The Naval Chronicle

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 22

Volume 22 (1809) contains maps and eyewitness accounts relating to the Walcheren Campaign in the Netherlands, which proved unsuccessful despite the capture of Flushing. The volume also includes an analysis and map of the Battle of the Basque Roads, a report of Admiral Sir James Gambier’s subsequent court martial (at which he was exonerated), and a biographical piece on his younger rival, the future admiral Lord Cochrane. Technical articles include detailed discussions on the use of Congreve’s rockets.
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The Cambridge Library Collection will bring back to life books of enduring scholarly value (including out-of-copyright works originally issued by other publishers) across a wide range of disciplines in the humanities and social sciences and in science and technology.
To the Memory of Charles Holmes Esq.
Rear Admiral of the White.
He died the 21st of Nov. 1761, Commander in Chief of his Majesty's Fleet stationed at Jamaica Aged 50; erected by his grateful Nieces Mary Stanwix & Lucretia Cowle.
THE NAVAL CHRONICLE,
FOR 1809:
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. XXII.
(FROM JULY TO DECEMBER.)

"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 breast,
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 Fonda, Pythian Odes, 1. Decade six.

LONDON:
PRINTED AND PUBLISHED BY AND FOR JOYCE GOLD, SHOE-LANE;
And sold by Messrs. Longman, Hurst, Rees, and Orme, Messrs. Wilkie and Robinson, Messrs. Sherwood, Neeley, and Jones, and Mr. Walker, Pateroster-row, Mr. White, Fleet-street; Messrs. Vernor, Hood, and Sharpe, Paulury; Mr. Asperne, and Messrs. Richardson, Cornhill; Messrs. Black, Fairy, and Kingsbury, Leadenhall-street; Messrs. Crosby and Co., Stationers-hall-court, Messrs. Scatchard and Waterman, and Mr. Law, Adelphi Lane; Mr. Lindoll, Wimpole-street; Mr. Andrews, Charing-cross, Mr. Booth, Debenstreet, Portland-place, Messrs. Meryll and Co. Portsmouth, Mr. Woodward, Strada. Messrs. Congdon, Hoxton, and Platt, Dock. Messrs. Haydon, Rees, and Curtis, Smith, Hughes, and Nettle-ton, Plymouth; Mr. Godwin, Bath; Messrs. Norton and Son, Bristol. Mr. Poision, Liverpool; Mr. Wilson, Hull, Messrs. Manners and Miller, Mr. Crecel, and Mr. Constable, Edinburgh, Mr. Turnbull and Mr. Lumsden, Glasgow; and the principal Booksellers in the different Seaport Towns throughout the United Kingdom.
TO

REAR-ADMIRAL SIR W. SIDNEY SMITH, K.S. K.S.F.

THIS TWENTY-SECOND VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED

BY THE PROPRIETOR AND EDITORS.
PLATES IN VOLUME XXII.

From Original Designs.

<table>
<thead>
<tr>
<th>Plate</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Frontispiece.</strong> Monument erected in Westminster Abbey to the Memory of the late Charles Holmes, Esq. Rear-admiral of the White. Being the Frontispiece to the Volume. Engraved by Hall, from a drawing by Wilton.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Head-Piece to Vol. XXII.</strong> The St. Fiorenzo, with her prize the Piedmontaise, as she appeared after the last of three successive engagements, off the Island of Ceylon, on the 8th of March, 1808. Engraved by Nesbit, from a drawing by Pocock.</td>
<td></td>
</tr>
<tr>
<td>CCLXXXVIII.</td>
<td>Portrait of the Right Hon. Lord Cochrane, K.B. Engraved by Cook, from a drawing by Strochling.</td>
<td>1</td>
</tr>
<tr>
<td>CCLXXXIX.</td>
<td>Chart of the position of the French Fleet in Aix Roads, on the 11th and 12th of April, 1809, when attacked by the English Fleet, under the command of Admiral Lord Gambier. Engraved by Simpkin, from a drawing by Mr. Fairfax, Master of the Fleet.</td>
<td>48</td>
</tr>
<tr>
<td>CCX.</td>
<td>View of a Martello Tower, St. Fiorenzo Bay, Corsica. Engraved by Hall, from a drawing by John Theophilus Lee, Esq.</td>
<td>107</td>
</tr>
<tr>
<td>CCXCI.</td>
<td>Chart of the Southern Part of the United Provinces. Drawn and engraved by Luffman.</td>
<td>130</td>
</tr>
<tr>
<td>CCXCII.</td>
<td>Portrait of the Earl of Mount Edgecumbe, Admiral of the White Squadron. Engraved by Cook, from a painting by Sir Joshua Reynolds.</td>
<td>177</td>
</tr>
<tr>
<td>CCXCIII.</td>
<td>View of the Government House, Funchall, Madeira. Engraved by Baily, from a drawing by W. Westall.</td>
<td>213</td>
</tr>
<tr>
<td>CCXCIV.</td>
<td>View of the Port of Cuxhaven. Engraved by Baily, from a drawing by W. S. H.</td>
<td>297</td>
</tr>
<tr>
<td>CCXCV.</td>
<td>Chart of the Northern Part of the United Provinces. Drawn and engraved by Luffman.</td>
<td>324</td>
</tr>
<tr>
<td>CCXCVII.</td>
<td>View of Port Jackson, New South Wales. Engraved by Baily, from a drawing by W. Westall.</td>
<td>385</td>
</tr>
<tr>
<td>CCXCVIII.</td>
<td>Portrait of Sir William Rowley, K.B. Admiral of the Fleet. Engraved by Cook, from a painting by Arnulfphy.</td>
<td>441</td>
</tr>
<tr>
<td>CCXCIX.</td>
<td>Chart of Port Royal, in Jamaica. Drawn and engraved by Luffman.</td>
<td>477</td>
</tr>
<tr>
<td>CCC.</td>
<td>Frontispiece to the Volume.</td>
<td></td>
</tr>
</tbody>
</table>
THE destruction of the French ships and transports by Admiral G. Martin, under the orders of Lord Collingwood, as given in our Letters on Service (page 500) must have proved a severe blow to the enemy, and have given renewed spirit to the exertions of the Spanish patriots, whose cause, however desperate, still preserves a prolonged character of determined resistance, which but ill agrees with the vaunting threats of the Corsican. Nor does the defeat of the army of La Mancha, under General Areizaga, however great his loss, tend to destroy the hopes we have so long cherished, that the cause of liberty will eventually triumph in the noblest part of Continental Europe.

The protests of the Princess of the Brazils, and of her cousin, the Spanish Prince, with the Declaration of Don Pedro Carlos de Bourbon y Braganza, the Portuguese Great Admiral, are inserted (page 34–42) and are interesting documents: to our worthy Correspondent that transmitted them, and was at the trouble of translating the same, we are under particular obligations.

The death of the Duke of Portland during the period this Volume embraces, has certainly been a great loss to the country: he was a nobleman of upright integrity, and of a most amiable character. The disputes which have agitated the cabinet for so many months, as detailed in Mr. Canning's letter in the public prints, must have been viewed with exultation at Paris, and given the wily Usurper a mean idea of our wisdom and patriotism. In the mean time the Marquis Wellesley has arrived in the Donnegal, and succeeded Mr. Canning; and Lord Grenville has followed the Duke of Portland in the Chancellorship of the University of Oxford. We think the political horizon looks black and dirty, and expect to hear of violent squalls and hurricanes during the winter from the St. Stephen's State Vessel. Whilst Buonaparte continues to pursue one undeviating line of policy, our state dissensions and cabals continually check and interrupt whatever system had been adopted by our cabinet, and inevitably give considerable advantages to our enemies. How-
ever, amidst the late convulsion, the Admiralty, excepting the secession of Lord Palmerston and Mr. Pole, continues in the same state. When the whole of the Walcheren Expedition shall be laid before Parliament, we shall have an opportunity of examining more minutely the conduct of the Board on that lamentable occasion, and of ascertaining the disputes which are said to have existed between our naval and military commanders.

Amidst the Naval Biography in this Volume, we have given memoirs of the public services of Lord Cochrane, of Captain Palmer, of the late Earl of Mount Edgcumbe, of Sir Chaloner Ogle, of Admiral Whitshed, and of Sir William Rowley. These will be followed, and if possible in our next Volume, with memoirs of the public services of the late Sir Alexander Ball, Governor of Malta, and of his successor the present Admiral Sir R. G. Keats: and we request such officers as have served with either to favour us with their communications. The life of the late Sir Richard Pearson, so long promised, has not been forgotten. We are anxious to procure materials for a memoir of that excellent officer, Commodore Owen.

In our Correspondence we trust many letters have been inserted in the present Volume of utility and interest to professional men, and to readers in general. It is in this department of our work that we particularly request the assistance of our friends. We are much obliged to Philadelphus, from Dover, (page 29) for correcting an error of Sir J. Carr's respecting Sir Sidney Smith: if we are not mistaken, Philadelphus is in possession of many facts respecting the Turkish navy, which, if he would occasionally communicate, would add much to our pages. To Amerigo Vespucci we have to reply, that the authority on which Tim Weatherside (Vol. 21, page 43) placed the noted land fall, Cape Frio, was that of Arrowsmith, who gave it from undoubted authority. Brontes, and other Correspondents on the Rocket System, will accept our thanks for their communications. Our Correspondent E. M. in his letter respecting the Siege of Acre, (page 33) has not given sufficient credit to the French engineer, Phellipeaux, who arranged and conducted the whole siege, and died in consequence of the fatigue he experienced. Mr. Clarke, in the life of Lord Nelson, which he has lately published, in conjunction with Mr. M'Arthur, treats on this subject, (Vol. 2, page 190) and informs us, that "Colonel Phellipeaux had studied at the Military College with Buonaparte, in all their public examinations had invariably borne off the palm, and been acknowledged his superior. At Acre their respective talents were again tried, and the same superiority displayed by this distinguished Royalist; who having entirely baffled the force of Buonaparte, and arrested his career, died soon afterwards of a decline, from the fatigue he had experienced."—The letters of A. F. Y. are always interesting; his
13th and 14th, on the present Management and Discipline of the Navy, appear at pages 104 and 464. A short one from the same Correspondent is inserted at page 291. We also thank our friend E. G. F. for his letter inserted at page 473. C. D. L. has conferred a favour on us (page 375) by transmitting a more detailed account of the beneficial use of the Kew Nopal, in the cure of scurvy, than what had appeared in Dr. Anderson’s communication (Vol. 21, page 40). The Journal by Dr. W. Cullen Brown, of the Ætna bomb, of the various transactions which took place at Flushing (page 295) has enabled us to preserve a valuable document for the future historian, and to correct many of those vague accounts which had appeared. Mr. Boswell's communications are always acceptable; at page 298, and under the head of Naval Improvements, we have inserted his communications respecting the ship Economy, as built on Mr. Boswell’s patent plan. And at page 300, is inserted Captain Malcolm Cowan’s communication to the Navy Board, respecting the dangers to which his Majesty’s ships and vessels are exposed, from the present mode of making sails in the navy. Mr. Fairfax rendered us an essential service by transmitting a copy of his chart of the position of the French fleet in Aix Roads, on the 11th and 12th of April, whence our engraving was taken, (page 48). We are also much obliged to Sir Joseph Senhouse and many other Correspondents, for their assistance and favours.

Amidst the Philosophical Papers in the present Volume, which the press of various naval papers has obliged us in some numbers to omit, will be found, “Remarks on the best means of recovering persons apparently drowned, or who have been exposed to vapours and extreme cold,” (page 65). “Account of a newly-invented Windlass, by Mr. Fairless, of South Shields,” (page 98). “Letters on the tendency of Currents in the Atlantic Ocean from East to West,” (page 191) “Letter respecting Coal to be found in the neighbourhood of the Metropolis,” (page 200). “Observations on Water Spouts, as seen from Nice, by M. Michaud, Correspondent of the Royal Academy of Sciences at Turin,” (page 328). “Account of a fact in Hydrostatics, lately discovered by Mr. Boswell, and of an application of it in the formation of a ship’s run, or angle of termination,” (page 390).

Under the head of Naval Poetry are preserved in the present Volume, many of the excellent ballads of the late Captain E. Thompson, (pages 335, 337, 406, and 407.) There are also some others, not generally known, which our friends would much oblige us by forwarding. In our extracts from Mr. Walter Scott’s beautiful poem of Marmion, as given in a former Volume, we omitted to insert an allusion of his to our attack on Copenhagen, by which we obtained possession of the Danish
fleets; an allusion which is not generally known (Canto III. Stanza 26):—

‘Tis said, that, in that awful night,
Remoter visions met his sight,
Foreshewing future conquests far,
When our sons' sons wage northern war;
A Royal City, tower and spire,
Redden'd the midnight sky with fire;
And shouting crews her Navy bore,
Triumphant, to the victor shore.
Such signs may learned clerks explain,
They pass the wit of simple swain.”

Mr. Scott is at present occupied on another poem, styled, as we have heard, “The Lady of the Lake;” which we hope will afford some further extracts connected with the subject of our CHRONICLE.—Joel Barlow’s Poem of the COLUMBIAD has been republished at Philadelphia in 1807: we remember reading it, and with a good deal of pleasure, so far back as 1790: it has since undergone great alterations, but not always for the better.

A greater portion of our CHRONICLE than we generally allot for the purpose, has been taken up by the Courts Martial; that of the late Lord Camelford we have given complete in the present Volume—it is, we believe, almost unprecedented, of an officer being tried under such circumstances: to the gentleman that so obligingly furnished us with the copy, we return our best thanks.

Our LETTERS ON SERVICE, which, combined, form a valuable digest of Naval History from 1799, are brought up in this Volume to the 5th of December. They contain many splendid feats of heroism, on which we have not at present an opportunity to enlarge. We wish that officers would, on great occasions, send a copy of their original letter to the CHRONICLE. In the Gazette it is frequently curtailed, and of late we have observed, as in the article dated “Admiralty-Office, November 28,” that the original letter is merely referred to, viz. Vice-admiral Hollings has transmitted to John William Croker, Esq. a Letter from Captain Sir William Bolton, giving an Account, &c.—Also a Letter from Captain Brace, giving an account, &c.—And also a Letter from Captain Worth, stating the capture, &c. In these and other similar instances, the communication of a copy of the original letter to the CHRONICLE, would be of considerable service to subsequent writers.

At the instant of concluding this Preface, we hear of another attempt of the Corsican to regain his lost colonies, and rebuild his navy, by endeavouring to cajole us into a peace. The proposal for a congress is said to have been received from the Austrian ambassador at Paris. We trust our ministers will reply in the words of a King, who resolving to pursue his destined purpose, would not be delayed by the messengers of the enemy—“What hast thou to do with Peace, get thee behind me.”
THE RT. HONBLE
CAPT. LORD COCHRANE, K.B. &c

Published Augst. 1. 1809, by J. Gold. No. 109. Shoe-Lane, Fleet Street.
The above Vignette Engraving by Nesbit, from a Drawing by Pocock, represents the situation of his Majesty's ship St. Fiorenzo, with her prize the Piedmontaise, as they appeared after the last three successive engagements off the Island of Ceylon on the 8th of March, 1803.

MEMOIR OF THE PUBLIC SERVICES
OF
THE RIGHT HON. LORD COCHRANE, K.B.
CAPTAIN IN THE ROYAL NAVY, &C.

"All my delight on deeds of arms is set,
To hunt out perils and adventures hard,
By sea, by land, whereso they may be met,
Onely for honour and for high regard,
Without respect of riches or reward."—SPENCER.

That spirit of bold emprise, by which Lord Cochrane, from his earliest youth, has been distinguished, has rendered him an object of interest to our readers. His late brilliant exploit—the destruction of the French fleet, in Basque Roads—has brought him before the public in a more conspicuous light than ever; we therefore feel satisfaction, in submitting the present account of his lordship's professional services.

The Right Hon. Thomas Lord Cochrane is the eldest son of the Earl of Dundonald, by his first lady, Anne, daughter of Captain

* For the biographical memoir of the late gallant Captain Harding, who commanded the St. Fiorenzo, see Vol. XX. of the Naval Chronicle, as also the official and private accounts of the action and capture of the Piedmontaise.
Gilchrist, an officer of considerable eminence in the royal navy.* His lordship's first ennobled ancestor was William Cochrane, who, in the year 1667, was created Baron Cochrane, and, in 1669, Earl of Dundonald. From his eldest son descended seven Earls of Dundonald, when that branch of the family became extinct, and the title fell to Thomas, a descendant of John, the younger son of the first Earl. By his second wife, a daughter of Archibald Stuart, Esq. he had twelve sons, and a daughter, amongst whom were Archibald, the present Earl, and Alexander, a rear-admiral, and knight of the Bath.

* One action in which Captain Gilchrist was engaged, while commanding the Southampton, of 32 guns, excited much notice at the time.—On the 28th of March, 1758, the Southampton, in company with the Melampe, of 24 guns, Captain Hotham, while cruising in the North Sea, gave chase to two French frigates. The Melampe, being the better sailor, came up with, and engaged them both, for three quarters of an hour, before the Southampton could render her any assistance. When Captain Gilchrist came up, one of the French frigates made sail and got off; and the Melampe, which was too much damaged in her rigging to be able to pursue, fell astern; consequently, the Southampton was left alone to contend with the enemy. "Now," says a letter which we have seen, that was written shortly after the action, "began one of the most obstinate engagements that has happened this war: they fired with equal fury on both sides, and both captains behaved with that bravery which became their stations: but the courage and resolution of Captain Gilchrist, animated his men to such a degree, that they exceeded any thing I have heard of, and at last, obliged the French to strike their colours. The Southampton's people boarded, and found the French ship to be the Danae, of 40 guns, and 340 men. She was a King's ship, and was bound with another, north about, to Canada with stores. The Southampton laid alongside of her about six glasses, and notwithstanding it was so sharp an engagement, she had but one man killed, and ten wounded; among the latter is the brave Captain Gilchrist, who was shot through the shoulder with a pound ball, and went ashore at Yarmouth, where he was attended by all the physicians and surgeons in the town. The Danae lost her first and second captains, and the people of the Southampton imagine about eighty men, as they found seven or eight dead at some of the guns. The French captain was the same man who fought the Lion, Captain Brett, so valiantly in the last war.—During the action, the Melampe laid by to refit, and was coming up just as the Danae struck. By the great care and skill of the surgeons, Captain Gilchrist was at length perfectly recovered."

We have long been promised the loan of a portrait of Captain Gilchrist, with an account of his professional services, which we shall be happy to receive, as early as it may be convenient.
The Earl himself, as well as his brother Alexander, was originally intended for the navy, in which he passed some of the earlier years of his life. He served as a midshipman, under Captain Stair Douglas, and afterwards, as acting lieutenant, on the coast of Guinea; and, while so employed, we have heard it mentioned, as a peculiarity of his lordship, that, unless actually on duty, he was always seen bare headed.

From what motive we are unacquainted, but, after his return from the coast of Guinea, his lordship relinquished the naval service, and, for some time, we believe, held a commission in the army. His favourite pursuits, however, were of a scientific nature. In his youth, his attention had been directed to chemical experiments; the brilliant discoveries of Dr. Black operated as stimulants to his active and capacious mind; and, for many years, even to the injury of his private fortune, his lordship's studies have been almost entirely devoted to chemical and mechanical experiments, conducive to the general interests of society.*

Lord Cochrane was born on the 14th of December, 1775; and, evincing an early predilection for the naval service, he was taken under the immediate protection of his respected relative and godfather, the present Admiral Sir Alexander Cochrane. He was not more than ten or twelve years old when he first went to sea; but, as his uncle had taken care to procure an able tutor for him, he was fortunately enabled to acquire a sufficient portion of scholastic knowledge, at the time that he was inuring himself to the duties of his profession. At this period, he is said to have displayed great vigour and susceptibility of mind. We have also heard it mentioned, that, to common observers, his resolution and activity, while a youth, appeared temerity; and that the relation of many of his achievements, when in the Bay of Biscay, in the West Indies, and on the home station, before he passed for a lieutenant,

* One of the early inventions of Earl Dundonald was that of a method for preserving ships from being worm-eaten, in warm climates. While serving upon the coast of Africa, he witnessed the destructive ravages committed upon ships' bottoms, by worms; and, from his chemical knowledge, it occurred to him, that an extract from pit-coal, in the form of tar, might be advantageously employed, as a preventive of this evil. Some experiments were consequently made, by paying ships' bottoms with his lordship's preparation; and, as it was found perfectly to answer the intended purpose,