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Edited by James Stanier Clarke and John McArthur
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Volume 31

Volume 31 (1814) near the end of the Napoleonic wars, contains state papers describing the terms of the peace treaty signed between Britain and the restored Bourbon monarchy. There are discussions concerning naval pay and the planned reduction of the navy. A list of British fleets, ships and their commanders as of 1814 and a biography of Sir George Young are also included.

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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 31: JANUARY-JUNE 1814

EDITED BY JAMES STANIER CLARKE
AND JOHN MCARTHUR



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THE

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FOR 1814:

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GENERAL AND BIOGRAPHICAL HISTORY

OF

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OF THE

United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XXXI.
(FROM JANUARY TO JUNE.)

*To regere imperia populos Britanne memento
Hæc tibi erunt artes*—

“There are imperial arts, and worthy thee.”

LONDON:

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TO
SIR RICHARD ONSLOW, BART.
ADMIRAL OF THE RED SQUADRON,
THIS THIRTY-FIRST VOLUME OF THE
Naval Chronicle
IS RESPECTFULLY DEDICATED,
BY THE PROPRIETOR,

Joyce Gold

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PREFACE

TO THE THIRTY-FIRST VOLUME.

THE XXXIst Volume of the NAVAL CHRONICLE closes the NAVAL history of the late eventful war, in which, quoting the words of an able correspondent,* we fearlessly affirm—

“ It was this arm of her power, which, amidst the wreck of nations, and the overthrow of mighty empires and states, brought into the ports of Great Britain the treasures of the whole world. It was the Royal Navy of Great Britain that prepared the way for the glorious fields fought in the peninsula—and the laurels that adorn the brows of the great Wellington. It was the Royal Navy of Great Britain that carried the terrors of her power to every shore; displayed the ensigns of her strength to cheer desponding nations; and, amidst preponderating gloom, shed a never-failing stream of hope.

“ If it were to be asked, what would at this time have been the situation of Great Britain, had not her victorious fleets, under the favour of Divine Providence, protected her shores—been a shield to her commerce and her numerous colonies—*what answer could be given?*”

Such are the expressions used by a correspondent, who, if we do not err, has fought for his country as an officer in that navy whose cause he so ably advocates. To attempt to detract from the glory of our army would display a mean and impotent spirit—far from it—we are the foremost to allow that, in the race of glory, it has overtaken the royal navy, and finished its labours with an eclat never exceeded by the most brilliant periods of our military history. We affirm, however, that, but for the matchless patience and toils of our seamen in many a weary blockade,—their swiftness in pursuit,—their irresistible fury in battle—Europe had been, with the exception of these islands, totally subdued; and even on our own shores, where, amidst the wildest rage of warfare, peace and safety dwelt, we should have experienced the horrors of war, had it not been for the energies of our navy.

The orders given by Napoleon to Admiral Villeneuve were, “ *if possible, to avoid a battle,*—to touch at Brest for the naval force which might be ready for sea, thence to steer north about, for the Texel fleet, and then, with the united fleets, cover the

* *Arion*, p. 568.

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embarkation of the immense armies assembled on the coast near Boulogne, and pour them on the shores of England.”

Buonaparte was at Boulogne,—the flotilla was prepared—and every thing ready for embarkation the moment the combined fleets should have appeared. After three of the most anxious days that perhaps that personage ever passed had elapsed beyond the time he expected his fleets might have arrived—the telegraphs communicated the unwelcome tidings, that SIR ROBERT CALDER had forced the combined fleet to action, and had so far crippled it, that it was returned into port to refit!—Our readers may rely that the preceding anecdote is strictly true,—and although, if those mighty armies, flushed with victory, and headed by a general then deemed invincible, had been wafted to our shores, we have no doubt of their ultimate destruction; yet, in all human probability this METROPOLIS would have been occupied by the foe, and our internal sources of wealth and power have received a shock which this country might have felt for many ages. Thence, whilst we admit that the claims of the navy to the gratitude and plaudits of the nation are not greater than those of the army, we affirm, that the army is indebted for its present elevated rank, to the exertions and victories of the royal navy; and we are also of opinion, that, in the distribution of military honours and rewards, something resembling *parsimony* towards the naval defenders of the empire, is too perceptible.

The dismantling of our victorious fleets must necessarily throw a great number of officers out of active service, and if the advance of half-pay be still inadequate to the increased price of all kinds of the necessaries of life, we sincerely rejoice that some addition has been made, and trust to the JUSTICE of the country still to increase it, till it shall be equal in value to the possessor to what it was *fifty years* since. We do not claim any merit in having, as far as is in our power, contributed to an act of national justice, and our pages will still be open to those who, in terms of becoming respect, may wish to point out any amelioration of which the naval service may be deemed susceptible.

As the NAVAL CHRONICLE will be looked up to by posterity as the most authentic source of information respecting those officers who have fallen in the late glorious war, we call upon the friends or relatives of the deceased, to supply us with any authentic particulars that they may possess relative to the professional services of their friends. We do not address this invitation to the friends of commanding officers alone, but generally to all. We should feel as much pleasure to record an act of extraordinary gallantry or nautical skill performed by

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a private seaman, as by a commander. We hope this call will be generally answered, and that we shall have abundance of valuable matter thus supplied, to enrich the pages of our future volumes. So much for the biography of the deceased.

A feeling of delicacy, highly commendable, and which is indeed inseparable from true merit—has precluded our pages from many a valuable memoir of *existent officers*. We refer to the memoirs of Captain James Alexander Gordon, and Admiral Otway, as evidence of our intention to avoid every thing resembling flattery—which even towards the dead is disgraceful—but to the living—disgusting. If we were well supplied with materials, we might devote a portion of our succeeding volumes to the recording the services of the **LIEUTENANTS OF THE ROYAL NAVY**—confining ourselves to a mere *statement of facts*—leaving the reader to supply the comments.

Amongst many valuable correspondents, A. F. Y. claims our particular regard, not merely on account of the valuable communications his able pen affords, but the useful suggestions he supplies. In p. 135 of the present volume, he threw out the idea of our giving “*chronological engravings of ships and vessels of all nations, and particularly British, from the skin canoe of the ancient Britons to the present Nelson*—which I trust will be for some time the *ne plus ultra* in point of tonnage, and number of decks”—We approve the idea very much, and if we are supplied with materials, would certainly make the attempt; confining ourselves, however, in the first instance, to British vessels only.

We are encouraged by certain august personages in a manner that renders it probable the **NAVAL CHRONICLE** will speedily find its way into distant countries, where at present its existence, except to a very few, is probably unknown. We are also taking active measures to circulate the work generally on the continent, and particularly in the provinces of Holland, whence we hope to derive much valuable matter to enrich our future pages, in which we shall occasionally introduce foreign biographical memoirs, nautical anecdotes, and extracts from interesting voyages. The absence of Gazette letters, promotions, &c. will afford more space for *original matter*—with which we hope to be supplied by the kindness of our patrons and correspondents.

This Volume will be found to contain a full proportion of original biography. In the memoir of Captain Philip de Saumarez, will be found a letter written by that officer when he was first lieutenant of the Centurion, Commodore Auson. We feel greatly indebted to Admiral Sir James Saumarez for this interesting document, and we hope his example may stimulate other persons to favour us in a similar way.

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Our correspondent, *Orion*,* has favoured our readers with some hints that we hope may be attended to; and now that peace will afford leisure to so many naval officers, we shall not have to complain of a want of “*regular, scientific correspondents*.” And we hope to be supplied with many interesting relations of men and things, that they have noticed in the various parts of the globe visited by them. We shall endeavour to avoid loading our pages with dry matter, and by uniting the useful with the agreeable, support the claims of the NAVAL CHRONICLE to the warmest support and patronage of its friends.

Under the Hydrographical department will be found much valuable and useful information, and several original communications which have been occasionally contributed by scientific friends.—Our Hydrographer is requested to receive our particular acknowledgments, for his very kind exertions in our behalf.

We are much indebted to the following correspondents for their various contributions. *Æolus*, *Impartial*, *Historicus*, *Nestor*, *Tom Starboard*, *Albion*, *Iron Gun*, *Captain Horton*, *R.N.* *Jack Larboard*, *Captain J. H. Peachey*, *R.N.* *Captain Krusenstern*, of the *Russian Navy*, *Oceanus*, *Serus*, *Mr. J. Brown*, *Captain Dalzell*, *R.N.* *Zeno*, *Occasional*, *A. B. Captain J. P. Stewart*, *Junius*, *An Old Officer*, &c.

The Editor takes this opportunity to thank our correspondent *Avon*, for his beautiful little piece of poetry—*The Morn of Trafalgar*. The mind that attuned those numbers is gifted with a genius truly poetic, and he invites the author to favour him with other communications. The Editor wishes to supply the readers of the NAVAL CHRONICLE with *original naval poetry*—of merit; but he depends principally on the genius and industry of his readers for contributions.

Communications, &c. intended for insertion in the NAVAL CHRONICLE, are requested to be sent to Mr. JOYCE GOLD, 103, Shoe-lane, London; and also to our Letter Box, at Mr. Andrews's, Naval Print-seller, Charing Cross.

* Page 315.

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Admiral Robert Blake.