THE

NAVAL AND MILITARY MAGAZINE.

No. III.—September, 1827.

Memoir of His Royal Highness* The Lord High Admiral.

THE Duke of Clarence is next brother to His Majesty, and was born at St. James's on the 21st August 1765, at a quarter before four in the morning, and was baptized in the Great Council Chamber of the Palace on the 20th of the following month, by the name of William Henry. The ceremony was performed by the Archbishop of Canterbury, the sponsors being H. R. H. the (late) Duke of Gloucester, Prince Henry Frederick, and the Princess of Brunswick.

At the age of fourteen H. R. H commenced his military career by joining the Prince George, a 98 gun ship, which was named after His present Majesty. From her he was tranferred to the Barfleur, thence to the Queen, and on the 17th June, 1785, after a service afloat of six years and three days, H. R. H. was promoted Lieutenant of the Hebe. In ten months after this we find him serving as Captain of the Pegasus; next in the Andromeda and Valiant; and on the 3rd December, 1790, H. R. H. received a commission as Rear Admiral of the Blue.

From this period till the year 1814, H. R. H. remained on shore. On the 12th April, 1794, he was promoted a Vice Admiral; was made full Admiral in 1799; and on the 24th December, 1811, H. R. H. was gratified with a commission as Admiral of the Fleet. He hoisted his flag in the Jason on the 19th of April, 1814, but continued only a few months afloat.

H. R. H.'s service at sea may, therefore, be stated as follows:—6 years as Midshipman; 11 months as Lieutenant; 3 years and 10 months as Post Captain; and 7 weeks

* Although the plan of this work does not admit of memoirs of living officers, an exception in the present case we conceive will be approved by the two services; especially as the memoirs of H. R. H. which have hitherto appeared, are full of erroneous statements.—Ed.

received with enthusiasm by any society—much more by a society of soldiers. I give you, gentlemen, the health of the great man whom I have the honour to succeed. I feel my own inadequacy, and the difficulty of the situation in which I am placed. I have, however, the satisfaction to think, that my task will be comparatively easy, when I contemplate the perfect order and regularity which prevail throughout every branch of the department, a perfection which could only have proceeded from his master hand.

The health of the "Duke of Wellington" was then drank with rapturous and universal applause.

The Marquess on rising to retire about half-past ten o'clock, after expressing his sense of the honours that day conferred on him, said, that he had still one favour to request, that he might be enrolled as a member of the mess.

A burst of general approbation followed, and on his leaving the mess-room, the health of the new member, the "Most Noble the Marquess of Anglesey," was drank with three times three, most enthusiastically.

Naval and Military Miscellany.

(Continued from p. 639, Vol. I.)

Coast of Africa.—Every officer who has visited this coast expresses the greatest surprise at the erroneous opinion that we in England have formed of the island of Fernando Po, situate in the Bight of Benin, said to be chosen as our future principal African colony. The favourable opinion imbibed has been principally formed upon an article written by a gentleman of great experience in African matters, and inserted in a late No. of the Quarterly Review. The island is described to us as being remarkably unhealthy, profusely covered with vegetation, and liable, from the surrounding high lands and its own altitude, to be continually visited with tornadoes, and is enveloped in unwholesome miasma. It does not contain a single harbour, and scarcely even an anchoring ground. It is inhabited by about 10,000 people, of the most savage and desperate character, who are proverbially inimical to any intrusion on their ground on the part of Europeans, no one ever having gone beyond the beach without having a spear thrown at him. A fort may be built by force, but the garrison must never expect to go beyond the palisades.

Macpherson, of Cluine.—When he lay concealed from his pursuers, after the battle of Culloden, and his castle was burnt down, his wife fitted up an old malt kiln as a temporary residence, and there lay in of a son. This son was in after life a colonel in the army, and distinguished himself in the American war. He was known to the Highlanders by the name of Duncan of the Kiln.

A French Grenadier. — The Duke of Marlborough, pleased with the martial appearance of a grenadier taken at Blenheim, said to him —"If there had been fifty thousand fellows like thee in the French army, I should never have gained the day." "There were *plenty* like me," replied the soldier; "it was *one* like you that we wanted."

Lieut. Helwig, of Prussia, has invented a process for measuring the time occupied by a ball or bullet in passing through a certain space. His process consists in making the ball liberate the works of a time-keeper at the moment when it quits the mouth of the piece, and in making it also stop the time-keeper at the moment when it strikes an obstacle. The numerous experiments which he has made already offer interesting results. He finds, for instance, that a light body, of the same calibre with the bullet, moves, at the commencement, with much greater velocity than the latter, equal charges being used. He finds also that small bodies move more promptly; a circumstance which causes a considerable deviation of the ball, when there is sand or any light body within the piece used.

Rocket Life Preservers.—The "Rl. Naval Institution for preserving Lives from Shipwreck," has established three Rocket Stations, on the southern coast of the Isle of Wight, upon a plan proposed by Mr. John Dennett, of Newport, who some years since invented a powerful species of War Rockets; the projectile force of which he has now applied as a means of saving, instead of destroying human life; by employing it for conveying a line, to form a

communication betwixt a stranded ship and the shore. On the 2d May, a comparative trial between Mr. Dennett's rockets and the mortars introduced by Capt. Manby, was made at Freshwater, under the direction of Capt. Brigstocke, R. N. commanding the Coast Guard service, in presence of a number of experienced naval officers and other scientific gentlemen, and a large concourse of spectators of high respectability. In the course of the experiments, it was made apparent, that the rockets, when arrived at their destined place, can be ready for action in much less time than the mortar; that the rockets can produce the longest range; that, in case of missing the object fired at, the line attached to the rocket can be immediately hauled in and used again, whilst that to which the shot is attached cannot, and therefore is inevitably lost, at least for the time; that in the night, the rocket, by its great light, illuminates surrounding objects to a considerable distance, so that, if fired wide of the mark, its direction can be corrected with greater certainty; and last, though not least, the convenience of transport bears no comparison—two men, with great ease, carried six rounds of rockets, the whole of their apparatus, and 200 fathoms of line (coiled for immediate service) from the station to the place appointed; whilst the assistance of ten men was required to carry the mortar, its apparatus, and six rounds of ammunition. Without wishing to detract in the smallest degree from the merit due to Capt. Manby's invention, it was the unanimous opinion of all present, that from the great portability of the rockets, they can, without difficulty, be carried into many situations where the mortar could not possibly be conveyed at all; and from the many other obvious advantages they possess, that more lives will be saved by means of them than can be done by the mortar system, and, therefore, that their adoption cannot be too widely extended around the coast of the kingdom. If ships were also provided with them, they might form their own communication with the shore, in situations when such assistance is not at hand.

Shoals in the Straits of Gaspar.—Ext. of a letter from Capt. de la Vega, of the Spanish ship Veloz Pasagera, to Capt. Drummond, of the Hon. Company's ship Castle Huntly, lately arrived from China, dated 9th Jan.—"On the 24th Aug. when in the Straits of Gaspar, at three-quarters past four in the afternoon, we touched the ground upon shoal in the lat. of 1. 10. S., and the long. by the meridian of London, of 106. 33. 50. E. This latitude and longitude is quite accurate, and may be relied upon, the first having been observed at 12 o'clock, and reckoned by estimation to that hour; and the second calculated by the chronometer, and compared with the reckoning at Pulo-Gaspar. The depth of water of this bank or sunken rock is that of a ship of large burden. The shallowest part is from 18 feet, Burgos measure, to 21, and gradually increases from 8 to 18 fathoms; the bottom is rocky. Our ship's draught was 20 feet. We remained a-ground a quarter of an hour. The weather was fine, and the sea very calm, with the wind at S.E., steering N.W. We got off by carrying a press of sail, and forcing over the ground. When at five miles distant from the bank, we dropped anchors: I sent out boats in order to take soundings from S.E., but could not discover it again, which proves that it is not of any great extent. Upon arrival at Manilla, the ship was hove down, when it was found that the rudder had lost the lower pintle, the copper sheathing of the keel was gone, and the false keel on the stern was broken."

Ext. of a letter from Capt. Coriz, of the Asia, to Capt. Drummond:—"On the 20th Sept. 1826, on our voyage to Canton, the Asia struck and grounded on a shoal, when she remained fast five hours, with three feet under the bows, and five fathoms under the stern, soft coral. The shoal extended about half a mile from west by north, half north to east by south, half south; and is as near as possible in lat. 8. 38., north long. 110. 50. east."

Propelling Vessels.-Mr. Brown's principle of producing a vacuum by the combustion of gas in a cylinder, was lately applied to the propelling a vessel on the Thames. The experiment was made with several nautical and scientific men on board, among whom were Capt. Shaw, R. N., Dr. Wilson Phillips, and the inventor, Mr. Brown. The vessel was a large Thames galley; the persons on board