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Edited by James Stanier Clarke and John McArthur  
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The *Naval Chronicle*, published in 40 volumes between 1799 and 1818, is a key source for British maritime and military history, and is also sought after by those researching family histories. Six instalments per year were produced (and often reprinted with corrections) by Bunney and Gold, later Joyce Gold, in London, and bound up into two volumes per year. Printed economically, on paper of varying weights and often with very small type, the extant copies have been heavily used over the course of two centuries, present significant conservation challenges, and are difficult to find outside major libraries.

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### Volume 17

Volume 17 (1807) contains accounts of activities on the West Indies station and in the Dardanelles. It also elaborates on the preceding volume's report of the unsuccessful attack on Buenos Aires which led to the court martial of Admiral Sir Home Popham. Political topics include Lord Cochrane's election speeches and the abolition of the slave trade, and technical papers cover shipbuilding and the regulation of pilots.

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# The Naval Chronicle

*Containing a General and Biographical  
History of the Royal Navy of the United  
Kingdom with a Variety of Original Papers on  
Nautical Subjects*

VOLUME 17: JANUARY-JUNE 1807

EDITED BY JAMES STANIER CLARKE  
AND JOHN MCARTHUR



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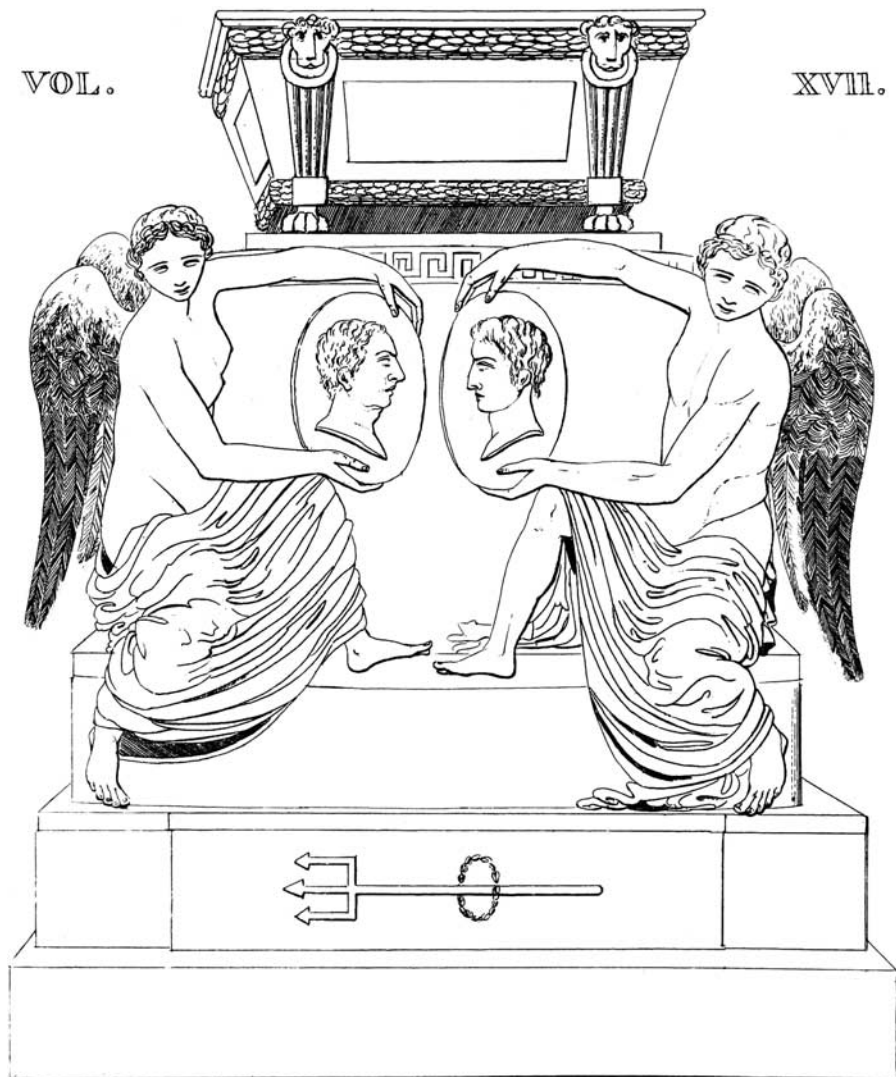
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## NAVAL CHRONICLE.

VOL.

XVII.



Rofai del.

Hall sc.

*Monument to the memory of Captains Mofs and Riou,  
Erected in St. Paul's Cathedral*

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THE  
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 FOR 1807:  
 CONTAINING A  
*GENERAL AND BIOGRAPHICAL HISTORY*  
 OF  
**THE ROYAL NAVY**  
 OF THE  
**UNITED KINGDOM;**  
 WITH A  
*VARIETY OF ORIGINAL PAPERS*  
 ON  
**NAUTICAL SUBJECTS:**  
 UNDER THE GUIDANCE OF SEVERAL  
*LITERARY AND PROFESSIONAL MEN.*

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VOLUME THE SEVENTEENTH.

(FROM JANUARY TO JUNE.)

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“ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY.”

NELSON AND BRONTE.

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London :

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TO  
JOHN HOLLOWAY, Esq.  
ADMIRAL OF THE RED SQUADRON,  
AND GOVERNOR AND COMMANDER IN CHIEF OF  
NEWFOUNDLAND,  
THIS SEVENTEENTH VOLUME OF THE  
*Naval Chronicle*  
IS RESPECTFULLY DEDICATED  
*BY THE EDITORS.*

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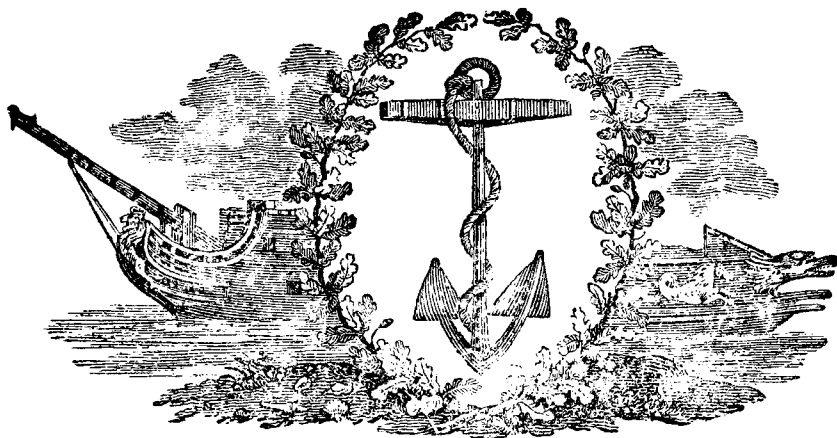


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## P R E F A C E

TO THE SEVENTEENTH VOLUME.

**D**URING the period which this portion of the NAVAL CHRONICLE embraces, our good old ship the BRITANNIA has suddenly changed its Officers, and its Quarter Masters, whose places have been occupied by the followers of her old Commander, WILLIAM PITT; and, as it was found necessary also to have a new Ship's Company, the press has been very hot throughout the different counties, and public notice was given by Commodore PERCIVAL, that the Boatswain would pipe all hands on the 22d of June.

Never did party run more high, never was abuse of the most angry and calumniating nature poured forth in such abundance from both sides: tending, in our humble opinion, to irritate the public mind, and to weaken that spirit of patriotism, which all who are true Englishmen should sedulously cherish. It too much reminds us of the wretched and illiberal Bulletins of the French.—In the present Ministry are men of the highest talents, and the most respectable character. In the late Ministry there was also an aggregate of public spirit, of independence, and of ability, which if it sometimes erred, and there never was any Ministry that did not err, most certainly deserved the thanks and the gratitude of their country.

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The failure of the expedition against Constantinople, and our defeat in Egypt, have consequently been commented on with much asperity. When these events are discussed in the House of Commons, a more correct opinion can be formed, indeed the only one that can be relied on; and we pledge ourselves to collect this with impartiality. The recent communication from Monte-Video, signed F, at page 492, gives a faithful account of the state of the inhabitants, and offers some judicious remarks respecting that valuable part of South America. We earnestly request similar communications from such of our friends as may be on foreign stations, or who are on board the different squadrons on the home service; as they materially tend to throw light on the naval history of this eventful period, and to correct the erroneous statements of self-created politicians.

The present Volume has rendered some service to our Naval History, by giving, from no common sources, the biographical memoirs of Sir Samuel Hood, of Sir Robert Calder, (page 89,) of Sir Francis Geary, (page 117,) of Captain Richard Budd Vincent, (page 265,) of the late Captain John Cooke, who fell in the memorable action off Trafalgar, (page 353,) and of Vice-Admiral Russell, (page 441.) These, as the reader may immediately perceive, have been selected without any idea of party or partiality. In recording the actions of the brave and worthy Admiral Geary, we revived the professional fame of a most excellent officer, and paid that justice, which is the duty of a Chronicler, to the exertions of former heroes; and in detailing the career which the brave Commander of the Arrow, Captain Vincent, had hitherto ran, we have shown that our Work continues open to all ranks of the British Navy; and that our object in publishing these memoirs of living officers, is, by means of Biography, to collect those valuable and dispersed facts, which can alone give accuracy and interest to the subsequent historian. Amidst the variety of documents which have thus been preserved, the attention of the reader may be directed to that interesting letter from the then Captain Russell, dated off Sandy Hook, February 6, 1783, which gives so admirable an account

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of his action in the Hussar with la Sybillé, commanded by M. le Comte de Krergarou, and which has never before appeared in print.

Respecting other documents which we have received through the kindness of our friends, our thanks are due—I. for the excellent Letter which forms a sort of Journal of the proceedings of the Squadron under Commodore Keates, off Rochfort, in the month of December last, (page 47.)—II. To the comprehensive Narrative of the Proceedings of the Crew of His Majesty's ship Forpoise, after the loss of their ship, to their arrival at Canton, (pages 52, 134, 401, and 485.)—III. An account of the Speech delivered by Benjamin Milne, Esq., on the first establishment of Flamborough Light-house, (page 117.)—IV. Sir Richard Haddock's account of the 28th of May, 1672, (page 121.)—V. For an account of the situation of the Centaur, in the hurricane of July 29, 1805, (page 124.)—VI. For a short memoir of the recent services of Admiral Cornwallis, (page 202.)—VII. To Trinculo, for a Sailor's description of the House of Commons in 1773, (page 249.)—VIII. For the extract from Lieutenant Coombe's Log, detailing the glorious exploit that was performed by the boats of the Galatea, (page 304.)—IX. For the valuable Journal of the proceedings of the Squadron under Sir J. Jervis, in the West Indies, during 1794 and 1795, (pages 312, 388, and 473.)—X. For the communication of the original MS. which narrates the voyage and loss of the Duke William, Transport, in 1758, (page 396.)—And XI. For the Naval Ballads that are inserted at pages 500; 501, and 503.

The LETTERS ON SERVICE, of which our Chronicle may now boast a very valuable collection, from the year 1799, record in the present Volume, amongst other brilliant exploits,—I. Captain Pearse's action in the Halcyon sloop, with the Spanish ship Neptuno dios de los Mares, a brig, and a zebeck, which terminated in the capture of the Neptuno, (page 78.)—II. Lieutenant Barker's capture of the French sloop privateer le Tigre, by His Majesty's armed brig Grenada, being the third which that officer had taken in the course of three weeks, (page 158.)—III. Captain Waldegrave's chase of eleven of the enemy's privateers in the Straits of Gibraltar, by His Majesty's sloop the Minorca, and his skilful manœuvre in capturing the largest, close to Cape Trafalgar, (page 159.)—IV. Particulars of an enterprize highly creditable to Lieutenant Mapleton, of the Imperieuse, Lord

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Cochrane, (page 167.)—V. From Captain Brisbane, of the *Arethusa*, giving an account of the gallant and resolute manner in which the Island of Curaçoa was taken by the four frigates under his command, (page 168.)—VI. List of men of war and armed vessels captured and destroyed by the squadron on the Jamaica station, from January 1, 1806, to January 1, 1807, (page 254.)—VII. Account of the spirit and gallantry that were displayed by the officers and men in the boats of the *Galatea* and *Cerberus*, off Martinique, (page 335.)—VIII. Gallant conduct of Captain Elphinstone, and Captain Troubridge, in the Java Seas, July 25, 1806, (page 338.)—The capture of *Monte Video*, as detailed by Admiral Stirling, (page 341.)—IX. Captain Sayer's letter, detailing the noble exertions of the officers of the *Galatea*, in their capture of the *Lynx*, (page 346.)—X. Captain Dacres' capture of the French schooner *Dauphin*, and his subsequent destruction of the Fort at Samana, a noted asylum for the enemy's privateers, (page 349.)—XI. Admiral Duckworth's proceedings in the Dardanelles, (page 425.)—XII. Captain Hallowell's account of the surrender of Alexandria, (page 433.)—XIII. A gallant attack made by the armed ship, *Sally*, Captain Chetham, on a column of French troops on the *Nehrung*, (page 512.)—XIV. The capture of the *St. Pedro*, Spanish packet, by the boats of His Majesty's ship *Comus*, Captain Shipley, (page 515.)—XV. The destruction of some gun-boats and small craft, in the Spanish Main, by His Majesty's sloop *Lark*, Captain Nicholas, (page 516.)—XVI. And, though last, not least, Captain Barrie's capture of thirteen sail of a French convoy, and the destruction of a fourteenth; an achievement which, great as it was, would have been extended, had the wind been favourable, (page 517.)

IN NAVAL LITERATURE we particularly recommend to our readers, in the first place, a Work which we ought long since to have paid a greater attention to; and we intend in our next Volume to give some extracts from it:

1. A Treatise on Naval Architecture, founded upon Philosophical and Rational Principles, towards establishing fixed rules for the best form and proportional dimensions, in length, breadth, and depth, of Merchants' ships in general, and also the management of them to the greatest advantage, by practical seamanship; with important hints and remarks relating thereto, especially both for defence and attacks in war at sea, from long approved experience. By William Hutchinson, Mariner, lately a Dock Master at Liverpool.

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2. **Authentic Materials for a History of the People of Malta :** In four Parts : containing the Form of Government under their own Magistrates, under the Grand Masters, and under the British Civil Commissioners ; their former Efforts to regain their ancient Rights and Liberties, and their present Claims thereto ; a Memorial to the King ; Revenues. Expenditure, Coins, Corn Measures, Agriculture, &c. By William Eton, Esq.

3. **The Present State of Turkey ;** together with the Geographical, Political, and Civil State of the Principalities of Moldavia and Wallachia. From observations made during a residence of fifteen years in Constantinople and the Turkish Provinces. By Thomas Thornton, Esq.

4. **Some Account of New Zealand,** particularly the Bay of Islands and surrounding Country ; with a description of the Religion and Government, Language, Arts, Manners, and Customs of the Natives. By John Savage, Esq. Surgeon.

5. **An History of Jamaica ;** with Observations on its Climate, Scenery, Trade, Productions, Negroes, Slave Trade, Diseases, Customs, Manners and Dispositions of the Inhabitants.—To which is added, an illustration of the advantages which are likely to result from the Abolition of the Slave Trade. By Robert Renny, Esq.

6. **Letters addressed to the Right Hon. Lord M——,** on the late Expeditions to the Spanish Main ; and on the expediency of a gradual and systematical Emancipation of Spanish America ; including the Sketch of a Plan for effecting it, in a manner beneficial to Great Britain and that Country. By a Native of Spanish America.

7. The Pamphlet just published, entitled "*Free Trade to the East Indies,*" is an interesting publication. Although we will not enter into the merits of the subject, or give our opinion on it, we shall mention to our readers the contents of this production. The Author takes a comprehensive view of the Company's present situation, and gives a full history of its civil transactions from its first charter, in 1600, to the present day. Having finished the history, he proceeds to consider, whether the exclusive charter of the East India Company be advantageous or disadvantageous to the British Empire. He then states, in a candid manner, all the arguments in defence of the present chartered monopoly. He investigates them calmly, and, in his opinion, refutes them clearly. After which, he concludes this part of the subject by endeavouring to point out the *necessity* and *advantages* of a Free Trade to the

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East Indies, and, consequently, of a total termination to the present chartered monopoly.

For this purpose he first points out the hurtful effects of the present system. He shows—1st. The interests of the Public and of the East India Company are *contrary* to each other. 2. That the Company are totally *unable* to carry on the trade to its proper extent. 3. That the present system prevents competition, and represses the industry of the British Merchant and Manufacturer. 4. That the trade of rival nations is encouraged and increased, and *that the trade of America alone to the East Indies and China, actually exceeds that of Great Britain.* 5. That by exacting exorbitant profits, they impoverish the English people, and lessen our foreign trade. 6. That the Directors and Proprietors of the East India Company are totally unfit to be the Legislators of a great, extensive, and populous Empire. 7. The Directors are careless about the increase of trade, and despise all economy: and, 8. The immense private fortunes poured into the country, endanger its independence, and prove subversive of its happiness. These facts are all illustrated and explained in their order. The Author now points out the advantages which must undoubtedly be derived from a free trade. He states, that, 1st. A free trade to India would greatly increase our exports. 2d. A free trade to India would lessen the commerce of our maritime rivals with that country. 3dly. A free trade to India would equally increase the wealth and naval power of the State; and, 4thly, The condition of every class of the community would be greatly improved, in consequence of a free trade. The Author having supported all these propositions by various arguments and illustrations, concludes with a serious address to every friend of his country, in this important crisis.

This pamphlet is written with much spirit and force of argument, and has already excited considerable attention. It is said, that the Company are preparing an answer to it, which will shortly be published.

8. Thoughts on the value to Great Britain, of Commerce in general, and on the value and importance of the Colonial Trade in particular. By Charles Bosanquet, Esq.

9. An Account of the Navigation and Commerce of the Black Sea, collected from original sources. By Charles Wilkinson.

10. Voyages in Portugal, Spain, Asia Minor, Egypt, &c., from 1796 to 1801, with serious reflections, by F. Collins, late Lieutenant of the Dolphin.

11. A Clergyman of Nykoebing, in Denmark, has given the

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description of an Island, the name of which is scarcely known to the Danes themselves: it is that of Mors, situated in the north-east part of Jutland, and formed by the Great Gulf of Limfiord.

12. A new Map of the Feroe Islands has appeared in Denmark, constructed by M. Loevenvern, a distinguished Officer in the Navy; it comprehends a space from lat.  $61^{\circ} 25'$ , to lat.  $62^{\circ} 25'$ .

13. Captain Foote's vindication of his conduct, when Captain of His Majesty's ship Seahorse, and senior Officer in the Bay of Naples, in the summer of 1799. Pp. 171.

\*.\* This admirable Pamphlet, which we shall notice more fully in our next Volume, has been published in consequence of a direct attack on this excellent Officer, by a Work which professes to contain "Genuine Memoirs of Lord Nelson's Life."

We are glad to hear, that Lord Mulgrave intends to furnish every one of His Majesty's ships with a set of correct charts, and to communicate also the numerous observations that have been made, and are constantly making, by different officers. This is worthy of the name of Mulgrave, and will eventually lead to other measures of a similar nature. We sincerely hope that amidst the scuffles of party, the great and leading interests of the nation will not for a moment be neglected: there are at present very cogent reasons, why a most marked and uniform attention should now be particularly given to the wishes and the comforts of the British Navy.

Mr. Arrowsmith has lately published a most valuable Chart of the Mediterranean, and two smaller ones, of the Straits of Constantinople and the Dardanelles.—His large Map of Scotland is also just published, which gives a most accurate delineation of its indented coast. He is also at present employed in drawing some more of those small Charts of detached places of public interest for our CHRONICLE, which have already given so much satisfaction.

It has been our custom to mention some of the Biographical Memoirs we have in hand, that we might, before publication of them, receive such anecdotes, and delineations of their professional character, as their respective acquaintance might wish to furnish: with this idea we therefore inform our numerous

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PREFACE.

literary friends, that we have at present on our table, the Lives of Vice-Admiral Sir J. T. Duckworth, of Vice-Admiral John Holloway, of Lord Cochrane, of the late Captain Pearson, Lieutenant-Governor of Greenwich Hospital, of Sir Andrew Snape Hamond, and of Admiral George Murray, now at the Mauritius.

We request the sons and relatives of other officers, who are at present serving their Country, or who, having served it, have drifted on the half-pay shoals, to assist and extend this valuable portion of our CHRONICLE ; which too many writers continue to steal from, without the smallest acknowledgment.

The large orders which we have lately received from foreigners, are particularly flattering ; and we beg to observe, that we should gladly insert whatever memoirs of foreign Naval Officers might be sent us. The variety of beautiful Drawings of Sea Coasts and Harbours which we have received, shall in time meet with the attention they deserve. We now take our leave, and return to our respective Stations ; anxiously hoping to perform our duty, and to preserve the good opinion which we have obtained.

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All communications intended for insertion in the NAVAL CHRONICLE, are requested to be sent to Mr. GOLD, 103, SHOG Lane, London.



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*Ridley & Bland Sc.*

COMMODORE SIR



SAM<sup>L</sup> HOOD K.B. & K.S.F.

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