattegate; had very blowing weather until Tuesday following, when we joined the Fleet at anchor near the Knoll, where they had been only two days; indeed many of the small vessels had not been able to work up, but were continually arriving.

"On Thursday the Fleet weighed, and arrived in the entrance to Elsineur Roads, where we anchored; Elsineur Castle in sight, distance about three miles. The wind being contrary, we could not attempt to pass it, though we several times weighed for that purpose. On Monday (30th March) we weighed, and passed out of gun-shot, by keeping well over on the Swedish shore, as the Swedes never attempted to molest us: the batteries at Elsineur kept up a continual firing at us. Same morning we anchored within five miles of Copenhagen, with a fine fleet of 19 sail of the line and two fifties, besides frigates, sloops, bombs, and gun-vessels: nothing very material took place until ten o'clock on Thursday morning (2d April) when the van division of our Fleet, under the command of Lord Nelson and Admiral Graves, commenced the attack on the enemy's ships, hulks, pontoons, or floating batteries, and a number of small vessels, in all about 24, carrying in general 42 and 24-pounders.

"The Edgar led on, followed by the Ardent, Elephant, (Lord Nelson's) Ganges, Monarch, Bellona, Defiance, (Admiral Graves, a very gallant fellow) Isis, and Glatton. The Bellona, Polyphemus, and Russell got a ground; the rest all anchored as they came up; the remainder of the Fleet under Sir Hyde Parker, as a corps de reserve, got under weigh, but could not work up to share the glory of the day.

"The enemy made a very brave resistance, and fought like brave men. I need not inform you the English did the same. The action was kept up without a moment's ceasing for five hours; most of our ships are very cut up, more especially the Defiance, Monarch, and Isis; our number, killed and wounded, amounts nearly to 1000 men. This severe loss was much occasioned by the Bellona and Russell's being ashore, and the Agamemnon not being able to get up her anchor, which hindered them from taking their allotted stations.

"But our loss is nothing comparable to what the Danes have suffered; their killed alone, by accounts from the Danish Officers (of whom we have three on board besides 93 men) must be nearly 3000, and the vessels which have been captured are perfect sieves, there not being hardly a single plank in any of them but what has at least ten shot holes in it: in fact, it is thought to be the hardest fought action in the annals of history.

I forgot to mention, amongst our loss, is that of Captain Mosse, of the Monarch, and Captain Riou, of the Amazon frigate, with several Officers of distinguished merit. Captain Sir T. Thompson, of the Bellona, lost his leg. Lord Nelson, in the Elephant, fought nobly; really, to endeavour to make comments on his conduct would be

impossible, though he unfortunately at the close of the action got aground, so did the Defiance and the Desire Frigate; however they all got off by the morning of the 4th.

"The captured Danish ships are one 74, one 64, four two-decked large hulks, two frigates, and one gun battery, four pontoons of 24 guns each; in all thirteen vessels, exclusive of one frigate and a brig sunk. The Danish Commodore took fire, and blew up with a tremendous explosion within half a cable's length of the Saucy Jamaica. Several others of the enemy had also struck; but the wind favouring them, they made their escape on shore, where they now remain under the protection of their batteries. The impediments to the bombardment of Copenhagen are now removed, and our bombs are placed so that, if the Danes are not sensible of their situation, the town and arsenal may be very soon reduced to ashes. Believe me, my dear Father, your ever dutiful Son,"

T. S. ASPERNE

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Extract of a Letter from the Master of his Majesty's ship Bellona, dated 19th April, 1801

"This day the St. George got her guns on board an American ship, for the purpose of going over the Grounds, to the Southward of Copenhagen; where Sir Hyde Parker with the fleet had sailed two days before; but the wind being foul, prevented us moving. At six P. M. Lord Nelson received advice, per letter from Sir Hyde Parker, of a Swedish squadron being seen by one of our look-out frigates. The moment he received the account, he ordered a boat to be manned, and without even waiting for a boat cloak (though you must suppose the weather to be pretty sharp here this time of year), and having to row about 24 miles with the wind and current against him, jumped into her, and ordered me to go with him, I having been on board that ship, to remain till she had got over the Grounds. All I had ever seen or heard of him could not half so clearly prove to me the singular and unbounded zeal of this truly great man. His anxiety in the boat for nearly six hours (lest the fleet should have sailed before he got on board one of them, lest we should not catch the Swedish squadron), is beyond all conception. I will quote some expressions in his own words: it was extremely cold, and I wished him to put on a great coat of mine which was in the boat: "No, I am not cold; my anxiety for my Country will keep me warm. Do you think the fleet has sailed?" "I should suppose not, my Lord." "If they are, we shall follow them to Carlsrona in this boat, by God." I merely state this to shew how his thoughts must have been employed. The idea of going in a small boat, rowing six oars, without a single morsel of any thing to eat or drink, the distance of about fifty leagues, must convince the world that every other consideration than that of serving his Country was totally banished from his thoughts. We reached our fleet by midnight, and went on board the Elephant, Capt. Foley, where I left his Lordship in the morning, and returned to my ship. In our late action, nothing but his superior

abilities, as well as bravery, could have given us so decided a victory, when four of our ships ran aground, and in the heat of battle."

Extract of a Letter from an Officer in Admiral Parker's Fleet, dated King's Bay (Entrance of the Baltic), April 24.

"We are returned to this station, after a fortnight's cruise in the Baltic. Our passage through the narrow channel, between the Island of Armag and that of Saltholm, called the Grounds, was attended with some difficulty; most of our ships touched, and two or three got aground; but we all at length got safely through, to the great astonishment of the Danes, Swedes, Russians, and Prussians, who could scarcely believe the evidence of their senses, at seeing such a fleet as our' such a fleet as was never before seen in these seas"attempt and succeed in entering the Baltic by such a route.

"After our success at Copenhagen, our next immediate object was the Russian fleet at Revel. However, hearing that a Swedish squadron was at sea, supposed to be intended to form a junction with the Russian fleet, we shaped our cruise towards the Northern extremity of the island of Bornholm, where we were led to expect a meeting with the Swedish squadron. In fact, the Swedish ships were actually there; but, not relishing our mode of complimenting, they had crowded all the sail they could carry, and got safe behind their forts, which are situated on small islands that command all the entrances into the harbour of Carlsrona (the Plymouth of Sweden).

"On Sunday, the 19th, the whole Fleet (great and small) were in full chase. Nothing in nature could be conceived to form a more beautiful and sublime assemblage of objects: a sea of the purest azure, transparent to the bottom, skirted by a romantic coast, and dotted with islands, on which floated 18 sail of the line, in two lines, in all their gallant trim, with a train of upwards of thirty men of war, of every form and description.

"About noon we plainly descried the Swedish men of war, nine large ships, moored at the entrance of the harbour. To me they appeared to be nine two-deckers; but they say there were only six line of battleships and three large frigates, which lay out of sight behind a headland. We fully intended to have attacked this position; but Admiral Parker first determined to dispatch the Dart sloop of war, with a flag of truce, to the Swedish Admiral. The Dart returned in about three hours, with an answer by which we were informed that, although his Swedish Majesty was resolved to adhere to the Northern Confederacy, he was nevertheless willing to listen to any equitable proposals that might be made by England for the adjustment of the present differences. We presently hauled our wind, and the signal for the general chace was annulled. We however continued to cruise for three days longer, between Bornholm and Carlsrona; and just as we were preparing to bear away for the Gulf of Finland, a lugger arrived in the Fleet, under a press of sail from Copenhagen. She brought dispatches from the Russian Ambassador at that city to our Admiral. They contained overtures from the gentle Alexander, of a conciliatory and amicable nature, and

which have for the present, and until we receive orders from England, put an end to all our operations."

On the 19th, the English appeared at the entrance of this harbour, and sent a frigate, with a Flag of Truce, and a letter in the English language, to the Governor, of which the following are the contents:

"On board the London, April 18 1801.

"The Danish Court having been induced to conclude an Armistice, by which the unfortunate disputes between the Courts of Denmark and St. James's have been accommodated, and, as I am directed to require an explicit declaration from the Court of Sweden, relative to its intention to adhere to or abandon the hostile measure it has taken, in conjunction with Russia, against the rights and interests of Great Britain, I have the honour to transmit to your Excellency this letter, that I may receive in answer a declaration of the resolution of the Court of Sweden with respect to this important object, and shall conduct my future operations according to this answer, which I expect to receive within 48 hours. I have the honour to be,

(Signed)

"HYDE PARKER, Commander in Chief of the British Fleet in the Baltic."

Vice Admiral Cronstadt, who now has the command here, by order of his Swedish Majesty, who was then at Malmo, immediately returned a provisional answer to the following effect:

"That being only a military Officer, he could not undertake to answer a question that which did not come within the particular circle of his duty; but that his Swedish Majesty had declared he should soon be at Carlsrona, and that he would then notify the Admiral his resolution."

Yesterday afternoon his Majesty arrived here, and caused the following official answer to be transmitted to Admiral Parker, by Vice Admiral Cronstadt:-

"ADMIRAL,

"The King, my Master, has commanded me to communicate to you the following official answer to the letter which I had the honour of receiving from you on the 18th instant,

"Convinced that your Excellency is perfectly sensible of the importance and sacred nature of promises when once made, his Majesty conceives that the following explicit declaration cannot be unexpected by your Excellency; Viz. "That his Swedish Majesty will not for a moment fail to fulfil with fidelity and sincerity the engagements he has entered into with his Allies; and that, without any reference to the particular intervention of another Power, under whatever name it may be, and the effects of which can never be extended to the common interests of the hitherto Neutral Powers. This is the firm and unalterable resolution of his Majesty. Equally

induced by inclination and duty to consider the affair of his faithful Allies as his own, his Swedish Majesty, however, will not refuse to listen to equitable proposals for accommodating the present disputes, made by Deputies furnished with proper authority by the King of Great Britain to the United Northern Powers,

"C. O. CRONSTADT,

"Adjutant General to his Swedish Majesty for the Fleet, and Commander in Chief at Carlsrona,"

Carlsrona, April 23.

The following is the RUSSIAN IMPERIAL DECLARATION to SIR HYDE PARKER, the Admiral of the British fleet in the Baltic:

By the decease of His Majesty the Emperor, Paul I. of glorious memory, the sceptre of the Russian Empire has descended into the hands of his Imperial Majesty, Alexander I. One of the first events under the Government of this Monarch has been, that he has accepted the offer which the British Court made to his Illustrious Predecessor to terminate the disputes which threatened the speedy breaking out of a war in the North of Europe by an amicable Convention. Faithful to the engagements which he has entered into with the Courts of Stockholm, Berlin, and Copenhagen, his Imperial Majesty has signified to them in his resolution not to act but in conjunction with his allies in whatever way may concern the interest of the neutral powers. His Imperial Majesty could not have expected that the British Court would have undertaken an hostile attack upon Denmark, at the very time when its Envoy at Berlin was authorised anew to enter into conferences with the Russian Minister residing there.

The measures taken by his Imperial Majesty were only in consequence of his wish for peace, and the welfare of mankind, and to avoid a destructive misunderstanding between the contending powers. The hostilities commenced against Denmark, and the arrival of a hostile fleet, would have frustrated the wish of his Imperial Majesty to maintain peace, had not this attack upon his allies been made before his proposals were known to the Court of London; but, as the British fleet had sailed for the Sound before his majesty ascended the throne, he will wait for the British Court, when it shall be informed of that event.

The undersigned general of Cavalry, and Minister of State for Foreign Affairs, desires therefore, in the name of his illustrious Sovereign, that the Admiral in Chief of the Fleet of his Britannic Majesty shall desist from all further hostilities against the flags of the three United Powers, till his Excellency shall have received further directions from his Sovereign; otherwise the Admiral must be personally responsible for the consequences that may ensue from the prosecution of the war.

Though prepared to repel force with force, his Imperial Majesty persists in his pacific sentiments; but the justice and moderation of the Cabinet of London must enable

him to reconcile the demands of humanity which he owes to the honour of his Crown and the interests of his Allies.

(Signed)

VON DER PAHLEN

Admiral SIR HYDE PARKER arrived in London on Thursday, the 16th inst. from Yarmouth, where he landed the preceding evening from the Blanche frigate, Capt. Hammond. The Chief Command of the Baltic Fleet has consequently devolved upon Lord Nelson.

#### Promotions and Appointments

WHITEHALL, MAY 19

THE King has been pleased to grant the dignity of a Viscount of the United Kingdom of Great Britain and Ireland to the Right Honourable Horatio Baron Nelson, Knight of the Most Honourable Order of the Bath, and Vice Admiral of the Blue Squadron of his Majesty's Fleet, and the heirs male of his body lawfully begotten, by the name, style, and title of Viscount Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk.

The King has been please to nominate and appoint Thomas Graves, Esq. Rear Admiral of the White, to be one of the Knights Companions of the Most Honourable Order of the Bath.

#### Obituaries

Of a brain fever, after a very few days illness, Maurice Nelson, Esq., one of the Secretaries to the Navy Board, and brother to Lord Nelson: he was the favourite and elder brother of his Lordship. No man ever lived more truly beloved and respected by his friends and acquaintance, and none ever carried to the grave a more sincere and tender regret.

Captain Riou, who fell in the battle of the 2d instant, was the Officer who experienced such distress and displayed such magnanimity on the unfortunate loss of the Guardian frigate.

Captain Mosse, who so bravely fell in the battle of the 2d instant, commanded the Sandwich, at the Nore, at the time the alarming mutiny broke out on board that ship in the year 1797.

## ARRIVAL OF LORD NELSON

July 1. Arrived at Yarmouth, the Kite brig, on board of which was Admiral Lord Nelson, who immediately on his landing proceeded to the hospital to visit the sick and wounded men which were brought there after the battle off Copenhagen, Having taken some refreshment at the Wrestlers' Inn, distinguished by the title of Nelson's Hotel, he left Yarmouth about five o' clock, accompanied by a troop of cavalry as far as Lowestoffe. We return our best acknowledgments to the Officer for the following important communication, and, at the same time, assure him, that we consider ourselves much indebted to him for his promise of similar favours:

"St. George, Kioge Bay, June 18, 1801.

"MEMORANDUM." Lord Nelson has been obliged, from the late very bad state of his health, to apply to the Lords Commissioners of the Admiralty to return to England, which their Lordships have been pleased to comply with. But Lord Nelson cannot allow himself to leave the fleet without expressing to the Admirals, Captains, Officers, and men, how sensibly he has felt, and does feel, all their kindness to him, and how nobly and honourably they have supported him in the hour of battle, and the readiness they have shewn to maintain the honour of their King and Country on many occasions which have offered; and had more opportunities presented themselves, Lord Nelson is perfectly persuaded they would have added more glory to their Country. Lord Nelson cannot but observe with the highest satisfaction which can fill the breast of a British Admiral, that (with the exception of the glaring misconduct of the Officers of the Tigress and Cracker gun brigs, and the charges alledged against the Lieutenant of the Terror bomb) out of 18,000 of which the Fleet is composed, not a complaint has been made of any officer or man in it; and he cannot but remark, that the extraordinary health of this Fleet, under the blessings of Almighty God, is to be attributed to the great regularity, exact discipline, and cheerful obedience of every individual of the Fleet. The Vice-Admiral assures them, that he will not fail to represent to the Lords Commissioners of the Admiralty, their highly praise-worthy conduct; and if it pleases God, that the Vice-Admiral recovers his health, he will feel proud, on some future day, to go with them in pursuit of further glory, and to assist in making the name of our King beloved and respected in all the world.

"NELSON AND BRONTE"