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978-1-108-01864-7 - The Naval Chronicle, Volume 25  
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. This reissue is the first complete printed reproduction of what was the most influential maritime publication of its day. The subjects covered range widely, including accounts of battles, notices of promotions, marriages and deaths, lists of ships and their tonnages, reports of courts martial, shipwrecks, privateers and prizes, biographies and poetry, notes on the latest technology, and letters. Each volume also contains engravings and charts relating to naval engagements and important harbours from Jamaica to Timor, Newfoundland to Canton, and Penzance to Port Jackson.

### Volume 25

Volume 25 (1811) contains eyewitness accounts and official reports of the British capture of Mauritius and of the Banda Islands in Indonesia. Official reports of the Battle of Anholt (Denmark) are also included, together with complaints about French privateers sailing unchallenged through the Channel, and a chart and description of Valetta (Malta). The volume also notes the passage through Parliament of the Regency Bill.

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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 25: JANUARY-JUNE 1811

EDITED BY JAMES STANIER CLARKE  
AND JOHN MCARTHUR



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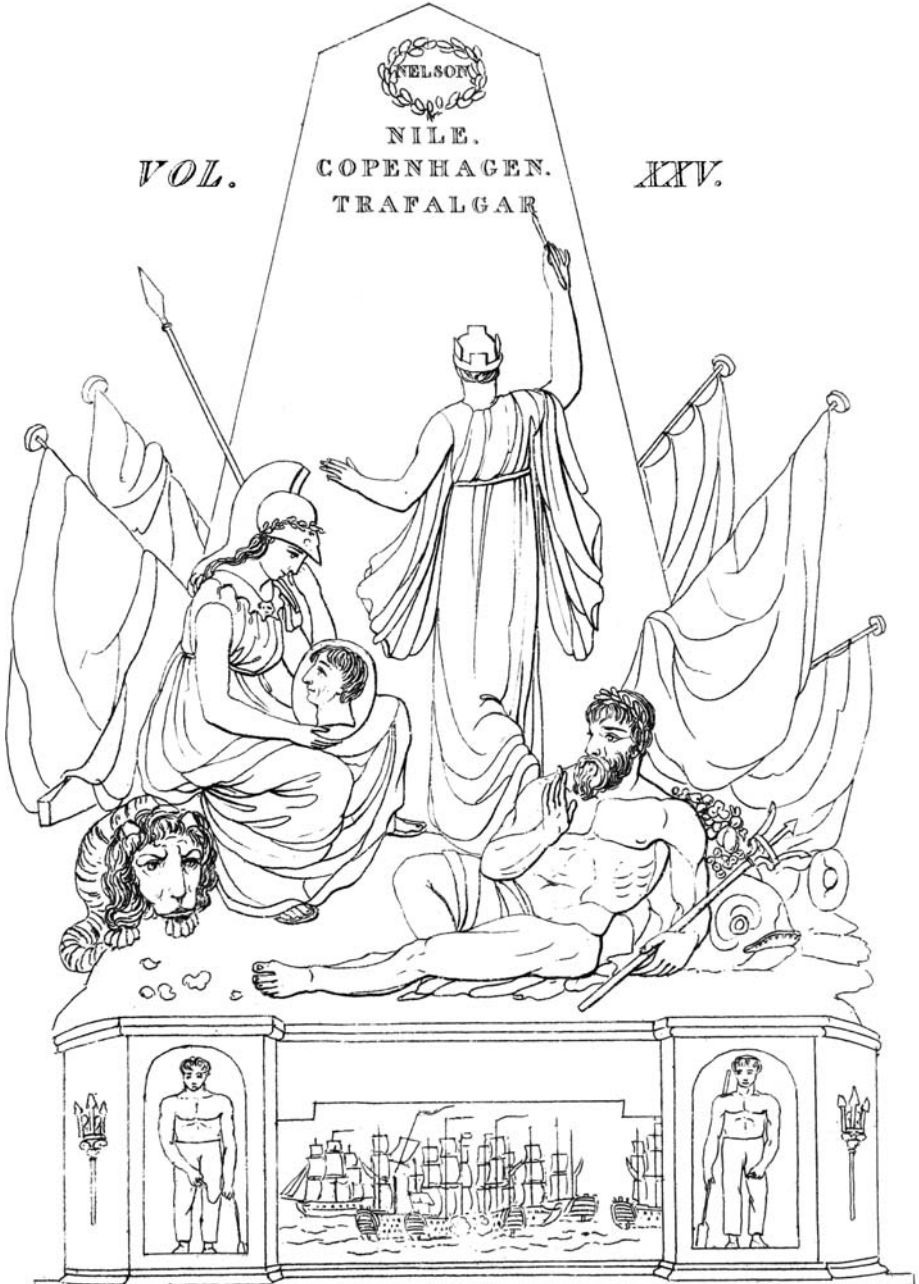
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# NAVAL CHRONICLE.



Monument erected in Guildhall London A. D. 1810,  
to the memory of the late  
Vice Admiral Horatio, Viscount Nelson, & Duke of Bronti, K. B. & c.

Smith inv.

Published June 19<sup>th</sup> 1862. by Joyce Gold, 145, Shoe Lane, London.

Hell sc.

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THE  
**Naval Chronicle,**  
 FOR 1811:  
 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. XXV.  
 (FROM JANUARY TO JUNE.)

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Agnoscent Britanni suam causam.—Hic duc, hic exercitus, ibi tributa et metalla, et  
 cæteræ servientium pœnæ; quas in æternum proferre, aut statim ulcisci, in hoc campo est.  
 Froinde ituri in aciem, et majores vestros, et posteros cogitate!

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LONDON:

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And sold by Messrs. Longman, Hurst, Rees, Orme & Browne, Messrs. Wilkie & Robinson, Messrs. Sherwood, Neceley, and Jones, and Mr. Walker, *Paternoster-row*; White and Co. *Fleet-street*; Messrs. Vernor, Hood, and Sharpe, *Poultry*; Mr. Asperne, and Messrs. Richardsons, *Cornhill*; Messrs. Black, Parry, and Kingsbury, *Leadenhall-street*; Messrs. Crosby and Co. *Stationers'-hall-court*; Messrs. Scatchard and Letterman, and Mr. Lav, *Avenaria-lane*; Mr. Lindsell, *Wimpole-street*; Mr. Andrews, *Charing-cross*; Mr. Booth, *Duke-street, Portland-place*; Messrs. Mottley and Co. *Portsmouth*; Mr. Woodward, *Portsea*; Messrs. Congdon, Hoxland, and Platt, *Dock*; Messrs. Haydon, Rees, and Curtis, Smith, Rogers, and Nettleton, *Plymouth*; Mr. Godwin, *Bath*; Messrs. Norton and Son, *Bristol*; Mr. Robinson, *Liverpool*; Mr. Wilson, *Hull*; Messrs. Manners and Miller, Mr. Creech, and Mr. Constable, *Edinburgh*; Mr. Turnbull and Mr. Lumsden, *Glasgow*; and the principal Booksellers in the different Seaport Towns throughout the United Kingdom.

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TO  
THE RIGHT HONOURABLE  
CHARLES MIDDLETON LORD BARHAM,  
A BARONET OF GREAT BRITAIN,  
ADMIRAL OF THE RED SQUADRON,  
ONE OF HIS MAJESTY'S MOST HONOURABLE PRIVY COUNCIL, &c  
THIS TWENTY-FIFTH 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-FIFTH VOLUME.

**P**ATRIOTISM, in the unsophisticated sense of the word, comprises nearly all that is elevated in the human mind. The real patriot, superior to all party, acts, feels, and lives for his country. He deplors her poverty, but rejoices in her wealth; sympathizes in her losses, but exults in her success; mourns over her defeats, but triumphs in her victories; shudders at the idea of her disgrace, but, as a simple part of the whole, he experiences a glowing pride, in all that adds to her honour, or increases her splendour.

During the period, to the history of which this Volume relates, little has occurred to irritate, but much to gratify and exhilarate, the mind of a patriotic Briton. Without adverting to the plains of the Ibernian peninsula, where so many heroes have fought, bled, and conquered for their country, our naval expeditions alone will be found to have shed additional lustre on the annals of Britain. Our "*Letters on Service*," recording the capture of the Isle of France, and its dependencies; the defence of Anholt, by a brave little band, under Captain Maurice; and the victory of Captain Hoste, in the Adriatic, bear proud testimony of the truth of this position.—The value of our newly-acquired Eastern possessions is farther illustrated; the enemy's account of the expedition against Anholt is also given; and the French report of the action in the Adriatic, is recorded, as a curiosity.

The official particulars of the capture of Banda, by a little squadron under the command of Captain Cole, of H. M. S. *Caroline*, have not yet been published; but full accounts of the affair, reflecting the highest credit on the parties concerned, are given.

It is presumed, that the Correspondence department of the NAVAL CHRONICLE, while it has increased in extent, has been proportionately enhanced in value and in consequence. It has rescued from oblivion, and added to our previous stock of "*Letters on Service*," not published in the *Gazette*, the important letters from Commodore Owen; Captain Keith Maxwell; Mr. A. Gordon; and Captain F. Stanfell. To T. H. TIM. WEATHERSIDE, and A CONSTANT READER, our thanks are justly due for these communications.

In other respects, the *Correspondence* of the NAVAL CHRONICLE has been, and is likely to be, of much utility to the service.

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SPECTOR'S letter relating to the detention of the half-pay of captains and commanders, has evidently been productive of the desired effect—that of causing the payments from the Navy Office to be more promptly made.—In the communications of X. NIHL, AN OBSERVER, and NAUTICUS, many important suggestions will be found, for protecting our merchantmen against the depredations of French privateers.—NIHL'S letters on the bad quality of slops, and the improper appointment of pursers, are also well deserving of attention. Connected with the latter subject, some remarkable facts will be found, in a letter from M. T. The hints thrown out by T. H. resulting from the loss of the *Nymphé* and the *Pallas*, are entitled to the most serious consideration of the legislature. It is at once strange, and lamentable, that, in a maritime country, such dangerous and destructive nuisances as are alluded to should be suffered to exist.—To J. S. for his remarks on the Norwegian harbours; NAUTICUS, for his account of the exploit performed by H.M.S. *Rainbow*, Captain Wooldridge; AN EYE WITNESS, for his observations on the affair of Basque Roads; A SUBSCRIBER, for the particulars of the loss of H.M.S. *Lark*; TIM. WEATHERSIDE, for his communication respecting the intended naval establishment at Northfleet; ONE OF THE OLDEST POST CAPTAINS, for his illustration of Admiral Russel's memoir; MARMADUKE PIONEER, for his strictures on the disrating of Midshipmen; JOHANNES, for his disquisition on the shipwreck of *St. Paul*; and T. R. M. for his curious historical extracts, relating to the boatswain's whistle, our acknowledgments are eminently due. AN OLD SEAMAN, J. A. ROBUR, ORION, &c. &c. are also requested to accept our thanks, in general terms.—We shall be glad to hear again from PHILO-NAUFRAGUS.

We hope our increased industry in the collection of geographic materials, does not escape the attention of our professional and scientific readers. "Hydrography" has become an established head in the three last volumes: but we regret to say contributions towards it are far from commensurate with our wishes to render it more and more interesting: and we are farther led to deplore this deficiency of assistance from our naval friends, because we are convinced that the want of a known common *focus* of nautical information, has contributed to perpetuate the infancy of science, and the perennial succession of error: thus it has been that inventions have become fugitive, and discoveries are endlessly re-discovered. Not that we, by any means, advise every ship-master who can just write his own log-book, to hand his own name down

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to posterity, affixed to every ten yards of land he happens to get sight of for the first time in his life ; to entertain the world with the terrific *phœnomena* of every gale of wind ; or to harrow our feelings with the *pathos* of short allowance. But the foundation for a sober and lasting system must be laid by the diligence and ingenuity of enthusiastic observers, and by recording these *data* we hope to be instrumental in giving form and stability to a part of science at present in an imperfect state. We therefore again present the NAVAL CHRONICLE to travellers and navigators, as the safest depository for such memoranda, and renew our solicitations to naval officers, for hydrographical contributions, unchecked by any literary diffidence, as to the form or style of their documents : while we hope our correspondents on shore will lend their aid towards collecting, arranging, disposing, and condensing the details connected with the progress of this science, which are dispersed through a multitude of works in various languages,—in literary journals,—in the memoirs of academies,—and in the transactions of learned societies. Under this head, our present volume contains communications tending to determine important positions, or to verify dangers in the North and Mediterranean Seas ; Atlantic and Southern Oceans, respectively : for the example of which contributions our thanks are particularly due.

We have reason to believe, that much of the naval biography which this Volume comprises, has already excited considerable interest. The biographical memoir of Captain Tomlinson discloses a case of extraordinary hardship, of a complicated nature ; a case which, it is hoped, for the credit of government, were it to be taken up in an appropriate manner, might yet be redressed.—The respective memoirs of the late Captains Inman and Douglas will be found to have recorded the services of two meritorious officers. For a portion of the materials which compose the record of the late Captain Forrest's professional life, we are indebted to our esteemed Correspondent, A. F. Y.—Sir John Laforey's memoir, we hope, will be shortly followed by that of his son, the rear-admiral.

Under the head which bears the title of NAVAL LITERATURE, we have endeavoured to give our readers all the satisfaction which the materials we could procure would afford, and the plan of our work allow. If in some instances we have at all deviated from the strict letter of the title, by extending our selections beyond the line of works which are strictly professional, we wish to observe, not only that that term is of wide range, applying to a character towards which so great a variety of knowledge is requisite, as that

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which concurs to form a finished naval officer : but we have also deemed it a part of our duty to aim at enlivening the *tedium* of a sea-life, by introducing a little variety into this nautical library ; and we believe the generality of our readers afloat will no more disapprove of our occasionally transporting them in idea from the cabin or the cock-pit to more academic scenery, than they would object to our proposing them to exchange the quarter-deck for a refreshing walk on shore. As to our critical discipline, we can only say, that notwithstanding we consider the secrecy of anonymous criticism as essential to its powers as the summary prerogatives of a naval commander are to the success and safety of his ship, yet we hope never to abuse the advantages of obscurity by unwarrantable decisions. We invariably temper our revision of the writings of others, by the recollection, that “ ten censure wrong for one who writes amiss.” Correctness in orthography, and particularly in nomenclature, is so desirable, that we are not unwilling to sanction novelty in spelling when more correct : it is by this only that the constant inroads of the vulgar upon our national idiom can be kept in check. It is however sometimes unadvisable to change proper names of persons or places, where they have been sanctioned by history, or fixed by custom. We may therefore safely adopt *Linné* for *Linnaeus*, and restore *Americo Vespucci* in place of *Americus Vesputius*, although we may still hesitate to call *Columbus* by his real name *Colon*, and are not yet quite prepared to usher *Confucius* to Europe as *Kong-foot-zee*.

The tide of political occurrences abroad we consider as the peculiar province of the daily press. We must leave to the means and ability of those connected with that engine to watch the ways, and trace the windings, of what is usually termed policy, contenting ourselves with recording such facts and documents alone as we deem necessary for the instruction or practical guidance of our naval readers. On home affairs, which certainly more strongly tempt the periodical writer to indulge his individual convictions or attachments, and which of late have not been deficient in matters sufficiently interesting, we have been obliged to prescribe similar bounds, and have uttered our political creed so often, that there can be no need to repeat it. Suffice it to say, that we give such an account of domestic movements and changes as we hope is agreeable to our readers ; and have endeavoured to preserve that impartiality which it will always be so much our duty and wish to maintain.

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CAPTAIN HENRY INMAN.

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