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Edited by James Stanier Clarke and John McArthur
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Volume 23

Volume 23 (1810) contains numerous reports relating to the ongoing wars against Napoleon. It reproduces naval state papers describing the unsuccessful Walcheren Campaign of 1809, together with detailed accounts of the capture of the Caribbean island of Guadeloupe. It also includes a biography of Sir James Trowbridge and maps and descriptions of Cadíz, the Azores, and the citadel of Antwerp.

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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 23: JANUARY–JUNE 1810

EDITED BY JAMES STANIER CLARKE
AND JOHN MCARTHUR



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NAVAL CHRONICLE.



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THE
Naval Chronicle,
 FOR 1810:
 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.

VOL. XXIII.

(FROM JANUARY TO JUNE.)

“ O'er many Nations art thou set, to deal
 The Goods of Fortune with impartial hand;
 And, ever watchful of the publick weal,
 Unnumber'd Witnesses around thee stand.
 . . . In generous purposes confirm thy best,
 Nor dread Expenses that will grace thy name;
 But scorning sordid and unprincely gain
 Spread all thy bounteous Sails, and launch into the Main.”
West's Pindar, Pythean Odes, 1. Decade 57c.

LONDON:

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TO
REAR-ADMIRAL SIR R. J. STRACHAN, BART. K.B.
THIS TWENTY-THIRD VOLUME OF THE
Naval Chronicle
IS RESPECTFULLY DEDICATED
BY THE PROPRIETOR AND EDITORS.

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P R E F A C E

TO THE TWENTY-THIRD VOLUME.

WE cannot but reflect, with some degree of satisfaction, that amidst other valuable naval documents, which our *CHRONICLE* has either originally brought forward, or been the means of rescuing from oblivion, it has given to the profession two biographical memoirs of eminent admirals, from memoranda, written by themselves, viz. Lord Nelson and Lord Collingwood; and in our present Volume we have inserted an exact copy of the letter which we received from the latter officer.* To expatiate on the utility of this biographical department of our work, which has now been extended throughout twenty-three Volumes, would be superfluous: and yet we have thus ventured to glance at it, from the great difficulty we sometimes experience, in procuring information on this head from naval men of acknowledged talents and reputation. We sometimes, therefore, may seem to neglect names, which ought to appear in our biography, when the real cause of such omission does not rest with ourselves, but with the over delicacy of those leading characters in the navy, to whom we had applied. This delicacy, as it merits the respect of every one, and marks that modesty which invariably attends real merit, has been always respected by us. Many biographical memoirs that have been drawn up from materials furnished by the friends of naval officers, have frequently afterwards been withdrawn by us, on finding this nervous delicacy of professional men alarmed, and others of less importance, and that frequently at a short notice, substituted instead. Notwithstanding this, and various other difficulties which attend the publication of the biography of living officers, we shall still endeavour to preserve an historical source of so much interest, and we may add national benefit: for unless these memoirs of the public services of naval officers be written under their own eye as it were, or from documents furnished by their relations or friends, the naval history of the present eventful period will abound with those errors and false statements, which too much disgrace the pages of all that have appeared, since the biographical naval history by Campbell. Beaton has less of them than any other writer, in his naval and military memoirs; but even Beaton is not without them, and must in this respect yield the palm to Charnock. How little dependance should, in general, be placed on our recent naval historians, appears from a curious fact in Clarke and M'Arthur's *Life of Nelson*; from which it is shewn, that all the preceding accounts even of the Battle of the Nile, were entirely incorrect, and that the leading in of our fleet between the French line of battle and the shore, was directly contrary to the design and intention of Nelson. The utility and necessity therefore must be apparent, of bringing forward, as much as possible, the memoirs of the public services of naval officers whilst they are alive to illustrate such accounts.

With these ideas, we have long been preparing a memoir of the public services of the late Sir Alexander Ball, (as mentioned in the preface to our last Volume) which still remains on our table, from a wish to make it as full and correct as possible; and that of Sir R. Keats we still hope to obtain, but it will be with difficulty. We have, however, in the present Volume, brought forward the outline of a biographical memoir of the late Sir Thomas Troubridge, whose professional character has been so fully illustrated by Mr. Clarke in the *Life* already mentioned. We are aware, that the early part of Sir Thomas Troubridge's career, particularly whilst he served in India, under Sir Edward Hughes, though little known, was very creditable to him; but we have hitherto been unfortunate in not gaining its correct details: should we eventually succeed, they shall appear as in similar instances, under the head of *Addenda*. This zealous officer was the son of a tradesman, who lived in

* *Addenda* to the biographical memoir of Lord Collingwood, page 379.

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PREFACE.

Craven-street, in the Strand: he was the architect therefore of his own fortune, and the master of his own education—his professional fame, and interesting letters, amply shew how well he succeeded in both respects. Our memoir of the late Captain Richard Bowen, as another eminent eleeve of Lord St. Vincent, has been inserted in the same Volume, (pages 353—384) from documents that may be depended on. It was our duty to give this memoir a preference to any other; and we feel much indebted to an early friend, who procured the materials for us; since no other monument exists of this gallant officer, excepting the one which his father raised in the church of his native place: however humble ours may appear, it may tend to render Captain Bowen's eminent services more generally known by his countrymen, and imitated by the rising characters in his profession. We trust that this memoir will be succeeded by one of the public services of his worthy brother, who is a Commissioner of the Transport Board. To these we have added some account of the professional career of the late Vice-admiral George Darby (page 89.) Of the late Admiral John Carter Allen (page 177.) Of the late Admiral Marriott Arbuthnot (page 259.) And of Admiral Shuldham (page 441.) To all of these memoirs, correct and well-engraven portraits are prefixed. Of the naval characters to which we are desirous to give our attention, we wish some friend would rescue the biography and services of Captain Jamie Ferguson from oblivion.

To the various Correspondents, who continue so much to enrich the CHRONICLE with their lucubrations and communications, our thanks are particularly due. To Trident, for his letter on *the Sea Fencibles*, (page 37) in answer to the attack which had been made on that Corps by *Agricola*. To a sincere and judicious Friend to real Merit, we are indebted for the letter respecting our too much neglected lieutenants, addressed to Lord Mulgrave, (page 41) and we trust this Correspondent will give his further attention to this invaluable class of men, who have done so much and received so little. Had either Mr. Pitt lived, or Lord Melville prevented General Lord Mulgrave from so tenaciously retaining his seat at the Board, we think that something would have been done: and, in justice to Mr. Pitt, we shall take this opportunity of declaring, what we have heard some of his friends assert, that if that minister had lived, it was certainly his intention to appoint a distinct Order for Naval Merit. Without this, the distinctions and rewards of naval officers are strangely confused for how are the public, and the profession, to judge of the order of knight hood which is conferred on any officer for acts of heroism and enterprise; and the order of knighthood, which is frequently received, merely, for bringing up an Address?—Our thanks are always readily given to Sir Joseph Senhouse, for his valuable communications, amongst which may be ranked his letter, page 103, containing his *Suggestions for the Safety of Vessels, when sailing up and down dangerous Rivers during the Night*. In the same page, we think we observe a communication from an old friend, at the end of the Naval Anecdotes, respecting *Some alarming alterations in the Bed of the Thames*.—We are indebted to B. Y. (page 106) for his List of those Naval Officers, who have received the revived Portuguese Order of the Tower and Sword.

Our Correspondent T. L. D. has favoured us (page 138) with a clear *Account of Captain Manby's Mode of obtaining communication with shipwrecked Vessels, by means of a barbed shot fired from a mortar*. Something of this kind, was long since suggested to us by an officer of high rank in the service. Tim Weatherside has obligingly communicated (page 190) *A Copy of the Official Letter sent by Captain Vremenheere, of the East India Service, to N. B. Edmonstone, at Calcutta, respecting the loss of the Hon. Company's Ship Asia, on the Gillingham Sand*.

Spector's letter (page 194) appears to have merited the attention of the Board, and as such we have presented it to the notice of the profession: the half pay of our captains and commanders, does not keep pace with either the advance of every article of life, or the gratitude of their country.

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Spectator further illustrates the same subject, at page 290. Captain Clem. Sneyd, of the Munro sloop of war, has suggested, at page 196, *an ingenious mode of giving a ship head way*. We hope this communication is the forerunner of others Captain S. will favour us with. Our Correspondent *Robur* has continued to add to the interest of our CHRONICLE, by bringing forward (page 197) the courage and enterprise of preceding centuries. We thank Steropes for his communication (page 285). E. G. F.'s excellent letter *On the Admiralty and Appeal Courts*, is inserted at page 287. We are much obliged to Captain Ricketts, R.N. (page 291) for his *Remarks on Captain Manby's Experiments for obtaining communication with the shore in cases of Shipwreck*; and also to another Correspondent for *Captain Tomlinson's Vindication of his conduct, in having disputed the right of la Nymphe and Aurora, to share for the Spanish Packet L'Edad de Oro* (page 292). *Lieutenant Hillier's Journal of an Excursion from Jaffa o Jerusalem*, is inserted at page 297. The communication of similar Journals, which are often made by naval officers and then too often lost and destroyed, would be thankfully received by us. Our valuable Correspondent, W. H. has rendered the future historian an essential service by the communication of the *Official Letters of the Hon. Captain Duncan, while on the Mediterranean Station, which had never before appeared*, (pages 390—397). We particularly request, as we already have done in a preceding Preface, a copy of such official letters, as the brave writers of them may consider to have been too much condensed, or unfairly omitted. A Templar's judicious *Observations on the Sincere Appointments in the Marines*, addressed to the Right Hon. S. Perceval, (page 398) was transmitted from one of our earliest friends. In common with the rest of our readers, we have perused Mr. Boone's well-written Narrative of the unprecedented distress of the wretched crew of the *Nautilus*, (page 404) with emotions of sorrow and horror, at the manner in which their distress was insulted by the barbarous crew of an unknown vessel. We are sorry that so few of A. F. Y.'s communications have been received, since they always add so much to the value of our CHRONICLE. His letter on *Duelling*, with some excellent advice to officers how best to prevent that waste of life, which a sudden gust of anger is too apt to occasion, is printed at page 400; and his valuable letter (pages 456—459) on the strange neglect which naval officers often meet with when they bring forward claims that demand the attention and remuneration of government, (as arising from an observation and example in our review of Clarke and M'Arthur's *Life of Lord Nelson*) will be read with gratitude by every professional man, and we trust by many others. A Friend and constant Reader, at page 460, has sent us an interesting extract from the *Monthly Magazine*, respecting a proposed plan for building marine cottages along our coasts, for the benevolent purpose of preventing shipwrecks, or affording assistance in case of distress. They would also, in his opinion, form a nursery for seamen, and might serve as signal houses, for many public services. Our kind Correspondent's (E. G. F.) letter, with Admiral Berkeley's Address to his Constituents, with an addition to our short account of Lord Cochrane's speech, March 9, (not May, as erroneously printed) is inserted (pages 461—464.) And we should esteem it a very particular favour if E. G. F. would assist by occasionally noticing such naval speeches in Parliament, as we have either inadvertently passed over, or too much condensed. *Robur's* curious extract from one of the *Gazettes* in July, 1685, respecting the burning of two of the enemy's ships in a harbour on the coast, by a detachment of our boats, appears at page 464. We observe the name of *Brisbane*, amongst the heroes of that day.

OUR LETTERS ON SERVICE, copied verbatim from the *London Gazette*, continue the naval history of the period, from Captain West's account of the very spirited attack that was made in July last, on a convoy of the enemy, which had anchored under a fortress at Dain, to the westward of Trieste, by the boats of the Excellent, Acorn, and Bastard, (page 72.) to Vice-admiral Sir James Saumarez transmission of three letters from Captain Mason, of his Majesty's ship the *Fisgard*, giving an account of the capture and destruction of sundry privateers by the boats of that ship, (p 176) We are mortified, in common with others who are attached to the naval profession,

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in seeing the official letters of officers, so interesting to the public, now continually omitted in the Gazette; and a mere notice made, that the admiral on the station in question, has transmitted a letter from Captain ———, giving an account of his having captured, &c. This practice, if we mistake not, originated under the administration of General Lord Mulgrave, and will not, we trust, be continued by Mr. Yorke. We have already alluded to this new mode, in the Preface to our twenty-second Volume. Amidst the Letters on Service, Commodore Owen's must always claim a particular attention. There is an energy and a terseness in his language, that are very congenial with his character, (see pages 78, 79, 82.) The capture of Guadaloupe was announced (page 339) in Admiral Sir A. Cochrane's Gazette letter, February 8, 1810, brought to England by Captain Stanfell, of the *Scorpion*. And the complete subjugation of the French West India Islands, to which his Majesty alluded in his Speech, as a glorious and unprecedented event; which was accomplished by Commodore Fahie, of his Majesty's ship the *Abercrombie*, in conjunction with the force under Brigadier-general Harcourt; was thus made known by Admiral Cochrane, (page 431): *The fuges of France and Holland, no longer wave in the Antilles; an event singular in itself, and which I hope will prove beneficial to my country.* Captain Sir J. S. Yorke, now a Lord of the Admiralty, has an opportunity given him to reward the exertions of his brave officers, as mentioned in his letters to the Board, (pages 428, 429, 430.) Particularly those of Lieutenant Guion, which were thus noticed by Sir Joseph: *the barge of this ship, in which he was, being the fleetest boat, advanced most gallantly along the rear of the enemy's line to their third boat; but finding from circumstances the rear boat was the only one likely to be successfully attacked, he boarded, and carried her sword in hand.* The gallantry of captains Ballard, Miller, and Elliott, of the royal navy, and of Lieutenants Belchier and Carr, in the West Indies, transmitted to the Board by Admiral Sir A. Cochrane, is detailed in Captain Ballard's and Captain Miller's official letters (pages 165, 166.) The noble manner in which the French frigates, the *Loire* and *Seine*, (whilst moored in a strong position in *Ance la Barque*, with their broadsides toward the entrance which was defended by a heavy battery) were destroyed by the judicious arrangement made by Captain Ballard, of the *Sceptre*, is narrated by Admiral Sir A. Cochrane, (page 168) who had only an opportunity of witnessing the engagement. As the admiral informs us, Captain Cameron, of the *Hazard*, with the boats of the squadron, gallantly landed and stormed the batteries, which were annoying our ships both with cannon and musketry; and, in the act of hauling down the enemy's colours, he fell by a swivel shot: Lieutenant Jenkins, also, first of the *Blonde*, was killed. An official account of our naval proceedings in the East Indies, and of the good effects which have arisen from the blockade of the Isles of France and Bourbon, are given by Admiral Bertie, (page 251).

Some useful PHILOSOPHICAL PAPERS, will, as usual, be found in the present Volume; but the limits of our Preface will not permit us to enumerate them.

FOUR HYDROGRAPHICAL PAPERS occur at pages, 44, 310, 415, and 490. We think this one of the most useful subjects in our work, and earnestly entreat our friends to be liberal in such contributions.

To conclude, we beg leave gratefully to acknowledge the continued patronage our work has received since we *launched it*, in 1799; and although *twenty-three* Volumes are now complete, (which may take up some space) yet we think sufficient spare room might be found in each admiral's and captain's cabin, ward-room, and even *cock-pit*, in every ship and vessel in his Majesty's service, and that of the Hon. East India Company's, for a Set of the NAVAL CHRONICLE. We do therefore hereby RECOMMEND that the captains, &c. of such ships and vessels, as may not be already in possession of the said work, do, without loss of time, transmit orders for the same, (through their agent's hands) to our Publisher, Mr. JOYCE GOLD, 103, Shoe-lane, London, under pain of our *high displeasure*.

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SIR THOMAS TROWBRIDGE BART.
Rear Admiral of the White Squadron.

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