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ACTION OF 6 APRIL 1809

The Action of 6 April 1809 was a small naval battle fought between the French frigate *Niémen* and several British frigates, principally HMS *Amethyst*, as part of the blockade of Brest, France during the Napoleonic Wars. During the Wars, a central part of British strategy was to isolate French ports from international trade in an attempt to both restrict French imports of food and military supplies and simultaneously to damage the French economy. To achieve this, British warships maintained a constant vigil off the French coastline, attacking ships that attempted to enter or leave French ports. Despite the threat that their ships faced, communication and the transfer of supplies between France and her colonies was vital to the French war effort, and the French Navy made constant attempts to evade the patrolling British squadrons. In late 1808, a significant French squadron was deployed to Isle de France to disrupt British trade in the Indian Ocean. This force required reinforcement and supply from France, and periodic attempts were made to reach the isolated convoy with new frigates, the first of which was *Niémen*.

Niémen was a new and fast ship, carrying 40 guns and a large quantity of much needed naval supplies. However, in order to leave her home port of Brest, it was necessary to avoid contact with the British frigates that constantly watched the entrance to the harbor in search of enemy movement. In April 1809, these ships were HMS *Amethyst* and *Emerald*, loosely supported by other patrolling ships and tasked specifically with the capture of *Niémen*, acting on intelligence passed on by the Admiralty. When *Niémen* emerged on 5 April, she was immediately spotted and chased. *Amethyst* retained contact throughout the night and brought the French ship to action on the morning of 6 April. The ensuing battle was fiercely contested and both ships suffered severe damage and heavy casualties.

While the outcome of the battle was still undecided, a second British frigate, HMS *Arethusa*, arrived. Outnumbered, the French captain saw no alternative and surrendered his ship. The late arrival of *Arethusa*, under Captain Robert Mends, who claimed the victory for himself, sparked a furious argument that developed into a lasting animosity between Mends and Captain Michael Seymour of *Amethyst*. The failure of *Niémen* to reach Isle de France also had serious repercussions for the French squadron there. With naval supplies severely limited, their ability to operate at sea for long periods of time was hampered and by late 1810 few of their vessels were still seaworthy.

BACKGROUND

During the Napoleonic Wars, as with the French Revolutionary Wars that preceded them, the British Royal Navy enjoyed almost complete dominance at sea. By 1809, their superiority was so entrenched that few French ships even left port, because to do so meant breaking through a system of blockading warships off every major French harbor. The biggest port in France at the time was Brest in Brittany, and thus it was there that the greatest concentration of British warships off the French coast was concentrated. The main squadron was formed from large ships of the line, often dubbed the "Offshore Squadron" due to their position up to a hundred miles from the coast, to avoid the risks posed by the rocky Biscay shore. This was complemented by the "Inshore Squadron", formed primarily from frigates and brigs, which was tasked with watching the myriad entry points to Brest and other Biscay ports. These frigates often sailed independently or in small squadrons, maintaining contact with each

COMBATANTS



HMS Amethyst, 36 gun *Penelope* class frigate
HMS Arethusa, 38 gun *Minerva* class frigate



Niémen, 38 gun *Armide* class frigate

other and with the Offshore Squadron via signals and dispatch boats.

Despite their inferiority at sea, both in numbers and experience, frigates of the French Navy were still required to leave port regularly on raiding missions against British commerce and to convoy supplies and reinforcements to overseas regions of the French Empire.[2] These colonies formed bases for French commerce raiders, and in 1808 a determined effort was made to develop a raiding squadron on the French Indian Ocean territories of Isle de France and Île Bonaparte. These ships, led by Commodore Jacques Hamelin, required regular resupply from France as they were unable to repair damage and replenish ammunition and food from the reserves on the Indian Ocean islands alone. In early 1809, therefore, it was decided to reinforce and resupply the squadron by dispatching the newly built frigate *Niémen* from Brest under Captain Jean Dupotet.

In January 1809, John Tremayne Rodd, captain of the frigate HMS *Indefatigable* which was then part of the Inshore Squadron, obtained information that *Niémen* was preparing to sail from Brest. Rodd passed this information to the Admiralty, who took immediate steps to intercept the French ship. For this purpose, they selected Captains Michael Seymour of HMS *Amethyst* and Frederick Lewis Maitland of HMS *Emerald*. Seymour and Maitland, during their patrols in 1808 that led to the capture of *Thétis*, had entered into a verbal agreement that any prize money they earned would be shared equally over both crews. This agreement continued on their new commission, which was jealously guarded from other captains.

BATTLE

On 3 April 1809, *Niémen*, laden with provisions and naval stores for Isle de France, sailed from Brest passing through the rocky passages that sheltered the port during the night and thus avoiding discovery by the regular Inshore Squadron. Steering westwards, Dupotet made good time, traveling nearly 100 nautical miles over the next two days with the intention of escaping the British patrols in the Bay of Biscay and reaching the open Atlantic. At 11:00 on 5 April, however, Dupotet spotted two sails to the northwest. Assuming them to be British, Dupotet turned southwards in the hope of outrunning them. The sails, which belonged to *Amethyst* and *Emerald*, immediately gave chase. Throughout the day, the three ships sailed southward, *Amethyst* slightly gaining on *Niémen* but leaving *Emerald* far behind, Maitland's ship disappearing from view at 19:20 as darkness fell.

Dupotet attempted to throw off *Amethyst*'s pursuit during the night by turning westwards once more, but Seymour anticipated this maneuver and turned his ship westwards as well, discovering *Niémen* only a few

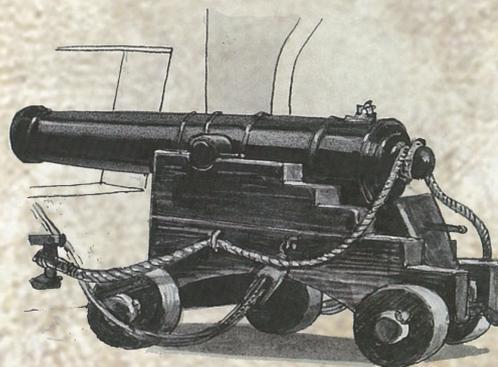


miles ahead at 21:40. Rapidly gaining on the French ship, Seymour began firing his bow-chasers in an attempt to damage her rigging so that he could bring his broadsides to bear. Dupotet responded with his stern-chasers, but by 01:00 on 6 April it was clear that Amethyst was going to catch the French frigate. The pursuit had been exhausting, since first sighting the British ships, Niémen had traveled over 140 nautical miles and was just 12 nautical miles from the Spanish coast when she was caught. At 01:15, Amethyst opened fire, Niémen immediately responding and turned to the northeast in an attempt to shake off the British ship. Seymour followed his opponent and at 01:45 was again close enough to engage, the frigates firing upon one another from close range for over an hour.

At 02:45, Amethyst was able to pull across the bows of Niémen, inflicting a devastating raking fire on the French ship which caused terrible damage. Niémen surged forward into Amethyst, but the collision caused little damage and at 03:00 Amethyst again raked her opponent, this time from the east. The frigates were so close that shot from Amethyst started fires among Niémen's hammock netting, placed along the decks to deter boarding actions. At 03:15, Niémen's mizenmast and main topmast collapsed and another fire broke out in the main top, but Amethyst was also severely damaged and at 03:30 her mainmast fell onto the deck from a combination of shot damage and stress from high winds. Niémen's mainmast also collapsed a few minutes later. Both frigates had stopped firing at 03:25, as the confusion on their decks was brought under control.

Although Niémen was very badly damaged, Amethyst was almost uncontrollable and despite Seymour's best efforts, he was unable to close with Niémen to ensure her surrender. Dupotet meanwhile was overseeing hasty repairs in the hope of getting away before Amethyst could recover.

At 03:45, however, a new ship emerged from the darkness, soon revealed to be the British frigate HMS Arethusa. Arethusa was deployed as part of the force blockading the ports of Northern Spain and her commander, Captain Robert Mends, was a successful officer who had been commended just two weeks earlier for raiding the French-held port of Lekeitio. Mends immediately pulled alongside Niémen and Dupotet fired a single shot each at Amethyst and Arethusa. The shot at Amethyst missed its target, but the one at Arethusa struck the ship and threw up splinters. Mends was struck on the forehead and badly wounded, the only man to be hit. Both Amethyst and Arethusa then opened fire, Niémen surrendering immediately.

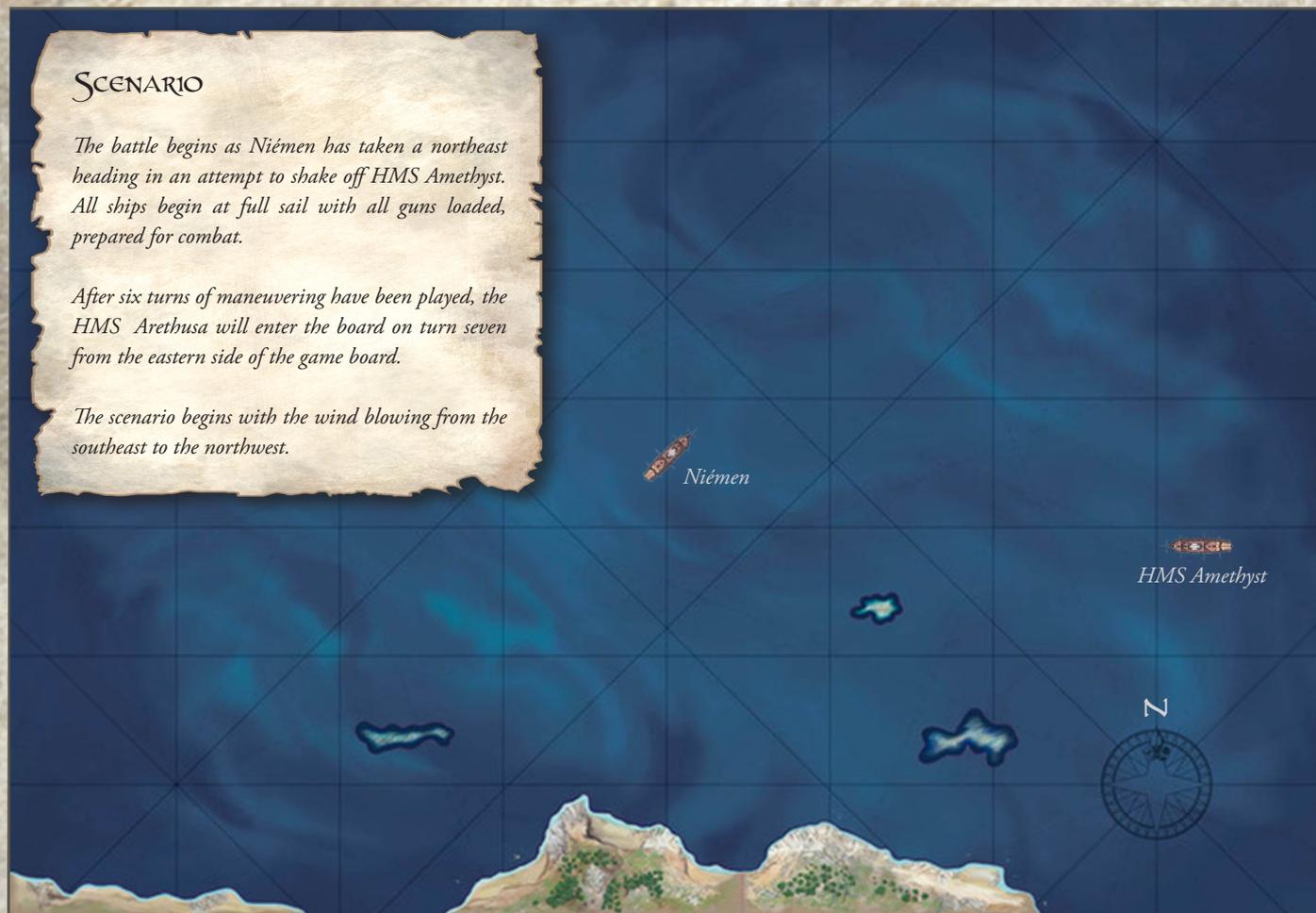


SCENARIO

The battle begins as Niémen has taken a northeast heading in an attempt to shake off HMS Amethyst. All ships begin at full sail with all guns loaded, prepared for combat.

After six turns of maneuvering have been played, the HMS Arethusa will enter the board on turn seven from the eastern side of the game board.

The scenario begins with the wind blowing from the southeast to the northwest.



ACTION OF 7 FEBRUARY 1813

The Action of 7 February 1813 was a naval battle between two evenly matched frigates from the French Navy and the British Royal Navy, *Aréthuse* and *HMS Amelia*. The battle was fought in the night of 7 February 1813 at the Îles de Los, off Guinea. It lasted four hours, causing significant damage and casualties to both opponents, and resulted in a stalemate. The two ships parted and returned to their respective port of call, both sides claiming victory.

BACKGROUND

After the British victory in the Mauritius campaign of 1809–1811, all French possession in the Indian Ocean were at the hands of Britain. France had already lost the use of Cape Town in 1806 after the Battle of Blaauwberg, and of Batavia in 1811 with the British Invasion of Java. Thus, in 1813, the French Navy lacked the advanced bases it needed to support the commerce raiding frigate squadron that it had operated in the previous decade. It was therefore decided to send a force off the western coast of Africa to disrupt British shipping closer to the metropole, but still far enough to be unreachable to the powerful British naval divisions that blockaded the English Channel and the Bay of Biscay.

To this end, a frigate division was given to Captain Pierre Bouvet, a skilled frigate captain, veteran of the Mauritius campaign, and who had led the French forces during the second half of the Battle of Grand Port. The squadron comprised the 40-gun frigate *Aréthuse*, under Bouvet himself, and the *Rubis*, under Commander Louis-François Ollivier. Another two frigate squadron, made up of *Elbe* and *Hortense*, was to perform the same mission with a two-week interval.

On 25 November 1812, Bouvet's division departed from Nantes, sneaked through the British blockade, and established a station to the Northeast of the Azores, near the group of five rocks called "Vigie des Cinq Grosses-Têtes". The frigates then continued to cruise off Madeira and Cape Verde.

In the course of January, continual gale and preliminary symptoms of a fever epidemic Bouvet decided to sail south with two prizes, the British cutter *Hawk* and the Portuguese slave ship *Serra*, to anchor at the Îles de Los off Sierra Leone. On 27 January, the frigates and their prizes came in view of the islands when the 16-gun *HMS Daring*, under Lieutenant William Pascoe, appeared. Mistaking the French frigates for British cruisers, *Daring* launched a boat towards *Rubis*, which altered her course to intercept; as the frigate approached, the boat realized her error and attempted to flee, to no avail. Questioning his prisoners, Ollivier learnt the identity of his opponent, and gave chase. Hopelessly out maned and out gunned, Pascoe threw his brig on the coast, on the Northwestern point of Tamara, and scuttled her by fire. *Daring's* magazines detonated at five in the evening, and the French frigates dropped anchor one hour later.

Ashore, the French gathered fruits, resupplied their fresh water, and gathered intelligence on the British deployment. On station near Sierra Leone were two frigates and several corvettes, but only *HMS Amelia* was anchored in the bay at the time. After six days of repairs and resupply, *Aréthuse* and *Rubis* were ready for a six-month cruise; to unburden himself of his prisoners and prizes, Bouvet returned *Serra* to the Portuguese, and on 29 January, the British were released on parole and sent to Sierra-Leone on *Hawk*. Bouvet then departed on 4 February.

COMBATANTS



HMS Amelia, 38 gun *Hébé* class frigate



Aréthuse, 40 gun *Pallas* class frigate

Meanwhile, on 29 January, Lieutenant Pascoe had arrived at Freetown, with some of his men, and informed *Amelia* of the presence of what he believed to be three French frigates at Tamara. The *Hawk* arrived the same evening with the paroled prisoners, confirming Pascoe's account. She was then equipped with a boat from *Amelia* and sent to reconnaissance the French squadron. Having volunteered, Pascoe returned with an accurate description of the French division, including the names of the frigate and of their prize. On the 3rd, at 10:30, *Amelia* departed her anchorage and took the direction of Ile de Lot to intercept the French squadron.

At Ile de Lot, *Aréthuse* had, upon departure, maneuvered to catch the wind and struck the bottom, breaking her rudder and forcing the squadron to drop anchor on the spot. That night, a violent storm broke out, and both frigates broke their cables. *Aréthuse* managed to avoid running aground using a makeshift rudder, and in the morning had found herself drifted twelve miles to the northwest of Tamara. Bouvet dropped anchor as soon as he found the bottom in order to repair his rudder. Meanwhile, *Rubis* had been cast aground on the shore of Tamara. At ten, she fired distress shots and signals and *Aréthuse* launched her longboat to assist, but could not maneuver herself without her rudder. The launch carried two additional pumps to *Rubis*, but returned with the news that she was unsalvageable and that her crew was transferring to the *Serra*. The following night, the hull of the stranded *Rubis* broke under the stress of the waves and Commander Ollivier scuttled her by fire while he embarked his crew onto the *Serra*.

On 5 January, around 20:00, *Amelia* sighted a strange sail making night signals which, the next morning, turned out to be *Princess-Charlotte*, a government schooner from Sierra-Leone. *Amelia* got sight of the French squadron half an hour later, and dispatched *Princess-Charlotte* to Sierra Leone to instruct any incoming British warship to come to her aid at once. She then observed what was deemed to be a prize being unloaded into one of the frigates, but was in fact *Rubis* transferring her crew to *Serra*, with the second frigate in the distance.

BATTLE

In the morning of 6 February, while *Aréthuse* was completing her repairs, *HMS Amelia* appeared under the wind. Bouvet set sails to meet her and in the evening, the frigates sailed on parallel courses. As Irby was not aware of the demise of *Rubis*, he was attempting to lure *Aréthuse* away from her to prevent the two French frigates from supporting each other. *Aréthuse* having a slight advantage, and hoping to overhaul his opponent during the night, Bouvet hoisted the French colors and fired a carronade; *Aréthuse* answered by hoisting the Union Jack and firing a shot.



At dawn, a fog obscured the frigates from each other, and Bouvet could not engage. The next morning, Aréthuse found herself alone on the sea, as Bouvet followed the course that he assumed Amelia had taken. Around 11:00, she appeared on the horizon and Aréthuse raised all sails to give chase. The frigates raced all day and at 19:30, Irby decided that he was far enough to avoid interference from Rubis, and Amelia turned to confront her opponent.

Aréthuse was pierced for 44 guns, but actually mounted only 42 as her two foremost guns, obstructed by bollards, could not be maneuvered properly so Bouvet had ordered them stored in the hold. This left Aréthuse with twenty six 18 pounder long guns, two 8 pounder chase guns, and fourteen 24 pounder carronades. Amelia mounted twenty six 18 pounders and twenty 32 pounder carronades. Her crew was reinforced by that of Daring.

The frigates closed in to pistol range without opening fire. As they passed each other, Aréthuse came about and fired her broadside at Amelia that cut the braces of her topsail. Amelia answered in kind, and then veered and abruptly decreased her speed, her davit touching Aréthuse at starboard. Aréthuse fired another broadside at point blank range, and for the following hour and a half, the two frigates remained entangled, exchanging volleys, gunners from both sides snatching the ramrods of their opponents and dueling with sabers from one gun port to the other, but neither side attempting to board the other.

After 90 minutes of cannonade and gunfire, Captain Irby and his two Lieutenants, John James Bates and John Pope, were wounded. The third lieutenant, George Wells, was killed soon after taking command, and the master of Amelia, Anthony De Mayne, replaced him. Then, Bouvet

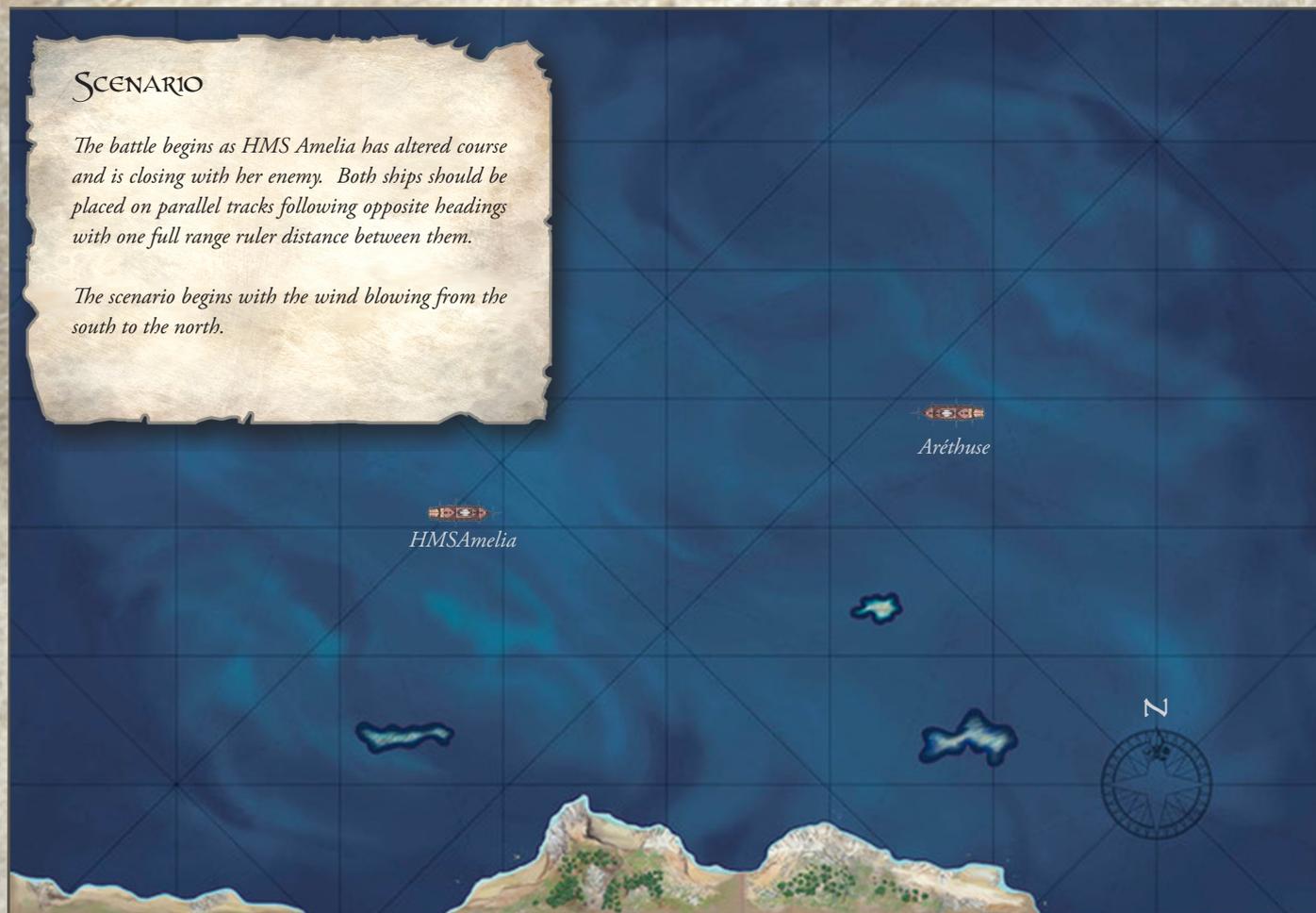
attempted a boarding action to decide the issue, but with her clewlines cut by shots, Aréthuse could not maneuver.

At 21:00, the frigates separated. The cannons continued until 23:00, until the frigates lost contact. Soon, a dense fog hid the frigates one from another, and it was not until the next morning that Amelia was spotted again. According to Bouvet's report, Aréthuse attempted to give chase, but to no avail.

SCENARIO

The battle begins as HMS Amelia has altered course and is closing with her enemy. Both ships should be placed on parallel tracks following opposite headings with one full range ruler distance between them.

The scenario begins with the wind blowing from the south to the north.



ACTION OF 13 MARCH 1806

The Action of 13 March 1806 was a naval engagement of the Napoleonic Wars, fought when a British and a French squadron met unexpectedly in the mid-Atlantic. Neither force was aware of the presence of the other prior to the encounter and were participating in separate campaigns. The British squadron consisted of seven ships of the line accompanied by associated frigates. Led by Rear-Admiral Sir John Borlase Warren and tasked with hunting down and destroying the French squadron of Contre-Admiral Jean-Baptiste Willaumez, which had departed Brest for raiding operations in the South Atlantic in December 1805, at the start of the Atlantic campaign of 1806. The French force consisted of one ship of the line and one frigate, all that remained of Contre-Admiral Charles-Alexandre Durand Linois' squadron that had sailed for the Indian Ocean in March 1803 during the Peace of Amiens. Linois raided British shipping lanes and harbors across the region, achieving limited success against undefended merchant ships but repeatedly withdrawing in the face of determined opposition, most notably at the Battle of Pulo Aura in February 1804. With his resources almost exhausted and the French ports east of the Cape of Good Hope that could have offered him safe harbour eliminated, Linois decided to return to France in January 1806, and by March was inadvertently sailing across the cruising ground of Warren's squadron.

Linois had twice failed to capture, or even seriously engage, large and valuable British merchant convoys on his cruise. When he saw scattered sails in the distance at 03:00 on 13 March 1806, he decided to investigate in his ship of the line *Marengo*, in the hope that the ships would again prove to be a merchant convoy. By the time he realized that the approaching ships were actually a powerful naval squadron, he was too close to outrun the lead ship, Warren's flagship *HMS London*. As *London* engaged *Marengo*, the French frigate *Belle Poule* attempted to escape from the approaching squadron independently, but was also run down and brought to battle by the British frigate *HMS Amazon*. Both engagements lasted over three hours and were bloody, the French ships surrendering after three and a half hours and losing nearly 70 men between them.

The battle marked the end of Linois's three year campaign against British trade and was the second British victory of the Atlantic campaign, following the Battle of San Domingo the previous month. Willaumez eventually returned to France, although without many of his squadron who were destroyed by British operations or Atlantic gales. Linois, despite the criticism leveled at him for his failures in the Indian Ocean, was considered to have fought hard and been unlucky to have encountered such an overwhelming force. Made a prisoner of war, Linois was not exchanged by Napoleon, who criticized his behavior during the campaign and refused to employ him at sea again.

BACKGROUND

By March 1806, the French squadron under Contre-Admiral Charles-Alexandre Durand Linois had been operating against British trade in the Indian Ocean and elsewhere since the start of the Napoleonic Wars in 1803. Dispatched to India before war was declared, Linois left Brest in March 1803, sailing to the South China Sea in an effort to intercept the China Fleet, a huge merchant convoy from Canton to Britain via Madras that carried goods worth in excess of £8 million. On 15 February 1804, Linois encountered the China Fleet, which due to delays with the squadron in India had sailed without its Royal Navy escort. The loss of this undefended convoy could have devastated the British economy and

COMBATANTS



HMS London, 90 gun *London class second rate ship of the line*

HMS Amazon, 38 gun *Amazon class frigate*

**HMS Foudroyant*, 80 gun *third rate ship of the line*

**HMS Repulse*, 74 gun *Repulse class third rate ship of the line*

**HMS Ramillies*, 74 gun *Culloden class third rate ship of the line*



Marengo, 74 gun *Téméraire class third rate ship of the line*

Belle Poule, 40 gun *Virginie-class class frigate*

* *Ship not significantly engaged during the action of 13 March 1806.*

been the highlight of Linois's career, but instead the French admiral was fooled by a ruse of the convoy commander, Commodore Nathaniel Dance. Dance pretended that some of his East Indiaman merchant ships were disguised ships of the line and engaged Linois at long range, dissuading the French commander from pressing the attack. Dance's merchant ships even pursued the fleeing French squadron for some distance, before resuming their original course. This affair, known as the Battle of Pulo Aura, was a humiliation for Linois and provoked Napoleon's fury when the Emperor was informed of it by the governor of Île de France, Charles Decaen.

Six months later, Linois was operating off the Indian port of Vizagapatam when his squadron encountered the British warship *HMS Centurion* and two merchant ships under her protection. In the ensuing Battle of Vizagapatam, *Centurion* was badly damaged; one of the merchant ships was captured and the other driven ashore. Rather than ensure the capture or destruction of *Centurion*, Linois refused further combat for fear of damaging his ships in shallow coastal waters and withdrew, again provoking censure from Napoleon. In August 1805, Linois was engaged with another convoy of East Indiamen in the central Indian Ocean, but on this occasion was confronted by the ship of the line *HMS Blenheim* under Rear-Admiral Sir Thomas Troubridge. After some ineffectual skirmishing, Linois withdrew again, unwilling to risk taking fatal damage to his ships so far from a safe port. Although he had seized five Indiamen and a number of small ships that had been sailing individually during his three year cruise, he failed to make a significant impact on British trade in the region and ruined his reputation as a successful naval commander. Deciding to switch his operations to the Atlantic after discovering that a squadron under Rear Admiral Sir Edward Pellew was searching for him, Linois visited the Cape of Good Hope, where one of his frigates was wrecked. He subsequently cruised the coast of West Africa, capturing two small ships but again failing to make a significant impact on British trade in the region. Learning from an American ship that a British expeditionary force had captured Cape Town, Linois decided to return to France with his remaining ships, the 74-gun ship of the line flagship *Marengo* and the frigate *Belle Poule*, sailing



northwards and crossing the equator on 17 February.

Unknown to Linois, he was sailing directly into the middle of a complex series of maneuvers by British and French squadrons known as the Atlantic campaign of 1806. On 13 December, two large French squadrons sailed from Brest under orders to operate against British Atlantic trade. The first, under Vice-Admiral Corentin-Urbain Leissegues, consisting of the 120-gun *Impérial*, four other ships of the line and three smaller vessels, sailed for the Caribbean. The second under Contre-Admiral Jean-Baptiste Willaumez, who commanded six ships of the line and four smaller vessels, sailed for the South Atlantic. These squadrons were able to escape due to the reduction in the size and diligence of the British continental blockade that had been relaxed in the aftermath of the Trafalgar campaign of 1805, in which 13 French and 12 Spanish ships of the line had been captured or destroyed. These losses significantly reduced the ability of the French and their allies to operate in the Atlantic. However, all of these ships came from the Mediterranean fleets, the Brest fleet having failed to even leave port in support of the campaign and thus survived unscathed. When the blockade was relaxed, the squadrons were able to break out into the Atlantic without resistance, following their orders to avoid combat with significant British forces and to cruise British trade routes in search of lightly protected merchant convoys. In response, the British rapidly mustered three squadrons of their own in pursuit. The first, under Rear-Admiral Sir Richard Strachan, was ordered to the South Atlantic, to operate in the region of Saint Helena. The second under Rear-Admiral Sir John Borlase Warren was sent to the mid-Atlantic, based around Madeira, while the third under Sir John Thomas Duckworth was detached from the blockade of Cadiz. Duckworth pursued Lessigues to the Caribbean and on 6 February annihilated him at the Battle of San Domingo, but Willaumez avoided encountering any of the squadrons sent to intercept him. Anticipating Willaumez's return to France, the remaining British squadrons took up station in the Mid-Atlantic.

BATTLE

On 13 March 1806, Warren's squadron was cruising in the Eastern Atlantic. Most of the squadron were grouped to the northwest, but HMS *London* under Captain Sir Harry Burrard-Neale and the flagship HMS *Foudroyant* under Captain John Chambers White were sailing together some distance from the rest of the British force, in company with the frigate HMS *Amazon* under Captain William Parker. At 03:00, sails were spotted to the northeast by lookouts on *London*. Hastening in pursuit with the wind from the southwest, Captain Neale signaled the location of the strange ships to Warren with blue lights, the admiral following with *Amazon* and the rest of the squadron trailing behind. To the northeast, Linois had also sighted sails in the distance and turned *Marengo* southwest in pursuit, anticipating a third encounter with a valuable merchant convoy. Captain Alain-Adélaïde-Marie Bruilhac of *Belle Poule* insisted that the sails were from British warships, but Linois overruled him, arguing that any warships would be part of the convoy's escort and could be avoided in the night. It was not until 05:30, when *London* appeared from the gloom just ahead of *Marengo* that Linois realized his mistake. He attempted to escape, but his ships had been at sea for an extended period and were sluggish compared to the 98 gun *London*, which rapidly came alongside the French ship of the line and opened a heavy fire.

Linois returned *London*'s fire as best he could, but by 06:00 he realized that he was outmatched and swung away, issuing orders for Captain Bruilhac in *Belle Poule* to escape as best he could. The frigate however, which had been firing at *London* during the battle, continued engaging the larger ship to give Linois support as he attempted to pull away. At 06:15, Bruilhac sighted *Amazon* bearing down and also withdrew, pulling ahead of Neale's ship which continued to fire into *Marengo*. Both *Marengo* and *London* had suffered severe damage to their rigging, and neither were able to effectively maneuver, as a result, Linois was unable to avoid both Neale's continued



fire and shots from Amazon as Parker swept past in pursuit of Belle Poule. By 08:30, Parker's frigate was alongside Bruilhac's and the ships exchanged fire over the next two hours, Amazon succeeding in damaging Belle Poule's rigging to prevent her escape. Behind the battling frigates, Marengo had taken further battering from London and by 10:25 also came under fire from Foudroyant, and HMS Repulse under Captain Arthur Kaye Legge. HMS Ramillies under Captain Francis Pickmore was also rapidly coming into range. In the face of this overwhelming force, the French ship of the line had no option but to surrender, although by the time the tricolour was lowered at nearly 11:00, both Linois and Captain Joseph-Marie Vrignaud had been taken below with serious wounds.

Almost simultaneously with the surrender of Marengo, Captain Bruilhac surrendered Belle Poule, the damage inflicted by Amazon and the presence of Warren's squadron persuading him that further resistance was hopeless. French losses in the engagement were severe, Marengo suffering extensive damage to her hull and rigging and losing 63 men killed and 83 wounded from a crew of 740. The latter included both Linois and his son with serious wounds and Captain Vrignaud, who had to have an arm amputated. Losses on Belle Poule included six killed and 24 wounded from her complement of 330. British losses were comparatively light, London suffering ten dead and 22 wounded and Amazon four killed and five wounded. London was the only British ship damaged, mainly in her rigging, which was hastily repaired in the aftermath of the battle.

SCENARIO

The battle begins as HMS London has closed with Marengo, while Amazon continues to give chase to Belle Poule.

After six turns of maneuvering have been played, the HMS Foudroyant will enter on turn seven from the SW edge, HMS Repulse will enter from turn eight from the SW edge, and on turn ten the HMS Ramillies will enter play from the SW edge.

The scenario begins with the wind blowing from the south to the north

Victory Conditions: *If Marengo and Belle Poule can reduce HMS London and HMS Amazon to half hull points and move off the NE corner of the board, they are able to escape.*

Special Rules:

Belle Poule and Marengo operate at one less speed than their current sail settings due to their tenure at sea prior to the engagement.

