favourable enough, but were only yet fresh. Beef, a little wine and some bread-white, I did bake, and it was with great difficulty anything could be got aboard. Particularly, I think, after the two first days, when a perfect gale arose, and the wind appeared to be only to beat to bits, and I was at last compelled to quit the anchorage in a gale from the N.W. on the 1st. Nov. — being no longer any prospect of being able to return to N.P. I continued it my duty to make the best way to England, and arrived there on the 29th. Having the honour to be in the service of your orders, I beg leave to inform you that I got as far to the southward as latitude 56° by the 29th, when I immediately determined on returning to the headlands. That day, contrary winds had increased, but soon afterwards the weather became variable, some time, blowing hard from the N. and we doubt a strong southerly current; for about an hour or two my endeavours were subdued as far as the 56° S. 35° 33' by the 7° 30', and being a large appearance of strong land-wind, I had thought it prudent to proceed steering north, but here I found impossible, because I still contained less of being able to arrive there.

A. W. L. G. crane.
October 11th, 1731.

Sir,

Having the honour to be in the service of your orders, I beg leave to inform you that I got as far to the southward as latitude 56° by the 29th, when I immediately determined on returning to the headlands. That day, contrary winds had increased, but soon afterwards the weather became variable, some time, blowing hard from the N. and we doubt a strong southerly current; for about an hour or two my endeavours were subdued as far as the 56° S. 35° 33' by the 7° 30', and being a large appearance of strong land-wind, I had thought it prudent to proceed steering north, but here I found impossible, because I still contained less of being able to arrive there.
within or by the abounding time, and had from the beginning of both, used my utmost endeavours to accomplish it; but from its not expecting the destruction of long labor of fruit, from the hatching and hatching time of their abstinence at sea, without any that on the interval of a short calm, which was always succeeded in a few hours by another, the my endeavour was frustrated.

I had got a, sea bath c, 66° 52', but ran at the same time three, considerably to the East, and expected that the next would also be to the East of all reckoning, not being able to get landward without a Bank or shoal. So I asked coming here to the north? I sent my abounding to get to the coast, but my we could at once make safety, it probably starting it hearing to land, I had a lying the herring.

The cases how increased in visibility of use of large, duration, slipping, almost, a real death of nature, the main craft, missing had begun to give way, and I was presently apprehensive losing the cabin for the long term. However, what my anxiety (about where and how to embark to you) I felt by after the I ventured, as long as possible. But the

leather having coat wore the to the fine provision into our field being very short. The ship Company, sketching down all of everything, and all the rest whenever of a probable change, they agreed to doubt the possibility of getting to the or any Port to the leeward; for it appears to be that the W. S. was, had to be for the winter, and as it was quite uncertain what other I should be able to reach, the leeward would stand in safety, and next, particularly at the season, could be relied on. Therefore after part the time nature considered to exceed any could so demand by fortune Hence the weather still continuing that same, accordingly line up at the 34° intending to make Crevo, which now abstinence I be proceeded in doing, three day advantage, I discerned that the ship had been short in day and a night of

To I can only attribute to the influence of Mr. Sawn which must have been causing inwardly strong to the. By intention now was to proceed to Sepaze (where I arrived on the 24th) and endeavor to procure a sufficient quantity of provisions and water to enable us to make the attempt since the weather more
Mr. Schooner Company,

Glasgow, Nov. 12, 1811

Sir,

Herewith have the honour to transmit you the log of my Reccey
at also to inform you of my arrival at this Port. I am sorry to state
that we parted Company with the
Passengers and Crew on the night
of the 1st ult., in a severe Gale
of Wind.

Have the honour to be,

Your very humb. servant,

F. C. Stewart

Mr. Schooner Co., Glasgow & Leith

London.
London, Nov. 14, 1811

Sir,

I have received your letter of the 11th inst., reporting to me your arrival at Spithead with the vessels under your command; the heavy and continued gales which prevailed having prevented your return to York or your order required. Since also received the general enclosure to which your letter refers.

Yours, &c.,

[Signature]

[Address]

[Signature]
Letters to the
Captains of the
Squadron - 1812.
To: Mr. J. Hazard, Esq.
Feb 15

I have received the honor of your letter and am to acquaint you that the Hrazard will be ready for sea by the 10 of this month if the Weather proves fair enough for the Black Lead and weathering office to send our ships [sic] of the stores long completed and provisions off as soon as we are completed and the ship paid shall immediately acquaint you thereof.

I have the honor to be,

Sir,
Your Most Obedient Ser.

[Signature]

Ow.
Mr. John Dunkerley, Esq.
Commander of H. M. S. [Redacted]
I hope you have received the Green plants all safe as I forwarded them to Mr. Acton.
Sir,

I am to acquaint you that the Sayard has completed her stores for Newfoundland Station and as much provender as the man store. I requested her ready for payment this morning to Dine Sir Roger Dale he said he would give directions about her being paid as soon as I received my sailing Orders. As I have not a Book of the Statutes and Orders Council I am to request you will please to give directions for my being served with one. The Officers and Ships Company of the Sayard have offered to subscribe two days pay each for the relief of the relatives of the unfortunate men who were lost in the Baltic and the necessary defuncts have been given for that purpose.

Your Most Obd.

To Sir John Duckworth

Feb 17

F. B.

John Adair
To M. J. Hazard Pittfield
Feb. 17

Sir,

I now receive the honor of your letter, together with the enclosed Number 123 1/35 and enclose herewith an account of the Hazard with respect to them, we have already filed up the same form and have it in possession.

By letter of the 15th Inst. I had the honor to acquaint you the Hazard having completed their & Brown ½ penny ready for payment. I send herewith a weekly account.

Yours etc.

[Signature]

Your most obedient,

[Signature]

To Mr. John Dickinsworth & Co.

[Signature]
Sunday Brd 8 Feb 23

The weather has been so bad I could not send this letter one sooner. I now move to acknowledge
the receipt of yours of the 19. Let one containing
a little which shall be duly attended to; the
other my Orders to take the Newfoundland from
the 21st Day of this Month & v

[Signature]
His Majesty's Ship Alert.
Spithead Feb. 22, 1812.

Sir,

I have the honor to inform you of my having superseded Capt. Colling in the command of His Majesty's Ship Alert.

I have enclosed a Weekly Account. I have the honor to be,

Your obed. servant.

To

Sir, I. Buckle, Capt.
Admiral of the Blue.
To

I beg to inform you that the Lords Commissioners of the Admiralty have been pleased to order me out to Barbados, Martinique & Jamaica, and from thence to Newfoundland to put myself under your command.

I am, Sir,
Your obedient

[Signature]

For the S. of Backworth F. R.
No. M. 1. Hazard Spitaldri
March 3rd 1812

Sir,

I have received your orders of the 1st instant, directing me to proceed with the convoy to St. John’s Newfoundland. The signal for convoy has been flying since the 24th February, but no vessels have as yet passed. The wind at present is from the east, and shall, I trust, continue so. Your orders are now in the hands of the master of the ship, and I shall proceed with the convoy at your order.

Your most obedient humble servant,

[Signature]

To

Admiral Sir J. Duckworth, Admiral of the Blue
The Majesty's Honble H. R. H.

Sir,

Having the honor to acknowledge the receipt of your letter of the 25th inst., enclosing an Affidavit setting forth the manner in which British Seamen are hindered from the service and the miserable position in which they are placed by falling into the hands of American Cruisers or other American Merchants.

Also an extract of a letter from the Admiral to Mr. Wilson, dated Dec. 21, which the Lords Commissioners of the Admiralty consider as applicable to all cases in which Officers concern themselves to have cause of complaint connected with the Lords of Admiralty.

Also, a Notice respecting the place appropriated for the reception of Letters from Vessels proceeding into the Harbours of Portsmouth or Plymouth, or into the River Medway.

Also a circular Letter directed with the production of a log Book at the Navy Office.

Also.
This is a circular letter relating to the wills of seamen serving on board his Majesty's ships.

May this honor to be

Sir,

Your most obedient servant,

W. Langham,

To

Hon. Sir Geo. S. Beckworth, Esq.

7 March 1812.
Sir

I have the honor to acknowledge the receipt of your order of the 24th ultimo, by which you ordered me to put myself under your command to complete the provisions of the stores and to prepare the vessel for sea as she was suspected to have the treacherous art of getting the provisions stored on board. I am ready to proceed by Thursday next instant.

I have the honor to be,

Sir,

with the most cordial esteem

Wm. T. Parker

Commander of the Blue

March 7, 1812
His Majesty's Sophia M.cert
Spithead March 17 1832

Sir,

Agreeable to your directions I beg to enclose the Account of the State of
His Majesty's Ship under my Command
with respect to her, on the 1st January
1832. Having to acquaint you have not filled
up a similar form before, but it appears
from the reports of the 8th Lieutenant, my
predecessor Captain Colbod aid.

I have the honor to be

Sir,

Your most Obedient Servant,

[Signature]

Mr. The Hon. Capt. C. P. B. Warrington
Admiral of the Blue

[Signature]
This Majesty's Ship Comet.
Spithead March the 8th 1812

Sir,

I beg leave to acknowledge the receipt of your Order dated the 7th inst. to put myself under your command. The ship shall immediately be completed with as much provisions, as can be allowed and the extra stores allowed for the Newfoundland Station demanded. The ship will then be ready for sea, excepting the Payment of the Ship, the Books being done down ready for that purpose.

I have the honor to be

Sir,

Your very humble Servt.

[Signature]

To Sir J. T. Duckworth K. B.
Admiral of the Blue
Comm. in Chief
X.K. X.K. X.K.
His Majesty, His Excellency Greenwich 8 March 1819

Sir,

I beg to acknowledge the receipt of your letter dated 12th March 1819 with the enclosures therein contained.

1. An affidavit of British seaman remanded from the service by American Cinims &c.

2. Extract of a letter from Sir William Sack to John Wilson Esq. relative to complaints connected with the Court of Admiralty.

3. Notice of places appropriated for the reception of powder from vessels not belonging to the Royal Navy, at Portsmouth, Plymouth, & Devonport.


5. Also a circular letter relating to the duty of seamen serving on board His Majesty's ships.

I have the honor to be, 

The Admiral and Commander in Chief of His Majesty's Ships &c.

Warrantable

John Thomas Scott Esq.

Chief of the Navy Office &c.

Warrantable

Newfoundland

C. W. trash
To: M. & S. Hyater, Yarmouth Roads
March 10 - 1813.

Sirs,

I herewith transmit you a list of convoy and weekly accounts. Weather being prevented from sailing before, it therefore now would be of service to have convoy morning to take under convoy any more of the trade that may be ready to proceed.

Yours etc,

Your obedient servant,

[Signature]

To: Sir John Duckworth, 7th Infantry
Admiral of the Blue
To & Co.