

# NORTH-CAROLINA GAZETTE.

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LONDON, February 22.

ADMIRALTY-OFFICE, Feb. 18. 1794.

A LETTER, of which the following is a copy, from the Right Hon. Lord Hood, Vice-Admiral of the Red, and Commander in Chief of his Majesty's ships in the Mediterranean, was this day received at this office.

*Victory, Hieries Bay, Jan. 13. 1794.*

S I R,

I herewith have the honour to transmit you, for the information of the Lords Commissioners of the Admiralty, a narrative of the fortunate preservation of his Majesty's ship Juno, owing to the great presence of mind and zealous exertion of Capt. Hood, his officers, and ship's company.

I am, Sir,

Your most obedient humble servant.

HOOD.

*Philip Stephens, Esq.*

*Juno, in Hieries Bay, Jan. 13. 1794.*

My Lord,

I beg leave to inclose your Lordship a narrative of the fortunate escape of his Majesty's ship Juno, under my command, from the port of Toulon, after having run ashore in the Inner Harbour on the night of the 11th instant.

The firm, steady, and quiet manner my orders were carried into execution by lieutenant Turner, supported by the able assistance of lieutenants Mason and Webby in their respective stations; the attention of Mr. Kidd, the master, to the steering, &c. with the very good conduct of every officers and men, were the means of the ship's preservation from the enemy, and for which I must request permission to give them my strongest recommendation.

I have the honour to be, &c.

SAM. HOOD.

To the Right Hon. Lord Hood,  
Commander in Chief,

&c. &c. &c.

*Juno, Hieries Bay, Jan. 13. 1794.*

On the 3d instant I left the island of Malta, having on board 150 supernumeraries, 46 of whom are the officers and private marines of his Majesty's ship Romney; the remainder Malteze, intended for the fleet. On the night of the 7th, passed the S. W. point of Sardinia, and steered a course for Toulon. On the 9th about eleven A. M. made Cape Sicie, but found a current had set us some leagues to the westward of our expectation, hauled our wind; but it blowing hard from the eastward with a strong lee current, we could but just fetch to the eastward of the above Cape. The wind and current continuing, we could not, till the evening of the 11th, get as far to windward as Cape Sepet: having that evening, a little before ten o'clock, found the ship would be able to fetch into Toulon if I wished it, I did not like to wait till morning, as we had been thrown to leeward, and having so many men on board, I thought it my indispensable duty to get as far as possible. At ten I ordered the hands to be turned up to bring the ship to anchor, being then abreast of Cape Sepet, entering the outer Harbour. Not having a pilot on board, or any person acquainted with the port, I placed two midshipmen to look out with night glasses for the fleet; but not discovering any ships until we got near the entrance of the Inner Harbour, I supposed they had moored up there in the Eastern gale; at the same time seeing one vessel, with several other lights, which I imagined to be the fleet's, I entered the Inner Harbour under the topsails only; but finding I could not weather a brig, which lay a little way above the point called the Grand Tour, I ordered the fore-sail and driver to be set, to tack when we were the other side of the brig. Soon after the brig hailed us, but I

knew not in what language: I supposed they wanted to know what ship it was. I told them it was an English frigate called the Juno. They answered, viva; and after asking, in English and French, for some time, what brig she was, and where the British Admiral lay, they appeared not to understand me, but called out, as we passed under their stern, luff, which made me suppose there were shoal water near. The helm was instantly put a-lee, but we found the ship was on shore, before she got head to wind. There being very little wind, and perfectly smooth, I ordered the sails to be clewed up and handed: At this time a boat went from the brig towards the town. Before the people were all off the yards, we found the ship went a-stern very fast, by a flaw of wind that came down the harbour, We hoisted the driver and mizzen stay sail, keeping the sheets to windward to give her stern way as long as possible, that she might get further from the shoal. The instant she lost her way, we let go the best bow anchor, when she tended head to wind, the after part of the keel was aground, and we could not remove the rudder. I ordered the launch and cutter to be hoisted out, and to put the ketch anchor, with two hawfers, in them, to warp the ship further off. By the time the boats were out, a boat came along side, after having been hailed, and we thought answered as if an officer had been in her; the people were all anxious to get out of her, two of which appeared to be the officers; one of them said, he came to inform me, it was the regulation of the port, and the commanding officer's orders, that I must go into another branch of the harbour, to perform ten days quarantine. I kept asking him where Lord Hood's ship lay, but this not giving me any satisfactory answer, and one of the midshipmen having at the same instant said, "They were national cockades," I looked at one of their hats more steadily, and, by the moonlight, clearly distinguished the three colours. Perceiving they were, suspected, and on my questioning them again about Lord Hood, one of them replied, "Soyez tranquille, les Anglois font de braves Gens, nous les traitons bien: l'Admiral Anglois est fort il y a quelque tems." It may be more easily conceived than any words can express what I felt at the moment. The circumstance of our situation, of course, was known throughout the ship in an instant, and saying we were all prisoners, the officers soon got near me, to know our situation. At the same time a flaw of wind coming down harbour, lieutenant Webby, the third lieutenant of the ship, said to me, "I believe, Sir, we shall be able to fetch out, if we can get her under sail." I immediately perceived we should have a chance of saving the ship; at least, if we did not, we ought not to lose his Majesty's ship without some contention, I ordered every person to their respective stations, and the Frenchmen to be sent below. They perceiving some bustle two or three of them began to draw their sabres; on which I ordered some of the Marines to take the half pikes, and force them below, which was soon done: I then ordered all the Malteze between decks, that we might not have confusion with too many men. I believe in an instant such a change in people was never seen; every officer and man was at his duty, and I do believe, within three minutes, every sail in the ship was set, and the yards braced we also saw lights on all the batteries. When we had shot far enough for the brig's guns to bear on us, which was just about three ships lengths, she began to fire, also a fort little to the starboard bow, as soon after all of them, on both sides, as they could bring their guns to bear. As soon as the sails were well brimmed, I beat to quarters to get our guns ready; but not

with an intention of firing till we were sure of getting out. When we got abreast of the centre part of the land of Cape Sepet, I was afraid we should have been obliged to make attack, but as we drew near the shore, and were ready, she came up two points, and just weathered the Cape: as ready for casting. The steady and active assistance of Lieut. Turner and all the officers prevented any confusion from arising in our critical situation. As soon as the cable was torn, I ordered it to be cut, and had the good fortune to see the ship start from the shore; the head sails were filled: A favourable flaw of wind coming at the same time, got good way on her, and we had then a very prospect of getting out, if the forts did not disable us. To prevent our being retarded by the boats, I ordered them to be cut a drift, as also the French boat. The moment the French brig saw us begin to loose sails, we could plainly perceive she was getting her guns ready, and we passed very close along that shore, the batteries kept up as brisk a fire as the wetness of the weather would admit. When I could afford to keep the ship from the wind, I ordered some guns to be fired at a battery that had just opened abreast of us, which quieted them a little. We then stopped firing till we could keep her away, with the wind abast the beam, when, for a few minutes, we kept up a very brisk fire on the last battery we had to pass, and which I believe must otherwise have done us great damage. At half past twelve, being out of reach of their shot, the firing ceased: Fortunately we had no person hurt. Some shot passed through the sails, part of the standing and running rigging shot away, and two French 36 pound shot, that struck the hull, was all the damage we received.

SAM. HOOD.

February 24.

Our letters from Brussels, dated the 18th inst. state that the movement of the French, of which we had notice in our last letters, was not a false alarm. The French have actually begun their operations, and that in a most formidable way. They advanced on the side of Maubeuge, and on the 13th a violent cannonade commenced on the Austrian out-posts. All the English troops have moved from their cantonments, and the Austrians have advanced from Mons to the frontier. The Prince of Cobourg had been for two days at Bavay, and it is thought that he would remove his head-quarters to Valenciennes; as for the present at least they must continue on the defensive: 70,000 French are already assembled before that place, but it appears that Fichgru yet waits the arrival of cavalry.

At this moment the greatest danger appears to menace the Duchy of Luxembourg, and the Electorate of Treves. A Courier dispatched by M. Metternich on Monday the 10th for Luxembourg, returned on Friday to Brussels, without being able to get to the place of his destination. Not only the places which we mentioned, but Grevonmarchem, Stainfort, and Sautweiler, are in the hands of the French; so that the fortrefs of Luxembourg is completely blockaded and all communication with the small Austrian army of 15,000 men, under General Blankenstein, entirely cut off. They also learn at Brussels that Merzies and St. Clair, at the distance of six leagues from Treves, are also in their hands, and that they dread a general invasion in that country.

A General officer in the French army, of the name of Comperce, has made his escape to Valenciennes, and there he relates the following story, of which our readers will form their own judgement. That a person came to him in the name of Roberfpierre and proposed that he should endeavour to dispose the army to receive Roberfpierre its