

GLORIOUS FIRST OF JUNE

Log of the ROYAL GEORGE

28 May 1794

PM—Fresh breezes and hazy weather. The whole fleet in chase to windward to come up with the enemy. 0.43 Repeated the signal to attack the enemy's rear. 1.56 To engage the enemy as you come up. 3. The ship to windward began to fire on the enemy. 2.30 Tacked per signal. Blowing fresh. Several ships firing on the enemy's rear. 4. Strong gales and thick weather. 6. Do. Admiral SE by E, 3 miles; main body of the French fleet SE $\frac{1}{2}$ S, 8 or 9 miles. 8. Got close up with the enemy's rear. The signal was made to form the line as most convenient. The firing astern began about 9, but know not the cause. 11. Both fleets on a wind on the starboard tack. The enemy 3 or 4 miles to windward.

29 May 1794

AM—At daylight, the enemy about 4 or 5 miles to windward. Fresh breezes with a swell. 8. Tacked in succession, to endeavour to fetch the enemy's rear. At $\frac{1}{2}$ past 9, enemy's fleet wore in succession and came to the wind on the larboard tack. $\frac{1}{2}$ past 10, the van ship of the enemy's fleet began to fire on ours as they came up, and their being to windward gave them an opportunity of being up with our van and to take such a distance as to disable our headmost ships, which did effectually.

PM—Ship still in close action with the whole of the van of the enemy leading up in succession. At [2] tacked per signal and bore down within pistol shot of the enemy and received the fire of each ship. At half-past being clear of the enemy brought to and unbent the fore and main topsails and struck mizen topmast, its yard being shot away in the slings, and the rigging abaft the topmast entirely shot away and down. Employed stoppering the lower and topmast shrouds and backstays shot away, with almost every brace or bowline &c. The ship received so many shot betwixt wind and water that it kept two pumps at work. At — finding the enemy had wore and stood to the SE on the larboard tack, seemingly inclined to steer for the QUEEN who lay in a disabled situation, our fleet following them to windward and keeping a smart cannonade. The Admiral made the signal to form the line as most convenient, we having got the fore topsail to the yard and the main newly hove up, and found the Admiral. At the time the enemy wore and hauled to the wind on the larboard tack, which we did likewise per signal. 3. The French NNE 4 or 5 miles. Got up mizen topmast, splicing shrouds, &c. One lieutenant killed, one midshipman, — men wounded, — seamen killed.

30 May 1794

AM—9. The Admiral sent to know if we could stop our leaks. Answered we was ready for action. Employed refitting. Bore down towards the enemy.

31 May 1794

PM—Moderate breezes and hazy weather. 1. The haze cleared away; saw 7 or 8 sail of the enemy NW. 1.30 The Admiral made the signal to alter the course to starboard in succession. Bore up towards the enemy, observed the line of bearing. $\frac{1}{2}$ past, Admiral made the signal to haul to the wind on the starboard tack. Sternmost ships of the enemy NNW, 3 or 4 miles. The enemy's fleet consisting of 32 ships, 24 or 25 of which we supposed to be of the line. 7.45 The SOUTHAMPTON hailed us and delivered a message respecting carrying sail during the night from Earl Howe. 8. Moderate breezes and hazy weather. 12. Enemy's lights NW by W.

1 June 1794

AM—The enemy's fleet N by W. 4.44 The QUEEN CHARLOTTE made the signal to steer NW. 6. The enemy's fleet from NW to NE. 7. Hauled to the wind on larboard tack. The enemy's fleet in line of battle to leeward. 7.42 The Admiral made the signal to engage and pass through the enemy's line. 8. Hove to. 8.25 Admiral made the signal to bear down and each ship engage her opponent. Bore down accordingly. 9.25 The van in action; shortly after the Admiral made the signal for a closer action. 9.38 Opened our fire running down and ran through the enemy's line and brought them to close action. Noon, still in close action. Signals during the action as per Minute Book.

PM—Continued in action till 1.30 when our firing ceased. Passed several of the enemy's ships that had struck. 13 or 14 of the enemy's ships ahead in line of battle. Admiral made the signal to form the line as most convenient. Lost our fore mast, main and mizen topmasts, and main topsail yard. Our rigging very much cut. The enemy towing off 4 or 5 disabled ships, some of our ships took possession of the enemy per signal. Occupied cutting away the wreck of the fore mast, main topmast &c., reeving braces, lifts &c., knotting and splicing. At dark the enemy's fleet standing to the eastward.. Employed raising sheers for getting up a jury fore mast and putting the ship to rights. Bent a fore sail to the main yard. Midnight, CHARLOTTE SE by E $\frac{1}{2}$ E.

2 June 1794

AM—Daylight, moderate and clear weather. Enemy not in sight. 39 sail in sight; the fleet and prizes in company. Employed repairing our damages. Received from the SOUTHAMPTON, who was ordered to attend us by the Admiral, a topmast and topgallant mast, &c. Lost in the action, — men killed; one lieutenant, two midshipmen and — men wounded. Best bower cut away to clear the wreck. Small bower cut by a shot.

Lost a cask of pork, being shot through—contents 120 pieces.

NB—The wheel very much damaged and tiller ropes shot away the earliest part of the action.

T. Sturges Jackson, *Logs of the Great Sea Fights, 1794–1805*. (London:1899), I:51–54.