

NAVAL BATTLES OF THE SCOTS—STATE OF THE SCOTISH NAVY.*

REIGNS OF JAMES III. JAMES IV. AND JAMES V.

THE Scottish Navy commenced in the reign of James III., before which it was almost entirely neglected, at least there is a great lack of information respecting it previous to the time intimated. The Monks were the chief ship-owners, and their peaceful barks, as well as those, such as they were, belonging to private individuals, were almost exclusively occupied in mercantile affairs, seldom disturbed by foreigners, who took little interest in a country so miserably cultivated as Scotland was for several centuries. If we are to judge from existing evidence, comparatively few foreign ships visited the country previous to the accession of James III., and the little trade was chiefly conducted by the natives, who exported from Flanders and other adjoining countries the most ordinary necessaries of life. Sometimes we read of *fleets* in early Scottish history. Somerled, Thane of Argyle, had a fleet of fifty-three ships in 1158, and another of a hundred and sixty in 1164. When

* Pinkerton's History of Scotland; Dalryell's Fragments of Scottish History; Pitcairn's Criminal Trials; Lindsay's (of Pitscottie) History; Campbell's History of Leith; Collection of Old Ballads, with Introductions, &c., published in 1727; Popular Poetry, (vol. ii.) entitled Garlands and Songs, (Private Collection.)

King Alexander III. fought against the Manks in 1275, he conveyed his troops in a fleet. But it must be recollected that what are dignified by the name of *ships* were simply boats or vessels managed by oars, for it does not appear that even sails were in use.

In the reigns of James III. and his successor flourished Sir Andrew Wood of Largo, who under the former monarch possessed that barony in tack, and who was invested in the property of it by James IV. on account of two signal victories he obtained over the English at sea about the beginning of his reign. Of the personal or family history of Admiral Wood nothing appears to be known. He is traditionally said to have been a native of Leith, and during the early part of the reign of James III. he commanded two ships, the one called the *Flower*, and the other the *Yellow Carvell*. Distinguished for his bravery, ability, and loyalty, this *Nelson* of his day became one of the most public characters of that age, and his name is honourably preserved in the annals of his country.

The conduct of Admiral Wood after the insurrection which immediately preceded the murder of James III. is already mentioned in the narrative of that disastrous event. He was then cruising in the Frith of Forth, and his severe rebuke to the insurgent nobility after the encounter at Sauchieburn and the death of the King exasperated them in no ordinary degree. Anxious to get him into their hands, and revenge what they considered the insults he had offered them, they summoned all the skippers of Leith before them, to whom they proposed that if any of them would engage to sail and attack Wood, artillery and provisions would be furnished at the expense of the young King. But the Leith skippers unanimously declined the attempt, and one of them named Barton, who is also prominent in the naval annals of Scotland, declared that "there were not ten ships in Scotland which could give Captain Wood's two ships

combat, for he was well practised in war, and had such artillery and men, that it was hard dealing with him either by sea or land." This statement induced the insurgent nobility to abandon their project of seizing the obnoxious mariner.

In 1489 or 1490, an exploit of Wood interrupts the silence respecting Scottish naval transactions. Five English vessels entered the Frith of Forth, and plundered some vessels belonging to the Scots and their Flemish allies. Enraged at this aggression on the part of the English, James IV. and his Council resolved to stop their piratical career, and inflict upon them a suitable punishment. They could not, however, induce any seamen to sail against the enemy, and they were obliged to apply to Sir Andrew Wood, to whom were offered a sufficient number of men and artillery, royal favours and rewards. He accepted the proposal, and being furnished with the necessary crew, cannon, and arms, he sailed with his two vessels to encounter the enemy.

Wood found the English ships off Dunbar at the mouth of the Frith of Forth, and prepared to attack them, although greatly superior to him in number and well provided with artillery. A battle ensued, which was both sanguinary and obstinate; but Wood's courage and naval skill prevailed, and victory declared in his favour. The five English vessels were taken, and brought triumphantly into Leith; the Scottish captain was presented to James and his Council, who recompensed him by honourable rewards.

When the tidings of this exploit reached Henry VII. of England, he was deeply mortified at this humiliation of his flag by a power hitherto unknown in the annals of maritime warfare, and he offered a large annual sum to any commander who would capture Sir Andrew Wood. The sum offered by Henry is stated to have been no less than L.1000 sterling yearly to the person who succeeded in the attempt.

yet many were deterred by fear from embarking in such a perilous enterprise. At length an English officer, popularly called Sir Stephen Bull, offered his service, engaging to seize Wood and bring him dead or alive to England. Henry gladly accepted Sir Stephen Bull's tender of service in this enterprise, and ordered three large vessels to be well manned, victualled, and provided with suitable artillery.

The silence of the English annalists respecting these maritime affairs is in accordance with the meagre and imperfect information given by their original historians of this period. The meditated enterprise of Bull is one of the earliest instances on record of an equipment for a regular sea fight between the Scots and English. As it was in the reigns of Elizabeth and James I. that the English navy became really important, the vessels in the reign of Henry VII., though designated *great ships*, must have been very small. The fleet fitted out by Edward II. against Scotland consisted of vessels navigated by seven, eight, or ten seamen, and called, according to the ideas of the time, *ships of war*; that of Edward III., though numerous, was altogether composed of small vessels; and even in the reign of Mary of England the ships were very diminutive. As it respects the Scottish vessels, especially those commanded by Sir Andrew Wood, which we may presume to have been superior to any others, they also must have been small. We find that the *Great Michael*, built some years afterwards, the *James*, the *Margaret*, and a new bark, were at most only about three hundred tons, two others were of one hundred, the largest of the residue not more than eighty. Sir Andrew Wood's vessels, the *Flower* and the *Yellow Carvell*, therefore, must have been considerably under two hundred tons burden.

As soon as Sir Stephen Bull's vessels were put in proper order, he sailed from the Thames in search of the Scottish Admiral. He reached the entrance of the Firth of

Forth, and anchored behind the Island of May, opposite the ancient royal burgh of Crail. This little rocky island was at that time inhabited by several families and ecclesiastics, the latter belonging to a religious establishment the ruins of which still exist. Here Bull procured fresh water, and several necessaries for his crews. He also seized some boats belonging to the inhabitants of the island, and to the fishing villages on the opposite Fife coast, retaining the mariners, that by their information he might not mistake his object.

Admiral Wood had escorted some merchant vessels to Flanders, and was on his return when Bull was waiting for him off the Island of May. On the morning of the 10th of August, a little after day-break, one of the English shipmasters observed two vessels under sail making for the Frith of Forth in the direction of St Abb's Head, and having communicated this circumstance to Bull, the detained Scotch fishermen were ordered to the tops, to intimate if the vessels were those of Admiral Wood. At first they declared that they could not tell, but being offered their freedom if this was the expected prey, the men immediately acknowledged that the Scotch Admiral was advancing. This announcement was heard with great joy by the gallant Captain Bull, who, with a hilarity which was rather premature, pierced several casks of wine, which he ordered to be distributed among his men, who became exceedingly merry. He then disposed of all at their proper stations, charged his artillery, and sailed to meet the Admiral.

Wood was meanwhile advancing, unconscious of any foe, until he perceived the three English vessels under sail bearing down upon him, evidently determined to fight. He instantly prepared to meet the enemy, and thus addressed his sailors in the boisterous phraseology of his profession—"These, my lads, are the foes who expect to

convey us in bonds to the King of England, but by your courage, and by the help of God, they shall fail. Set yourselves in order, every man to his station. Charge guns, let the cross-bows be ready; have the lime-pots and fire-balls to the tops; two-handed swords to the forerooms. Be stout, be diligent, for your own sakes, and for the honour of your country." Wine was then distributed to the crews, who responded to the Admiral's speech with loud acclamations. Captain Bull having taken a comfortable potation of claret, notwithstanding the earliness of the morning, also lectured his crews on the duties they were expected to perform.

The sun was now above the horizon, and his brilliant rays fell upon the English vessels, displaying their superior size and force to the Scots, who were nothing daunted by the survey. Wood skilfully attained the windward of the enemy, who discharged some of their artillery at the Scots without effect, and coming close to Captain Bull's ship, the action commenced with great gallantry on both sides. The noise of the cannon brought crowds of spectators to the coast of Fife and the shores of East Lothian, who expressed by their gestures and cries their hopes and fears. The whole day were the English and Scots engaged in close combat, and at the approach of night the action was undecided. Lying by to refresh and refit, they were again summoned to arms at the dawn of day. The fight continued obstinate, while the vessels, neglected by the helmsmen during the action, were driven before an ebb tide and south wind till they were near the mouth of the Tay. At length the valour of Sir Andrew Wood prevailed; the English vessels were captured and carried to Dundee, where the wounded on both sides were properly attended, and the dead interred. The Scottish Admiral presented Captain Bull to James IV., and was rewarded with the estate of Largo for his eminent services. The King behaved

with great generosity to Captain Bull and his men, and sent them and the ships as a present to their sovereign, with a message to the latter, intimating that Scotland could also boast of warlike sons both by sea and land, and desiring that Henry would no more invade the Scottish seas, otherwise a different fate would await the intruders. The King of England, although he did not relish such a message, thanked James for returning his mariners and his ships, and concealed his real sentiments.

The naval victory of Sir Andrew Wood over Sir Stephen Bull, as the latter is titled, is celebrated in the following old ballad, which, though of doggrel merit, is quaint and curious.

Sir Andrew Wood he was a man
Of meikle worth, and brave,
He fouchten for our noble King
In ships upon the wave.

The King of England he was wroth
That ane Scottishman, wi' twa,
Should fechten out his many ships
And tak them prisoners a'.

And he throughout his kingdom large
Did proclamations make,
Offering ane thousand pounds the year
Sir Andrew Wood to take.

And up and spoke a bold captain,
Sir Stephen Bull was he :—
“ And I shall fight this Scottish man
Till he shall prisoner be.”

Whereat the King of fair England
Rejoiced exceedingly,
And caused provide the said captain
Ships and artillery.

And he past to our Scottish Frith,
And sailed up and down,
And of our fishing boats he took
Full many and full soon.

But when Sir Andrew Wood he spied
 Wi' twa ships in his sail,
 Full merrily and blyth was he,
 And to their parts did hail

No enemies our bold captain
 Thought in the Scottish sea,
 And knowing no impediment,
 He sailed right pertly.

But when the English he did see,
 No fear had he at all;
 His men to battle did exhort,
 To conquer or to fall.

“ We fight now for our noble King,
 Our wives and bairns guid,
 And for their sakes we'll always shed
 The last drap o' our bluid.”

And he has pierced the auld red wine,
 And then to drink did gie,
 And every man to his neighbour swore
 From Southron ne'er to flee.

And stoutly forward then came they
 Afore the blowing air
 Upon the English captain's ships,
 To beat or fight nae mair.

So then the battle did begin
 Against the Southron fae;
 From rising to the setting sun,
 Upon a summer day.

The Scotsmen fought like lions bold,
 And many an English slew,
 The slaughter that they made that day
 Caused England's folks to rue.

The English fought full bold and fierce,
 As Englishmen do aye,
 And for the strokes they got, they gave,
 As I shall ne'er gainsay.

Yet when the evening came on,
 And they were forced to stay,
 They parted even as tigers mad
 Deprived of their prey.

But ere the sun began to rise
 High from his Eastern hed,
 The trumpeters began to blow
 Right loud from either side.

And then they fought with awful rage,
 And killed sae cruelly,
 That ne'er a battle e'er there was
 Sae terrible to see.

But ne'er a man can fight so well
 Not fighting for his ain,
 Nothing can make the arm so strong,
 Nor saves a country's stain.

The English, though they fought so bold,
 A never man might dae,
 Save Scottishmen, who never rest
 Until they won the day.

Sir Stephen was a prisoner made,
 His ships and sailors all,
 Hame to the King Sir Andrew took
 Afore his feet to fall.

Our noble King he was right glad,
 And used them courteously,
 Good gold he gave, and sent them with
 Their ships to their countrie.

“ Go tell the King of fair England
 That so I use the brave,
 But if e'er here again he sends
 They'll find a watery grave.”

Sir Andrew Wood our brave captain
 Was thanked graciously,
 Rewards and honour he did get
 From his King and his countrie.

This battle fiercely it was fought
 Near to the rock of Bass,
 And when wi' Southrons we next fight,
 May ne'er worse come to pass.

Some years after this naval battle, in 1506, James IV. had acquired several vessels, and we find him enabled to

send a Scottish squadron to the Baltic to the assistance of his ally, John, King of Denmark and Norway; but this fleet returned without any achievement, as the success of the Danish arms rendered their assistance unnecessary. James also requested Louis XII. to send him ship-builders and wood from France. He received two large ships of war as a present from Louis in 1509. In 1511, the ship called the Great Michael was built by one Jaques Tarret, a Frenchman, either at Leith or Newhaven, but probably at the latter place, for James IV. erected a chapel and dock-yard there which originated its name of Newhaven, or, as it is sometimes called, *Our Lady's Port of Grace*, on account of the chapel dedicated to the Virgin Mary.

The Great Michael was placed under the command of Sir Andrew Wood and Robert Barton, the latter connected with a family of the same name belonging to Leith who figure in the naval affairs of Scotland at that time. It is curious to note that the war between the English and the Scots, which terminated in the fatal disaster of Flodden, was partly caused by a naval engagement. A ship containing a valuable cargo commanded by John Barton was seized by a Portuguese squadron in 1476, in consequence of which letters of reprisal were granted to Andrew, Robert, and John Barton, his sons, to make retaliation whenever an opportunity occurred. In these letters of reprisal the Bartons and their assignees were authorised to seize all Portuguese ships until they were paid twelve thousand ducats by the King of Portugal. These letters were renewed by James IV. in 1506, and it appears that they carried on the war of retaliation with such success, as to supply by their Portuguese captures the want of distant trade. In the Poems of Dunbar, a *blackamoor woman* is mentioned among the *novelties* laid under contribution by the Bartons, who all became very rich. The justice of such letters, after an interval of thirty years, may be

doubted, and the contemporaries of the Bartons loudly accused them of piracy. At that period the people of Holland were subject to the House of Austria, and, probably at the instigation of the Portuguese, they had plundered some Scottish ships, and threw the crews and the merchants in them into the sea. This was in 1507, and James, enraged at this piratical offence, sent Robert Barton in a large vessel to resent it. He soon effected a retaliation, and returned with considerable booty, and with many chests *filled with the heads of the pirates*, which he exhibited at the Scottish Court.

Shortly after this, Robert Barton was seized with his ship the *Lion* at Campvere in Holland, upon a remonstrance of the Portuguese. The manner in which the Scottish "skipper" extricated himself from this misfortune does not appear, but his capture must have been of no long duration, as Margaret, Duchess of Savoy, and Governor of the Netherlands, complained in 1509 to James of the capture of some vessels by Andrew and John Barton. It is evident that those worthy "skippers" took every possible advantage of their letters of reprisal against the Portuguese, and they were extremely apt to fall into the mistake of capturing English vessels for those of the former nation. Their ships, the *Lion*, a large ship of war, and the *Jenny Pirwen*, an armed sloop, under the pretence of looking out for Portuguese traders, ranged along the coasts of England, and committed such extensive depredations as greatly to impede navigation. Andrew Barton was the commander in these piratical enterprises, and the mistakes he committed of plundering English vessels, under the pretence that they were Portuguese, occurred so frequent, that the attention of the English Government was at length seriously directed to his doings. Repeated complaints were made to the Privy Council by the English merchants, and in 1511 Lord Thomas and Sir Edmund Howard, sons of the Earl of Surrey, who distinguished themselves in the

battle of Flodden, were sent with two ships well armed and properly fitted out to encounter Barton. In a few days the Howards were separated by a storm, and Lord Thomas Howard, when in the Downs, fell in with the *Lion*, on board of which was Sir Andrew Barton. An obstinate and bloody conflict ensued, which was maintained with great determination on both sides, but the death of Barton decided the victory in favour of the English. He fell mortally wounded, and it is said that when dying he continued as long as he was able to cheer his men with his boatswain's whistle. Sir Edmund Howard, not less fortunate than his brother, fell in with the *Jenny Pirwen*, which after an engagement he took. Both vessels were brought into the Thames, and retained as lawful prizes, while the surviving crews, consisting of one hundred and fifty men, were dismissed upon their imploring mercy. The *Lion* had the honour of being the second ship of war in the English navy—the *Great Harry*, built in 1504, being the first. James IV. greatly resented the death of Andrew Barton, and despatched a herald to the English court, but all the satisfaction he obtained from Henry VIII. was, that the fate of pirates ought never to be the cause of dispute among princes.

This exploit is the theme of an old historical ballad, which contains several curious particulars, and is of respectable merit as a composition. As it is now seldom to be found, no farther apology is necessary for laying it before the reader in the present narrative—

When Flora with her fragrant flowers
 Bedeck'd the earth so trim and gay,
 And Iris with her dainty showers
 Came to present the month of May ;
 King Henry would a hunting ride,
 Over the river of Thames pass'd he,
 Unto a mountain top also
 Did walk some pleasure for to see ;

Where forty merchants he espied,
 With fifty sail come towards him,
 Who then no sooner were arriv'd,
 But on their knees did thus complain :
 " An't please your Grace, we cannot sail
 To France a voyage to be sure,
 But Sir Andrew Barton makes us quail,
 And robs us of our merchant-ware."

Vex'd was the King, and turning him,
 Said to the lords of high degree,
 " Have I ne'er a lord within my realm
 Dare fetch that traitor unto me?"
 To him replied the Lord Howard,
 " I will, my liege, with heart and hand,
 If it please you grant me leave," said he,
 " I will perform what you command."

To him then spoke King Henry,
 " I fear, my Lord, you are too young."
 " No whit at all, my liege," quoth he,
 " I hope to prove in valour strong.
 The Scotch knight now I vow to seek,
 In what place soe'er he be,
 And bring ashore with all his might,
 Or to Scotland he shall carry me."

" A hundred men," the King then said,
 " Out of my realm shall chosen be ;
 Besides sailors and ship-boys,
 To guide a great ship on the sea ;
 Bowmen and gunners of good skill
 Shall for this service chosen be ;
 And they at thy command and will
 In all affairs shall wait on thee."

Lord Howard called a gunner then,
 Who was the best in all the realm,
 His age was threescore years and ten,
 And Peter Simon was his name ;
 My Lord called then a bowman rare,
 Whose active hands had gained fame,
 A gentleman born in Yorkshire,
 And William Horsely was his name.

“ Horsely,” quoth he, “ I must to sea
 To seek a traitor with good speed,
 And of a hundred bowmen brave
 I’ve chosen thee to be the head.”
 “ If you, my Lord, have chosen me
 Of a hundred men to be the head,
 Upon the main-mast I’ll hanged be,
 If twelvescore I miss one shilling’s breadth.”

Lord Howard then, of courage bold,
 Went to the sea with pleasant cheer,
 Not curb’d with winter’s piercing cold,
 Though ’twas the stormy time of year.
 Not long he had been on the sea,
 More in days than number three,
 But one Harry Hunt there he espied,
 A merchant of Newcastle was he.

To him Lord Howard called out amain,
 And strictly charged him to stand,
 Demanding then from whence he came,
 Or where he did intend to land.
 The merchant then made answer soon,
 With heavy heart and careful mind,
 “ My Lord, my ship it doth belong
 Unto Newcastle-upon-Tyne.”

“ Canst thou show me,” this Lord did say,
 “ As thou didst sail by day and night,
 A Scottish rover on the sea
 His name is Andrew Barton, knight?”
 At this the merchant sighed and said,
 “ With grieved mind and well-away,
 But over-well I know that wight,
 I was his prisoner yesterday.

“ As I, my Lord, did sail from France,
 A Bourdeaux voyage to take so far,
 I met with Sir Andrew Barton thence,
 Who robb’d me of my merchant-ware.
 And mickle debts God knows I owe,
 And every man doth crave his own,
 And I am bound to London now,
 Of our gracious King to beg a boon.”

“ Show me him,” said Lord Howard then,
 “ Let me once the villain see,
 And every penny he hath from thee ta'en,
 I'll double the same with shillings three.”
 “ Now God forbid,” the merchant said,
 “ I fear your aim that you will miss.
 God save you from his tyranny,
 For little you think what man he is.

“ He is brass within and steel without,
 His ship most huge and mighty strong,
 With eighteen pieces of ordnance,
 He carries on each side along ;
 With beams for his top-castle,
 As being all huge and high,
 That neither English nor Portuguese
 Can Sir Andrew Barton pass by.”

“ Hard news thou showest,” then said this Lord,
 “ To welcome strangers to the sea ;
 But as I said, I'll bring him aboard,
 Or to Scotland he shall carry me.”
 The merchant said, “ If you will do so,
 Take counsel then I pray withal,
 Let no man to his top-castle go,
 Nor strive to let his beams down fall.

“ Lend me seven pieces of ordnance then,
 On each side of my ship,” said he,
 “ And by to-morrow, my good Lord,
 Again I will your honour see.
 A glass I set as may be seen,
 Whether you sail by day or night,
 And to-morrow be sure before seven,
 You shall see Sir Andrew Barton, knight.”

The merchant set my Lord a glass,
 So well apparent in his sight,
 That on the morrow, as his promise was,
 He saw Sir Andrew Barton, knight.
 This Lord then swore a mighty oath—
 “ Now by the heavens that be of might,
 By faith, believe me, and by troth,
 I think he is a worthy Knight.

“ Fetch me my Lion out of hand,”
 Saith he, “ with rose and streamer high,
 Set up withal a willow-wand,
 That merchant like I might pass by.”
 Thus bravely did Lord Howard pass,
 And on anchor rise so high ;
 No top-sail at last he cast,
 But as a foe did him defy.

Sir Andrew Barton seeing him
 Thus scornfully to pass by,
 As though he cared not a pin
 For him and his company ;
 Then called he for his men amain,
 “ Fetch back yon pedlar now,” quoth he.
 “ And e’er this way he come again,
 I’ll teach bim well his courtesy.”

A piece of ordnance soon was shot,
 By this proud pirate fiercely then
 Into Lord Howard’s middle deck,
 Which cruel shot killed fourteen men.
 He called Peter Simon and said,
 “ Look how thy word doth stand in stead,
 For thou shalt be hanged on main-mast,
 If thou miss twelvescore one penny breadth.

Then Peter Simon gave a shot,
 Which did Sir Andrew mickle scare,
 In at his deck it came so hot,
 Kill’d fifty of his men of war ;
 “ Alas!” then said the pirate stout,
 “ I am in danger now I see ;
 This is some Lord, I greatly fear,
 That is set on to conquer me.”

Then Henry Hunt, with rigour hot,
 Came bravely on the other side,
 Who likewise shot in at his deck,
 And killed fifty of his men beside ;
 Then out, alas, Sir Andrew cried,
 “ What may a man now think or say ?
 Yon merchant thief that pierceth me
 He was my prisoner yesterday.”

Then did he on Gordion call,
 Unto the top-castle to go,
 And that his beams he should let fall,
 For he greatly fear'd an overthrow.
 Lord Howard call'd Horsely in haste,
 "Look how thy word do stand in stead,
 For thou shalt be hanged on main-mast,
 If thou miss twelvescore a shilling breadth."

Then up the mast-tree swerved he,
 This stout and mighty Gordion ;
 But Horsely he most happily
 Shot him under his collar-bone ;
 Then called be on his nephew, and said,
 "Sister's sons I have no mo,
 Three hundred pounds I give to thee,
 If thou wilt to the top-castle go."

Then stoutly he began to climb,
 From off the mast scorned to depart ;
 But Horsely soon prevented him,
 And deadly pierced him to the heart.
 His men being slain, then up amain
 Did this proud pirate climb with speed,
 Armour of proof he had put on,
 And did no dint of arrows dread.

"Come hither, Horsely," said this Lord,
 "See thou thine arrows aim aright ;
 Great means to thee I'll still afford,
 And if thou speed'st I'll make thee knight."
 Sir Andrew did climb up the tree,
 With right good will and all his main,
 Then upon the breast hit Horsely he,
 Till the arrow did return again.

Then Horsely spied a private place,
 With a perfect eye in a secret part.
 His arrow swiftly flew a pace,
 And smote Sir Andrew to the heart.
 "Fight on, fight on, my merry men all,
 A little I am hurt, yet not slain,
 I'll but lie down and bleed a while,
 And come and fight with you again.

" And do not fear these English rogues,
 And of your foes stand not in awe,
 But stand fast by St Andrew's cross,
 Until you hear my whistle blow."
 They never heard his whistle blow,
 Which made them all most sore afraid,
 Then Horsely said,—“ My Lord, aboard,
 For now Sir Andrew Barton's dead.”

Thus boarded they this gallant ship,
 With right good will and all their main,
 Eighteen score Scots alive in it,
 Besides as many more were slain.
 This Lord went where Sir Andrew lay,
 And quickly then cut off his head—
 “ I should forsake England many a day,
 If thou wert alive as thou art dead.”

Thus from the wars Lord Howard came
 With mickle joy and triumphing,
 The pirate's head he brought along
 To present unto the King—
 Who briefly unto him did say,
 Before he well knew what was done,
 “ Where is the knight and pirate gay,
 That I myself may give the doom?”

“ You may thank God,” said Lord Howard,
 And four men in the ship,” quoth he,
 “ That we are safely come ashore,
 Sith you never had such an enemy ;
 There are Henry Hunt and Peter Simon,
 William Horsely and Peter's son ;
 Therefore reward them for their pains,
 For they did service in their turn.”

To the merchant therefore the King he said,
 “ In lieu of what he hath from thee ta'en,
 I'll give to thee a noble a day,
 Sir Andrew's whistle and his chain ;
 To Peter Simon a crown a day,
 And half-a-crown to Peter's son ;
 And that was for a shot so gay,
 Which bravely brought Sir Andrew down

Horsely I will make thee a knight,
And in Yorkshire thou shalt dwell :
Lord Howard shall Earl Surrey height,
For this act deserveth well ;
Ninety pounds to our English men,
Who in this fight did stoutly stand ;
And twelve pence a day to the Scots, till they
Come to my brother king's high land."

Little is recorded of Sir Andrew Wood after his appointment to the command of the Great Michael, which was not of long continuance, as Lord Sinclair was captain of that ship in 1512, while Lord Fleming obtained the same charge in the Margaret. It is probable that he retired, when greatly advanced in years, to his estate of Largo in Fife. The Scottish Admiral is said to have indulged in his nautical propensities on shore, and the outline of a canal is still pointed out between Largo House and the parish church, which is alleged to have been formed by him for the purpose, like Commodore Trunnion, of sailing to the church on Sundays. His colleague, Robert Barton, is not again mentioned, and it may be presumed that his life was not distinguished by any remarkable occurrence, unless we are to consider him the same as Sir Robert Barton, who was made comptroller of the royal household in the minority of James V.

Some curious notices of Scottish naval affairs are preserved in various documents. In 1512 a Flemish vessel laden with Scottish goods was taken by the English, and carried into Berwick. Lord Dacre, in a letter to Henry VIII., advises its restoration, and states that he will endeavour to return to obtain those ships taken by the French envoy De La Motte, Robert Barton, and David Falconer, whom he designates pirates. In June that year, La Motte sunk three English vessels and captured seven, which he brought into Leith. It appears from the letters of James

IV. to Henry VIII. and Lord Dacre, that a piratical warfare was carried on some time between both nations, for the Scotch King complains that a ship belonging to David Falconer had been sunk, and himself sent prisoner to London.

It appears that Henry VIII. *modestly* demanded the Great Michael from James, and the latter replied that he might command all his ships on the condition that he made peace with France. The squadron which sailed on the 26th of July 1513, under the command of James Gordon of Letterfourie, having the Earl of Arran and about three thousand troops for the service of France on board, is already noticed in the narrative of the Battle of Flodden. The fleet probably did not consist of more than twenty vessels, among which were the Great Michael, the James, and the Margaret. The fate of this fleet is little known. Buchanan asserts that it was scattered by tempests, and that the Great Michael was suffered to rot in the harbour of Brest; but on the other hand it is ascertained that the Great Michael was purchased by Louis XII. in April 1514, for forty thousand livres from the Duke of Albany in the name of the Scotch Government. Two other ships, probably the James and the Margaret, were also sold, and only a part of the fleet returned to Scotland. In May 1515, the Regent Duke of Albany arrived at Dumbarton with eight ships, apparently a part of the fleet of James IV., laden with warlike stores, and also with stronger implements of government—the gold and luxuries of France.

A writer of the sixteenth century, in his description of Scotland in 1521, mentions Leith as the chief port, and that between that town and Edinburgh there was a small rich village, famous for woollen manufactures, from which the best cloths in Scotland were designated. The Frith of Forth appears to have always been the rendezvous of the royal vessels, and Leith, on account of its proximity to the

metropolis, and having been anciently a place of wealth and importance, was generally the station. That seaport was in consequence often attacked by the English. In 1522, Sir William Fitz-William, Vice-Admiral of the English fleet, entered the Frith of Forth with a squadron of seven frigates, and destroyed the shipping of Leith. The vessels belonging to the port were also frequently taken and plundered by individual English adventurers, who, with a ship or two, were constantly prowling about the mouth of the Frith, and seizing all that were weaker than themselves; but it must also be confessed that the skippers of Leith in those times seldom scrupled to eke out their lawful earnings by occasional acts of piracy, and there were many of them who made almost an exclusive trade of plundering English ships, and committing depredations on the coasts of that kingdom, for which the almost constant hostilities of the two countries afforded easy advantages.

When the Earl of Hertford made the fatal *Raid* or expedition into Scotland in 1544, he found among the vessels in Leith two of "notable fairness," called the *Salamander* and the *Unicorn*. The former, with another ship called the *Morischer*, had been presented to James V. by the King of France, on the occasion of his marriage with the Princess Magdalene; the *Unicorn* was built by the Scottish King. James had other two ships—the *Marivellibe* and the *Great Lion*, but these were not at the time in Leith. The names of other vessels belonging to the King are mentioned in the Lord Treasurer's Accounts.

Such are a few notices of the state of the Scottish navy during a part of the fifteenth and sixteenth centuries. The inquiry is very obscure, and seems never to have occupied the attention of those who have investigated our national annals. There can be little doubt that the Scottish navy was always neglected previous to the reigns of James III. and James IV., and the premature deaths of those monarchs tended

to repress any inclination in the government to pursue their projects. Perhaps a naval enemy in that age was not to be dreaded. The military exploits of the Scots and the English were chiefly conducted on land, and their quarrels seem to have been of more difficult reconciliation than those of other countries. A long and inveterate animosity magnified their injuries, fomented their disputes, and, when they met in the field, made their battles bear a greater resemblance to a general massacre than to a fair contest.