

# THE GLORIOUS FIRST OF JUNE

## Log of HMS TREMENDOUS

28 May 1794

AM—At ½ past 8, signal for a strange fleet in the S by E quarter. Do. that the fleet seen was an enemy. Do. to prepare for battle. Do. to recall frigates from chase. At ½ past 10, signal to tack in succession, headmost ships first. At 11, for the ship's company to have time to dine. Fresh breezes and cloudy, with a swell from the southward. Noon, do. weather. In chase of the above fleet, bearing SSW. Distant 8 or 9 miles.

PM—Moderate breezes and cloudy weather. Still in chase of the enemy's fleet, consisting of 30 sail, 26 of which appeared to be of the line. At ½ past 2, the admiral made the signal to attack and harass the rear of the enemy; 10 minutes after, signal for a general chase. Signal 35 to engage as arriving up in succession. At 3, the BELLEROPHON and division showed colours and fired on the enemy's rear; ½ past, tacked ship. ½ past 4, signal for each ship to carry a light. At 5 minutes before 6, the BELLEROPHON attacked the enemy again. 25 minutes after 6, signal 29 for the MARLBOROUGH and RAMILLIES to assist ships going into action. ¼ before 8, signal for a line of battle ahead as most convenient. At ¼ past 8, Admiral Graves hailed us and ordered us to take our station astern of the ROYAL SOVEREIGN, part of our ships to windward still in action with the enemy's rear. Fresh breezes and cloudy weather, with a tumbling swell from the southward.

29 May 1794

AM—At 10 minutes after 4, signal to form a line as most convenient. Discovered the AUDACIOUS to be missing. Fresh breezes, &c. After 7, signal to tack in succession. At 8, signal to fire on the enemy in passing. ¼ past 8, tacked ship. ¼ before 9, the CÆSAR's signal to make more sail. 20 minutes before noon, signal to tack in succession. At 10 minutes after, to annul the former signal. Noon.—Fresh breezes and cloudy. The enemy's fleet to windward distant about 1 ½ mile. Our fleet in a line of battle ahead gaining the wind of the enemy. Do. perceived one of the enemy's ships to have lost her fore topmast.

PM—Fresh breezes and hazy weather. At ½ past 12, signal to tack in succession. Van of our fleet begun to fire on the enemy. At ½ past 1, signal to engage as circumstances required. About ½ past 2, the ALFRED run foul of us in stays and carried away our starboard and stern galleries, with sundry other damages. Do. wore ship and passed to the lee of the enemy's line, engaging as we run along. At 3, the admiral made the signal for a general chase. At 4, do. to keep in the admiral's wake; wore ship. ¼ past 4, to form the line as most convenient. Past 4, the GLORY's signal to tack. Do. the firing ceased on both sides. ¼ past 5, signal for the weathermost ships to keep in the admiral's wake. ½ past 5, signal to form the line of battle or sailing on the larboard line of bearing.

30 May 1794

AM—5 minutes past 8, signal for the PHAËTON to pass within hail of the admiral. About ½ past 9, the signal for having discovered the enemy. At 10 minutes before 10, signal No. 55 to form the line ahead and astern of the admiral as most convenient. At 10, signal for ships astern to make more sail. 20 minutes before 11, signal No. 74 to form the order of sailing in 2 divisions. At 11, to know whether the fleet was in a condition to renew the action. At 20 minutes past 11, signal to come to the wind on the larboard tack. At ½ past 11, signal No. 61 to close towards the van ship. Employed knotting, splicing, and refitting sundry parts of the rigging. Employed reefing the fore topmast. Thick, hazy weather, with rain. Bent a new main topsail and main topmast stay sail. Sailmakers employed repairing ditto and sundry other sails. Noon.—Fresh breezes and thick hazy weather.

31 May 1794

PM—Fresh breezes and hazy weather. At ½ past 1, signal was made for strange sails in the North quarter; directly after signal was made to make sail after lying by. ¼ before 2, signal to alter the course to NNW together on the larboard tack. ½ past 3, signal to come to the wind on the larboard tack. ¼ before 4, signal to form the line of battle or sailing on the larboard line of bearing. 10 minutes before 4, signal to keep in closer order. At 4, the signal for the larboard division of the fleet to alter their course to NNW. At 10 minutes past 4, GIBRALTAR's signal to make more sail. At ¾ past 4, signal to alter the course to port one point together. At ¼ past 5, signal for the van to prepare to engage the van of the enemy. At 20 minutes after 5, signal for the centre to prepare to engage the centre of the enemy. At ½ past 5, signal to alter the course to NW by W together. 5 minutes after, signal for the rear to prepare to engage the enemy's rear. ½ past 6, signal for the PHAËTON and LATONA to pass within hail of the admiral. At 10 minutes before 7, signal, to each ship to carry a light. At 5 minutes past 7, signal to come to the wind on the larboard tack. At ½ past 7, signal for ships astern to make more sail. At 8, fresh breezes and cloudy. The enemy's fleet to leeward in a line ahead distant about 4 or 5 miles.

NB—Stove and hove overboard in action the undermentioned casks. 2 leagers. 20 butts.

Midnight—Fresh breezes and cloudy weather.

1 June 1794

AM—At ½ past 4, signal for the rear of the fleet to close to the van. Enemy in sight on our lee beam. At 5, signal to alter the course to NW together. At 20 minutes after 5 we bore up. At ¾ past 6, signal to alter the course to starboard. Signal to keep closer order. At ½ past 7, to prepare to come to the wind together on the larboard tack. At 20 minutes before 8, signal to form the order of sailing or battle on the larboard line of bearing. At ¼ before 8, signal to engage as circumstances required. At 5 minutes after 8, signal to keep in closer order. Do. for the centre to keep in closer order. At ¼ past 8, MARLBOROUGH's and SOVEREIGN's signal to interchange places on the line. Signal for to keep in closer order. At 20 minutes after 8, signal to make sail after lying by. At ½ past 8, signal for each ship to engage her opponent. At ¼ past 9, CÆSAR's and RUSSELL's signals to engage their opponents. At ¼ past 9, signal for division under 2<sup>nd</sup> post to make sail after lying by. At ½ past 9, signal to engage closer. 20 minutes before 10, CÆSAR's signal to make more sail. ¼ before 10, we attacked the enemy. At 5 minutes before 10, Mr. Ross, our first lieutenant, was killed. ½ past 10, the DEFENCE's signal to make more sail. 11. Signal to chase. ¼ before 12, signal for squadron or division to close round the admiral. Found stove after the action one pipe of wine and two puncheons nearly full of rum.

PM—Fresh breezes and cloudy weather. ½ past 12, signal to form the line as most convenient. About ½ past do., signal to come to the wind on the larboard tack. At do., ceased part of our fire to secure our masts, all the stays and the greater part of our shrouds and braces, &c. being shot away. Got down the main topgallant mast, and cut the main topsail from the yard. At ¼ past 1, signal for a squadron or division to close round the admiral. About 2, signal to prepare to come to the wind on the starboard tack. ¼ past 3, signal to make sail after lying by. At 20 minutes past 3, signal to form the line as most convenient, and signal for the Gibraltar to stay by prizes in the ENE. At ½ past, signal to keep in the admiral's wake. ¼ before 4, to recall from chase in the East. 10 minutes after 4, to recall from chase in the East. 10 minutes after 4, signal to stay by prizes. At 6, one of the prizes sunk. ¼ before 8, the body of the enemy's fleet bore E by N, distant 4 or 5 leagues.

NB—At 2, the action ceased, the enemy drawing off to leeward and taking the disabled ships in tow, being 6 nearly dismasted. Saw 9 sail totally dismasted, which proved to be 7 sail of the enemy (which we took possession of) and H.M. ships MARLBOROUGH and DEFENCE. At 6, Admiral Pasley made the signal that the sternmost ships of the enemy were not secured. Killed during the engagement 3, wounded 12.

2 June 1794

AM—At 5, signal to pass within hail of the admiral. Unbent the mainsail, and bent another. Employed reeving, new running rigging and repairing the old do. in sundry parts. Found the ship to make a considerable quantity of water, owing to the shot holes between wind and water. At 9, tacked ship. ½ past 10, wore ship. Employed reeving, new running rigging and repairing the old do. in sundry parts. Found the ship to make a considerable quantity of water, owing to the shot holes between wind and water. At 9, tacked ship. ½ past 10, wore ship. Employed as above. Noon—Fresh breezes and cloudy weather. Employed getting the stream cable out to tow the MARLBOROUGH, she being entirely dismasted.

T. Sturges Jackson, *Logs of the Great Sea Fights, 1794–1805*. (London:1899), I:84–89.