



H.M.S. Daring D05 Association

C/o 22 Coronation Road, Cowes, Isle of Wight PO31 7JY

Telephone 01983 291673

Email hmsdaring_d05@yahoo.co.uk



Reunion Saturday 7th July 2012

Hi Shipmates,

My apologies for the late production of the newsletter and the lack of information about the Reunion, this has been caused by the need to find a new venue as the White Hart has been sold and their future is uncertain. I have also continued to have some health problems that started in December, thankfully all under control now, (keep taking the pills Ossie!) With luck and a following wind I hope to see you all at this years bash. My thanks to those who have rallied round and found a new venue, its very difficult for me being stuck on the Isle of Wight to find suitable accommodation. You have to remember the island mentality, England is the big island to the north and requires full expedition gear to even think of crossing the Solent. Harry did the running around (thanks Harry and Mike) and has successfully found what appears to be a very nice hotel that will cater for our needs.

The Bell House Hotel at Sutton Benger, Wiltshire, SN15 4RH. Tel: 01249 720401.

There are 15 rooms, two of which are single, which have been provisionally booked for us for the weekend of July 6th/8th. Room cost is £65 double/twin, £45 single (these are special rates for us), B&B.

The Saturday evening meal is three course, which will be either carvery or table service for £15 and we will be able to do our usual tot, raffle, photo & things etc.

I ask that you be quick in getting your booking made. Otherwise it'll be a case of having to find nearby accommodation.

Please let me know if you are attending the reunion so that I can have some idea of numbers



SCRAN BAG

(or little items that I thought might be of interest if you don't get the Navy News)

HMS Daring D32 has now deployed East of Suez. Lets hope they have a quiet time and the b***** politicians don't stick their noses into yet another countries affairs .

There are to many people with an inadequate grasp of history , (and geography) in the Palace of Westminster, the last Englishman to understand the politics of the Middle East was Laurence of Arabia in my opinion and look what happened to him.

At least the Daring has some close range weapons now after a hurried retro fit in the shape of two Goalkeeper systems mounted midships. (I wonder if they came off the Ark Royal when she went?).



As some of you may know the Type 45's Sampson super radar is made in my area and I have noticed a new version of the ball aerial, the spiked "punk" look has been replaced with a double ridge running across the surface this looks like a "Mohican". Don't ask why, I don't know the answer either

I have found in the course of my rambles on the WWW an account of the demise of the first HMS Daring and what happened to the crew, its a bit long but I found it interesting so in the absence any other articles for publication 'ye re tis'.

Naval history of Great Britain - Vol. VI

1813

Light Squadrons and Single Ships

Page 184

On the 25th of November, 1812, the two new French 40-gun frigates *Aréthuse*, Comodore Pierre-Francois-Henry-Etienne Bouvet, and *Rubis*, Captain Louis-Francois Ollivier, sailed from Nantes on a cruise. In January these two frigates, accompanied by a Portuguese prize-ship, the *Serra*, steered for the coast of Africa, and on the 27th, when off Tamara, one of the Isles de Los, the *Rubis*, who was ahead, discovered and chased a brig, which was the British gun-brig *Daring*, Lieutenant William R. Pascoe. The latter, when at a great distance, taking the *Rubis* for an English frigate, sent his master in a boat to board her. On approaching near, the boat discovered her mistake and endeavoured to make off, but was captured. The *Daring* was now aware of her perilous situation, and crowded sail for Tamara, followed by the *Rubis* ; whom the lightness of the breeze delayed so much, that the brig succeeded in running on shore and her crew in setting her on fire. The two French frigates, at 6 pm., came to an anchor in the road of Isle de Los. Here Captain Bouvet learnt, that Sierra-Leone was the rendezvous of two British frigates and several sloops of war ; that one of the former had recently quitted the coast, and that the remaining frigate, reported to him as larger and stronger than either of his own, still lay at anchor in the river.

In the course of six days, the French commodore refitted his ships, and supplied them with water and provisions for six months. Having also sent to Sierra-Leone to exchange the few prisoners in his possession, consisting, besides the boat's crew of the *Daring*, of the master and crew of a merchantman he had taken, Captain Bouvet, on the 4th, weighed and made sail with his two frigates. At 4 pm. the *Aréthuse* who was ahead, struck on a coral bank, but forcing all sail, got off immediately, with no greater damage than the loss of her rudder. The two frigates then re-anchored, but driving in a gale of wind, were obliged, at 3 am. on the 5th, to get under sail ; the *Aréthuse* contriving a temporary rudder while her own was repairing.

At daylight, when the gale had abated, the *Aréthuse* found herself lying becalmed within four leagues north-east of the island of Tamara ; and Captain Bouvet was surprised to discover his consort still among the islands, covered with signals, which the distance precluded him from making out, but which were judged to be of melancholy presage. At 8 am. the *Aréthuse* anchored in 12 fathoms. At 11 am. the *Rubis* was observed to fire several guns, and at noon to have the signal flying, that the pumps were insufficient to free her. Captain Bouvet immediately sent his longboat with two pumps ; but at 2 am. on the 6th the officer returned, with information that the *Rubis* had struck on the rocks, and that her crew were removing to the Portuguese ship. At daylight, by which time she had repaired and re-shipped her rudder, the *Aréthuse* discovered a large ship to windward. This was the British 38-gun frigate *Amelia*, Captain the Honorable Frederick Paul Irby, from Sierra-Leone.

It was at 3 h. 30 m. pm. on the 29th of January, that Lieutenant Pascoe and a part of his crew joined the *Amelia*, then moored off Free-Town, Sierra-Leone, bringing information, that he had left " three French frigates " at anchor in Isle de Los road. The *Amelia* began immediately to bend sails and clear for action, and in the evening was joined by the *Hawk* merchant schooner, with some more of the *Daring's* men. On the morning of the 30th the *Amelia's* launch-carronade was put on board the *Hawk*, and Lieutenant Pascoe, having volunteered, was dispatched in her to reconnoiter the French ships.

Naval history of Great Britain - Vol. VI

On the 2d of February, at noon, Lieutenant Pascoe returned, with intelligence of the names of the two French frigates and their prize ; and also of Captain Bouvet's intention to proceed immediately to sea, to intercept the British homeward-bound trade. On the 3d, at 8 am., the cartel-cutter, noticed as having been dispatched by Captain Bouvet, arrived with prisoners, including the crew of the **Daring's** boat : and at 10 h. 30 m. the **Amelia**, with a debilitated crew, for whose recovery she was about to proceed to England, got under way, and made sail, against a west-south-west wind, for the Isles de Los, in the hope of falling in with some British cruiser that might render the match more equal, and prevent the two French frigates from molesting several merchant vessels that were daily expected at Sierra-Leone.

On the 5th, at 8 am., the **Amelia** got a sight of Isle de Los; and at 8 pm., when standing to the north-east, and then distant three leagues west-north-west of Tamara, she observed a strange sail in the north-east, or right ahead, making night-signals. Supposing this vessel to be one of the French frigates, the **Amelia** tacked to the westward, the wind now blowing fresh from the north-west. On the 6th, at daylight, the **Amelia** again tacked to the north-east, and at 9 am. spoke the **Princess-Charlotte** government-schooner from Sierra-Leone, the vessel that had been making signals the preceding night. At 9 h. 30 m. am. the French ships were observed in the north-east, at anchor off the north end of Tamara : one, the **Aréthuse**, considerably to the northward of the other, who appeared to be unloading the prize, but was really removing into the latter her own crew. At 10 am. Captain Irby despatched the **Princess-Charlotte** to Sierra-Leone, with directions for any British ship of war that might arrive there to repair immediately to him. The **Amelia** then bore away for Tamara to reconnoitre the enemy.

At 2 h. 30 m. p.m. the two French frigates were observed to interchange signals ; and at 3 h. 20 m. the **Aréthuse** weighed and made sail on the starboard tack, with a moderate breeze at south-south-west. The **Amelia** thereupon shortened sail, and hauled to the wind on the same tack as the **Aréthuse**. In a few minutes the latter tacked to the westward, to avoid a shoal, and the **Amelia** did the same. At 6 p.m. the **Aréthuse** bore from the **Amelia** north-north-east distant six miles; at which time the **Rubis**, as supposed, but probably the **Serra**, was observed to have her topsails hoisted. At 6 h. 30 m. p.m. the north end of Tamara bore from the **Amelia** east-south-east distant five leagues. At 8 p.m. the **Amelia** lost sight of the **Aréthuse**; and at 8 h. 30 m., in order to keep off shore during the night, Captain Irby tacked to the south-south-west, with the wind from the westward. At 6 h. 45 m. A.M. on the 7th the **Amelia** discovered the **Aréthuse** about eight miles off in the south-east; but a calm, which came on at 8 a.m., kept both frigates stationary. At noon a light breeze sprang up from the west-north-west : whereupon the **Aréthuse** stood towards the **Amelia**, on the larboard tack, under all sail ; the latter making sail also, in the hope to draw the **Aréthuse** from her consort, still supposed to be in a condition to follow and assist her.

At 5 p.m., finding the wind beginning to fall, and conceiving that he had drawn the **Aréthuse** to a sufficient distance from her consort, Captain Irby shortened sail, wore round, and, running under his three topsails with the wind on the starboard quarter, steered to pass, and then to cross the stern of the **Aréthuse**; who was standing, under the same sail, close hauled on the larboard tack. To avoid being thus raked, Captain Bouvet, at 7 h. 20 m. p.m., tacked to the south-west, and hoisted his colours ; as the **Amelia** previously had hers. It was now a fine moonlight night, with the wind very moderate, and the sea nearly as smooth as a millpond. At 7 h. 45 m., just as the **Amelia** had arrived within pistol-shot upon her starboard or weather bow, the **Aréthuse** opened her fire ; which was immediately returned. After about three broadsides had been exchanged, the main topsail of the **Amelia**, in consequence of the braces having been shot away, fell aback. Owing to this accident, instead of crossing her opponent as she intended, the **Amelia** fell on board of her; the jib-boom of the **Aréthuse** carrying away the **Amelia**'s jib and stay, and the French ship's bumpkin or anchor-flook, part of the British ship's larboard forecastle barricade.

The **Aréthuse** now opened a heavy fire of musketry from her tops and mast-heads, and threw several hand-grenades upon the **Amelia**'s decks, hoping, in the confusion caused by such combustibles, to succeed in an attempt to board ; for which purpose several of the **Aréthuse** men had stationed themselves in her fore rigging. A man was now, seen on the spritsail yard of the **Aréthuse**, making strenuous efforts to get on board the **Amelia**. Scarcely had the poor fellow called out, " For God's sake ! don't fire, I am not armed," when a musket-ball from a British marine dropped him in the water. It was afterwards ascertained, that one of the

crew of the *Aréthuse*, a Hamburger, had formerly belonged to the *Amelia*, having been taken out of one of her prizes on the coast of Spain and forced to enter on board the French frigate. It appears that the man was so desirous to get back to his ship, that he requested a settler at the Isle de Los to secrete him till an opportunity offered of his reaching Sierra-Leone. The probability therefore is, that the man so shot, while upon the spritsail yard of the *Aréthuse*, was the unfortunate Hamburger.

Finding that, owing in a great degree to the steady and well directed fire kept up by the *Amelia's* marines, her object could not be accomplished, the *Aréthuse* threw all aback and dropped clear. In doing this, her spritsail yard knocked Lieutenant William Reeve, who had been invalided from the *Kangaroo* sloop, from the break of the forecastle into the waist. Setting her main topgallant and middle staysails (her jib for the time being disabled), the *Amelia* endeavoured again to get her head towards the bow of the *Aréthuse*. The *Amelia* at length did so, but, in attempting a second time to cross her antagonist, a second time fell on board of her; and the two ships now swang close alongside, the muzzles of their guns almost touching. This was at about 9 h. 15 m. p.m., and a scene of great mutual slaughter ensued. The two crews snatched the sponges out of each other's hands through the portholes, and cut at one another with the broadsword. The *Amelia's* men now attempted to lash the two frigates together, but were unable, on account of the heavy fire of musketry kept up from the *Aréthuse* decks and tops; a fire that soon nearly cleared the *Amelia's* quarterdeck of both officers and men. Among those who fell on the occasion were the first and second lieutenants (John James Bates and John Pope), and a lieutenant of marines. Captain Irby was also severely wounded, and obliged to leave the deck to the command of the third lieutenant, George Wells; who, shortly afterwards, was killed at his post, and Mr. Anthony De Mayne, the master, took the command.

The mutual concussion of the guns at length forced the two frigates apart; and, in the almost calm state of the weather, they gradually receded from each other, with, however, their broad sides still mutually bearing, until 11 h. 20 m. p.m.; when both combatants, being out of gun-shot, ceased firing. Each captain thus describes this crisis. Captain Irby says: "When she (the *Aréthuse*) bore up, having the advantage of being able to do so, leaving us in an ungovernable state, &c." Captain Bouvet says: "At eleven o'clock the fire ceased on both aides; we were no longer within fair gun-shot; and the enemy, crowding sail, abandoned to us the field of battle."-----" A onze heures, le feu cessa de part et d'autre; nous n'étions plus à bonne portée, et l'ennemi se couvrit de voiles, nous abandonnant le champ de bataille, " *

The damages of the *Amelia*, although, chiefly on account of the smooth state of the sea, they did not include a single fallen spar, were very serious; the frigate's masts and yards being all badly wounded, her rigging of every sort cut to pieces, and her hull much shattered. But her loss of men will best show how much the *Amelia* had suffered. Of her proper crew of 265 men, and 30 (including, as if 18 were not already enough, 12 established supernumerary) boys, and her 54 supernumerary men and boys, composed chiefly of the *Daring's* crew, the *Amelia* had her three lieutenants (already named), second lieutenant of marines (Robert G. Grainger), Lieutenant Pascoe, late commander of the *Daring*, one midshipman (Charles Kennicott), the purser of the *Thais* (John Bogue, of his second wound), 29 seamen, seven marines, and three boys killed, her captain (severely), Lieutenant Reeve, invalided from the *Kangaroo* sloop, the master (already named), first lieutenant of marines (John Simpson), purser (John Collman), boatswain (John Parkinson, dangerously), one master's mate (Edward Robinson), four midshipmen (George Albert Rix, Thomas D. Buckle, George Thomas Gooch, and Arthur Beaver), 56 seamen (two mortally), 25 marines (three mortally), and three boys wounded; total, 51 killed and died of their wounds, and 90 wounded, dangerously, severely, and slightly.

The *Aréthuse*, as well as her opponent, left off action with her masts standing; but they were all more or less wounded, and her rigging was much cut. Her hull must also have suffered considerably; as her acknowledged loss, out of a crew, including the boat's crew of the *Rubis*, of at least 340 men and boys, amounted to 31 killed, including 11 of her officers, and 74 wounded, including nearly the whole of her remaining officers.

The guns of the *Amelia* (late French *Proserpine* *) were the same as those mounted by the *Java*, with an additional pair of 32-pounder carronades, or 48 guns in all. The guns of the *Aréthuse* were the same, in number and caliber, as the *Java* mounted when captured as the French *Renommée*. † Although the total of men and boys on board the *Amelia* would be 349, yet, if we are to allow for the number of her men that were unable to attend their quarters, and for the feeble state of many of the remainder, among whom, including the *Daring's*, there were nearly 40 boys, 300 will be an ample allowance. The *Aréthuse* has been repre-

sented to have had a crew of 375 or 380 men, but we do not believe she had a man more of her proper crew than 330 ; making, with the boat's crew of the *Rubis*, 340. The *Aréthuse* was the sister-frigate of the *Renommée* : consequently the tonnage of the *Java* will suffice.

Here was a long and bloody action between two (taking guns and men together) nearly equal opponents, which gave a victory to neither. Each combatant withdrew exhausted from the fight ; and each, as is usual in the few cases of drawn battles that have occurred, claimed the merit of having forced the other to the measure. But it must now be clear, from the *Amelia's* damaged state, that Captain Bouvet was mistaken when he said, that she crowded sail to get away ; it is much more probable, as requiring no other effort than shifting the helm, that the *Aréthuse*, as Captain Irby states, bore up.

Viewing the relative effectiveness of the two crews, one debilitated by sickness, the other, as admitted, in the full vigour of health ; considering that, although both frigates sustained an almost unparalleled loss of officers, the captain of one of them only was obliged to give up the command ; considering, also, the difference in the numerical loss, 141 and 105, a difference mainly attributable, no doubt, to the fatigued state of the *Amelia's* crew at the latter part of the action ; we should say, that the *Aréthuse*, had she persevered, or could she, being to leeward, have done so, would, in all probability, have taken the British frigate. In saying this, we are far from placing every French 40-gun frigate upon a par with the *Aréthuse* : she was excellently manned, and was commanded by one of the best officers in the French navy. The chief part of the crew of the *Aréthuse* may, it is true, have been conscripts ; but, then, they were conscripts of the year 1807, and were under an officer capable, if any officer was so, of making them good seamen.

With respect to Captain Irby, his critical situation, without reference to the state of his crew, must not be overlooked. The *Amelia* commenced, gallantly commenced, the action, under the impression that another French frigate, also equal in force to herself, was, although out of sight, at no great distance off . If, then, there was a probability of the approach of the *Rubis* when the action began, how must that probability have been heightened after the action had lasted three hours and a half, both ships remaining nearly stationary the whole time, and the wind, when it afterwards sprang up, drawing from the eastward, the direction in which the *Rubis* had been last seen ? In addition to all this, the *Amelia* had on board a considerable quantity of gold dust, belonging to merchants in England. Upon the whole, therefore, both frigates behaved most bravely ; and, although he had no trophy to show, each captain did more to support the character of his nation, than many an officer who has been decorated with the chaplet of victory.

Previously to quitting the action of the *Amelia* and *Aréthuse*, we would request the boasters in the United States of America to compare the execution here done by an 18-pounder French frigate, with the best performance of one of their huge 24-pounder frigates; bearing in mind, that it was done against an opponent, not only equal to herself in force, but equally able to manoeuvre by the possession of her masts ; that it was done in a fair side-to-side action, neither frigate, during the three hours and a half's engagement, having had an opportunity to give one raking fire. It will, no doubt, also strike Commodores Decatur and Bainbridge, that, so far from constantly evading the close assaults of his antagonist, Captain Bouvet remained nearly in the same position from the commencement of the battle to its termination.

Both frigates found ample employment, during the remainder of the night, in clearing the decks of the dead and wounded, and in securing their damaged masts. At daylight on the 8th they were about five miles apart, the *Aréthuse* to the eastward of the *Amelia*, and both nearly becalmed. On a light breeze springing up, the *Amelia*, having bent a new foresail and fore topsail made sail, before it to the southward, on her way to Madeira and England ; and the *Aréthuse* stood back to Isle de Los, to see what had become of Captain Ollivier and his people. On the morning of the 10th the *Aréthuse* was joined by the *Serra*, with the late crew of the *Rubis*, stated then to consist of 300 men.

Taking half the number on board his frigate, Captain Bouvet, with the *Serra* in tow, steered for France. On reaching the latitude of Madeira, however, Captain Bouvet removed every man out of the *Serra*, and destroyed her, as she retarded the *Aréthuse* in her voyage. On the 18th of March, in latitude 33° 30' north, longitude 40° west, the French frigate fell in with and boarded the *Mercury* and another cartel, having on board the surviving officers and crew of the late British frigate *Java*; and on the 19th of April, after having made in the whole about 15 prizes, the *Aréthuse* anchored in St.-Malo ; as on the 22d of the preceding month had the *Amelia* at Spithead.