




THE 1805 DISPATCHES

Newsletter of The 1805 Club

EDITORIAL

A very personal Editorial this time. The few days in Portsmouth [see page 5] were magical for me: a rare chance to meet old friends and some friends who had previously been only 'virtual', together with a chance to make new friends.

Of great pleasure was meeting Natacha Abriat, our first voluntary French member (i.e. one who has joined without being press-ganged, as was once the mayor of Calais, when he allowed a statue to Emma) (BTW, since then our French contingent has doubled – Natacha got colleague Olivier Marsaudon to also join our Club).

Elsewhere in this edition of *TD* we commemorate the Battle of Aboukir Bay, or the Nile, and a mention of The 1805 Club AGM, of course, and loads of other stuff – it just seemed to keep on growing this time! 



Stone memorial plaque laid in the churchyard of St Ann's, Portsmouth.

Photo: Paul French, Cool Hat Digital

THE VIEW FROM THE BRIDGE

From The Chairman, Capt. John Rodgaard USN (Ret)



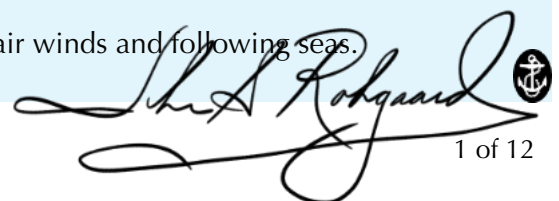

Previous 1805 Club AGMs have marked the end and the beginning of your Club's annual operations. However, this year's AGM was unique. It marked the beginning of a new organisation when members voted overwhelmingly to approve The 1805 Club becoming a Charitable Incorporated Organisation (CIO). This vote of confidence has proven to be an inspiration to the Club's leadership as we now take the next steps in the evolution of the organisation. The minutes taken at the AGM will show the membership the process that has been undertaken; you can check out the minutes when you log in (members only) on the Club's webpage, once they have been uploaded.

The AGM was preceded on 16 June by the unveiling of the Admiral Cornwallis commemorative plaque, which was followed by a splendid reception in the grounds of the Second Sea Lord's home (many thanks to Vice Admiral Martin Connell CBE RN). It was good to see so many Club members in attendance, especially as this joint project with the members of the Milford on Sea Historical Research Society (MoSHRS) has taken a decade to come to fruition. I was told by Peter Turner that he and Stephen Tregidgo plan a special *Dispatch* that will recount the entire effort that made the Cornwallis plaque possible [*format in discussion. Ed.*].

Amongst the several interesting articles and photos found in this issue, members will see the latest about the replica of Nelson's uniform and tricorne hat. These items now require the acquisition of an environmental display case. As with the Cornwallis plaque, your Club Trustees have decided the priority for 2023-24 is to raise funds to purchase a case for the replicas. The case, together with the replicas, will be sent to the Nevis Historical and Conservation Society's new Museum of Maritime History. Of the \$20,000 that has been quoted for the case, the Club has raised just over \$3,100. You can contribute by going to the Club's link found on the webpage <https://www.1805club.org/article/replica-of-nelsons-uniform>. By clicking PayPal button, you will also see the other option to donate with your credit or debit card. We hope you will be generous with your donation.

Finally, I hope you will agree with me that our editor has produced another wonderful issue of *The 1805 Dispatches*.

Wishing all fair winds and following seas.



NELSON'S UNIFORM



Nelson's Uniform and Hat
Uniform tailored by Keith Levitt of Henry Poole & Co, Savile Row, London

The uniform worn by Nelson at the time of his marriage in Nevis to Frances Nisbet followed the uniform prescribed in Admiralty regulations for a commander/captain between the the years 1774-87. A single specimen of this uniform survives at the NMM in Greenwich, but is likely to be from early in the period, as the 'cut' would be very old fashioned indeed for the late 1780's.

The new uniform was based on a pattern taken nearly thirty years ago from Lord Nelson's extant full dress coat. The choice of this garment was very specific: of the surviving uniform coats belonging to Nelson, this is the smallest, with the Nile undress coat coming a close second. Nelson put on weight in the last few

years of his life, so the choice of the smaller garment seemed a better starting point on which to base the Nevis replica.

Once an accurate pattern had been cut, made up in calico and refined, this was then recut to accurately replicate the style of the 1780's.

All the materials from which the uniform was cut are authentic to the period; the superfine cloth is of the correct weight and finish for the era and although there was no set colour at that time, the shade of navy blue falls well within the range seen in portraits and surviving military and naval clothes of the time.

The interior lining, which was woven in Sudbury, Suffolk, is likewise correct in both weave and colour, with reference to samples of lining fabrics of the period.

All the buttons are of the correct pattern and were struck from dies commissioned for the project. These were cut using an original button from the period for reference.

The gold lace used is 2% gold and was commissioned for the project, again referencing the Admiralty regulations and surviving samples.

The Nevis uniform was hand sewn throughout, as the original would have been, and to the standard that one might have expected of good tailoring at that time.

The hat was also made specially for Henry Poole & Co. from authentic long-hair felt.

Judy and John had to transport Nelson's uniform back to the USA, en route eventually to Nevis, and how better than to transport it in style on Queen Mary II?

The captain of QMII kindly invited them onto the bridge, so 'Nelson' had to accompany them, where Captain Asem Hashmi joined in the fun (or was he competing?) by donning his own bicorn hat.

The images at the foot of this page were taken aboard QMII.



For this uniform to be properly preserved, it requires an environmentally-conditioned case – hence the cost of \$20,000. Contribute by going to the Club's link found on the webpage

<https://www.1805club.org/article/replica-of-nelsons-uniform>



LORD HOWE'S FIGUREHEAD

Soon to be made available for sale: A fine figurehead representing Admiral of the Fleet Lord Howe, based on the original by Hellyers of Portsmouth and carved in pine at approximately 1/3 scale of the original. The admiral is depicted in flag officers' full dress uniform and wearing the sash and star of the Order of the Garter, along with the chain of the larger Naval Gold Medal, as awarded for the Battle of the Glorious First of June. This figurehead was recently carved by member Andrew Peters, the last remaining full-time figurehead/ship's carver in the British Isles.



GILLIAN KNIGHT IN BURNHAM THORPE

On a pleasant day in mid July my family and I made a trip to the Church of All Saints in Burnham Thorpe. I could not holiday in north Norfolk without visiting the church which Nelson would have known as a boy. In its idyllic setting, one could imagine the quiet he and his siblings would have experienced – and perhaps broken! The church is light and spacious, and one can see

where Nelson's parents were buried in the Chancel. There is an attractive bust of the hero on the wall nearby, above which is a monument to his father, put up by his children, including Horatio. You can read more about the church at <https://www.britainexpress.com/counties/norfolk/churches/burnham-thorpe.htm>

I was surprised and pleased to see a poster commemorating some work done by The 1805 Club in 1996 to restore the tombs of some of Nelson's relatives in the churchyard. This must be one of the earliest projects undertaken by the Club.

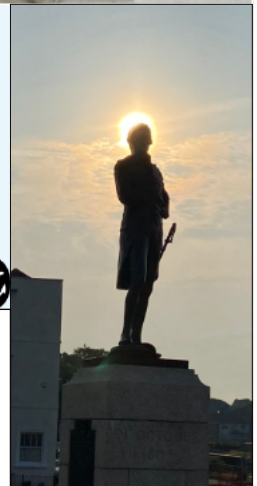
A colourful set of display boards provide interesting

information for visitors, and there are various souvenirs available to purchase – I bought a mug. The Nelson Society have an advertisement to attract members – should our Club do the same?

All in all, a pleasant visit, and one I recommend to other members who can make the trip.

All images by Gillian Knight, except:

On the right: **The Nelson Memorial**
Grand Parade, Old Portsmouth
Taken by Ed. early on
Sunday, 18 June 2023




MINI-TOUR OF MASSACHUSETTS AND NYC

During his recent trip to Massachusetts and New York (both the state and the city), our Hon. Secretary Stephen Howarth was delighted to be able to meet with various 1805 Club members, starting with Angela Plowden-Wardlaw (top left) (member since 2006, assistant director of stewardship at Rockefeller University) at her country home in Cooperstown.

Boston Harbor (bottom) was the scene for lunch with Clint Garrett (member since 2022, and mate in Rhode Island's flagship, the Tall Ship *OLIVER HAZARD PERRY* (<https://www.ohpri.org>), Jessica Turgoose (member since 2021, artist, featured in *KA* #57) and Jennifer Newbold (member since 2019, historical novelist and assistant editor of the *TD* and *KA*).

New York City, on the eve of Independence Day, brought a reunion with Ellen Price (top right) (member since 2000, independent fine art professional).

These were very happy lively meetings in every case – as usual, when 1805 Club members get together. 



MCMULLEN BIENNIAL NAVAL HISTORY SYMPOSIUM

On 21 and 22 September 2023, the History Department of the US Naval Academy will host the McMullen Biennial Naval History Symposium in the historic state capital, Annapolis, Maryland. The event highlights the latest research on naval and maritime history from academics and practitioners all over the globe. Held since 1973, the symposium has been described as the 'largest regular meeting of naval historians in the world' and the US Navy's 'single most important interaction with an academic historical audience'.

The Agenda includes an opening plenary session, panel presentations throughout the day (on multiple tracks), a Naval History Luncheon, a reception at the US Naval Academy Museum, and the McMullen Seapower Address. Andrew Lambert will be a featured speaker.

A number of 1805 Club members attend each year and the Club will be sponsoring two panels with three presenters each! One panel will present papers on the theme of how navies learn to do their jobs, based on the examples established by the Royal Navy.

Moderator: **John Hattendorf**.

Evan Wilson: How Royal Navy Officers Studied Abroad.

Abby Mullen: How the US Navy borrowed from RN Orders and Regulations.

Kevin McCranie: The Value of Naval History for Historical Decision-making.

The other panel will present papers on prisoners of war during the Napoleonic Wars and the War of 1812.

Moderator: **Ryab Mewett**.

Sam Cavell: POWs in All but Name: The Capitulation of Nantucket, 1814.

Cori Covertito: Maintaining French Prisoners of War in British Ports and Colonies, 1793 – 1815.

J. Ross Dancy: Prisoner Exchanges and British Naval Manning in the Great Wars with France, 1793 - 1815.

For more information about the symposium and accommodations in Annapolis, go to:

<https://www.usna.edu/History/Symposium/index.php> 



SHIP'S WORD WHEEL

Take a ten-minute break and find as many words as possible, using the letters in the wheel. Each must use the hub letter and at least 3 others, used only once. No plurals (if only made by adding an 's' or 'es'), no foreign words not in common usage in English, nor proper nouns. There is at least one nine-letter word to be found.

20 = Average; 30 = Good; 45 = Amazing!

Answers on page 8



Remember that there is a whole treasure trove here

<https://www.facebook.com/The1805Club/>



CORNWALLIS REMEMBERED

Culmination of a Remembrance Decade



William Cornwallis as Admiral
By Daniel Gardner (1750-1805).
Engraver: William Ridley (1764-1838)
NMM PAD3292 (Public Domain)

As everyone who was able to attend will know, members of The 1805 Club and our colleagues from the Milford on Sea Historical Records Society had a wonderful day at HM Naval Dockyard, Portsmouth, on Friday 16 June, 2023. The occasion was the laying of a memorial plaque commemorating Admiral Cornwallis. In this edition of *The 1805*

Dispatches, just some small pictures from the day are shown, with few details, because we are planning to prepare and issue a commemorative document recording the whole ten-year history leading up to and including this event. This will probably be issued digitally, with just a few printed copies for special participants to retain, because the distribution cost to all members far outweighs the cost of printing (If a sponsor were to step up, this decision is negotiable).

The day started with a very moving service in St Ann's Church, which included a reading by our Chaplain, the Rev. Lynda Sebbage. After the service the congregation gathered outside for the unveiling of the plaque and a few group photos, including one of the Sea Cadet troop who looked after us in the dockyard, where we were not allowed to 'wander off'.

We then repaired to the garden of Admiralty House, courtesy of the Second Sea Lord, for an enjoyable garden party, in blazing sun, where we were treated to a fine talk about Cornwallis by Professor Andrew Lambert, who is considered the current expert on the admiral.

(See next page for a few more pix)

You may also enjoy looking at the Milford on Sea Blogspot, which you will find at: <https://milfordonsea.blogspot.com/2023/06/memorial-unveiled-to-admiral-cornwallis.html>

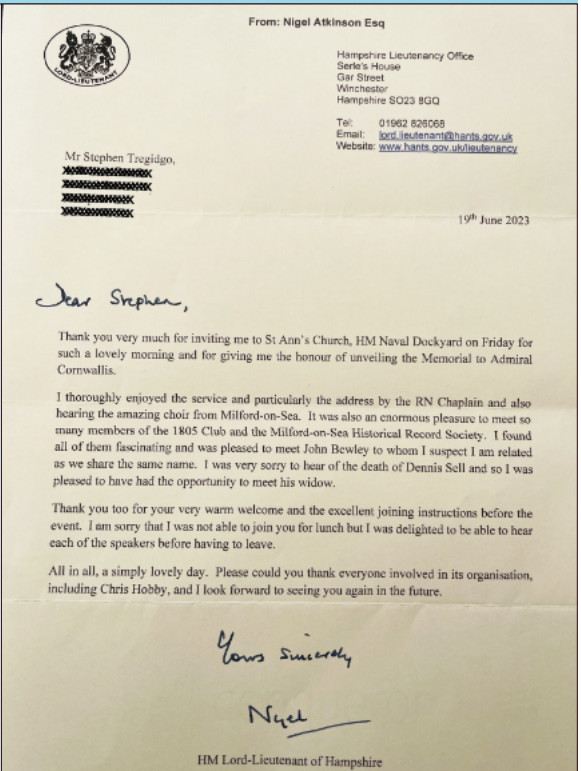


The third letter was also an email, this one to Stephen Tregidgo from the Sailors' Children's Society:

Dear Stephen

Thank you for your letter enclosing cheque for £137 which we received today. This gift being half of the collection made at the end of the Memorial Church Service honouring the memory of Admiral Sir William Cornwallis at St. Ann's Church, HM Naval Base Portsmouth on the 16th June 2023.

Please pass on our grateful thanks to everyone concerned for this generous donation which will go towards our work caring for seafarers children from disadvantaged seafaring families. Our support includes a small monthly grant, clothing grants and the opportunity for a family to take a weeks' respite break at one of the nine caravans owned by the Society. With best wishes.
Wendy Fish



We have received three letters which you really must see: the one above was from Nigel Atkinson Esq., His Majesty's Lord Lieutenant of Hampshire, to Stephen Tregidgo.

The second, received digitally, is reproduced below. I have no doubt you will agree that both these letters speak for us all.

Dear Editor,

Through your good offices, I wish to place on record my sincere thanks to Stephen Tregidgo and his team, including MoSHRS, for the organisation of the excellent and moving Cornwallis event on Friday 16th of June 2023.

Almost 10 years ago, with the support of the then Chaplain to the Fleet, I attempted to have a memorial tablet placed in St. Paul's Cathedral and subsequently in Portsmouth Cathedral.

As events have shown, these were fortunate failures. St. Anne's Church, Portsmouth, is the spiritual home of the Royal Navy. The superbly crafted memorial stone is prominently displayed on view and will go far in establishing Admiral Cornwallis in his proper place in the pantheon of British Naval heroes.

Yours sincerely,
John Bewley MBE TD
1805 Club Member.



All images taken by Paul French of Cool Hat Digital and Peter Turner of The 1805 Club, approved for distribution by the Royal Navy.

Left:

Stephen Tregidgo and Andrew Lambert.

Right:

John Rodgaard and Chris Hobby (MoSHRS)

LOST GAINSBOROUGH LOSES IT'S 'LOST' STATUS

Member Mark West has sent us a couple of items, the first being this (edited) article from the Daily Telegraph:

Portrait dismissed as poor quality identified as a Gainsborough

By Craig Simpson, Daily Telegraph, 10 July 2023

Thomas Gainsborough may have died in 1788, but he refuses to stay out of the picture.

A new work by the painter has been rediscovered more than 230 years after his death, after it turned out that one of his portraits had been wrongly dismissed as the work of a lesser artist.

The 1762 portrait of Captain Frederick Cornwall entered the Royal Museums Greenwich collection in 1960, and was deemed of too poor quality to be a Gainsborough, and promptly placed out of sight.

However, research by curators and art experts has revealed that the painting which has spent decades in storage is in fact by one of Britain's most celebrated artists.

Curator Katherine Gazzard said that it was "thrilling to be able to rescue this lost masterpiece from obscurity".

While nationally significant, the painting cannot immediately be shown to the public, as its lengthy stay in storage has left it too fragile for display and in need of £60,000 worth of repair work.

The painting is believed to date from 1762, when Gainsborough was seeking lucrative commissions by painting in the fashionable spa town of Bath, and the work depicts Royal Navy officer Captain Frederick Cornwall (1706-1788).

Art historian Hugh Belsey recently unearthed a photograph of the painting taken in the early-20th century, which made clear that the piece was by Gainsborough.

Mr Belsey followed the trail of ownership for the work, but found that all records of the painting went cold in the mid-20th century.

It was only by chance that Mr Belsey, flicking through a catalogue of Royal Museums Greenwich artworks, noticed among the collection the painting he had been looking for, although it was not attributed to Gainsborough.

Royal Museums Greenwich has appealed for help in



Captain Frederick Cornwall, By Gainsborough.
Image RMG.co.uk

fundraising to restore the long-forgotten artwork, which will hang in the Queen's House on public display once it has been properly preserved.

Ms Gazzard said: "Those of us lucky enough to see the portrait in the museum stores knew it was something special, but it was only with Hugh's help that we were able to piece together the full story.

"We are excited about sharing the painting with the public, but it is currently too fragile for display. The fundraising campaign will enable us to perform the remedial work that the portrait desperately needs.

"Once the conservation is complete, the painting will hang in the Queen's House, where our visitors will be able to enjoy this rediscovered masterpiece for themselves."

[On 25 July RMG said they have already raised nearly £20,000, so if you want to contribute you need not to spend too long considering. Ed.]



THE VICTOR OF ST. GEORGE'S CAY: Commander John Ralph Moss, R.N. (1759-99)

By Michael Harris

This is the other item sent in by Mark West. Extract from an article from the Transactions Volume XIX 2014 of the Memorial Brass Society, from which images are also lifted, with thanks:

An inscription in a private collection commemorates Commander John Ralph Moss, Royal Navy, who was buried in the Cayman Islands, where he died shortly after his victory over the Spanish in the Battle of St. George's Cay. This article reconstructs the career of a little-known naval officer whose actions were significant in securing the independence of Belize.

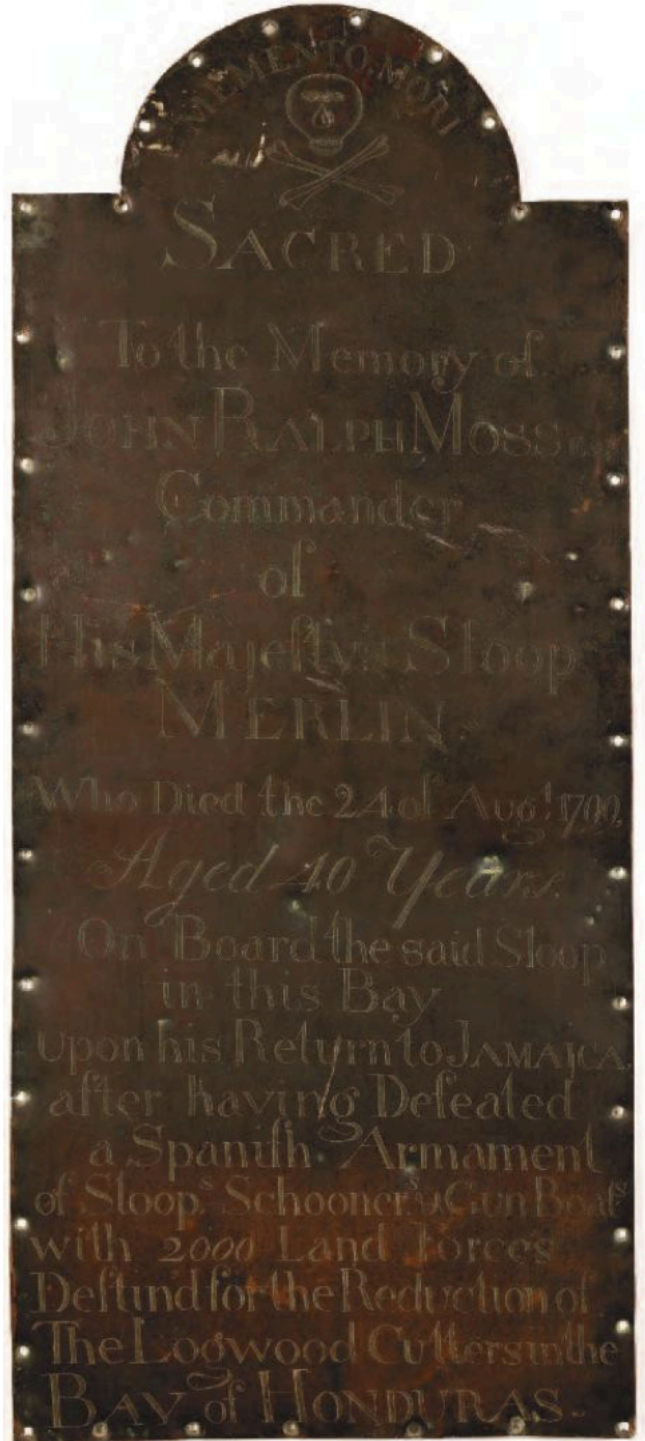
SACRED/To the Memory of/JOHN RALPH MOSS Esq/ Commander/of/His Majesty's Sloop/MERLIN/Who Died the 24 of Augt, 1799,/Aged 40 Years./On Board the said Sloop/in this Bay/Upon his Return to JAMAICA,/after having Defeated/a Spanish Armament/of Sloops, Schooners & Gun Boats/with 2000 Land Forces/Destin'd for the Reduction of/The Logwood Cutters in the/BAY of HONDURAS ~



His Majesty's Sloop *MERLIN*.

Built by John Dudman, Deptford; launched 25 March 1796. Broken up at Deptford in January 1803. Dimensions & tons: 106ft x 28ft x 13ft 9in. 365 tons. Men: 121. Commemorative stamp, Belize, 1998.

(© Belize Post Office Department)



SHIP'S WORD WHEEL ANSWERS

Technique, chutnee, quinche, chenet, cheque, chinese, ethnic, quenche, quetch, queche, quiche, quitche, techie, theine, thence, chine, chute, ethic, hence, niche, nitch, quick, tence, tech, theic, thein, thine, uneth, chin, chit, chut, eche, echt, each, etch, hent, hete, hint, huc, hunt, inch, itch, tech, thee, then, thin, thun, tich.

NAVAL TERMS THAT HAVE 'COME ASHORE'

Whistle up a wind –To indulge in vain hopes, from seamen's superstition that they could whistle and a wind would arise, or strengthen. From this it can be seen why whistling was encouraged in a calm and discouraged in a storm. In fact whistling was officially banned at sea in the RN, in case of confusion with the bosun's calls.



THE NILE REMEMBERED 225 Years Later



Napoleon & Empire

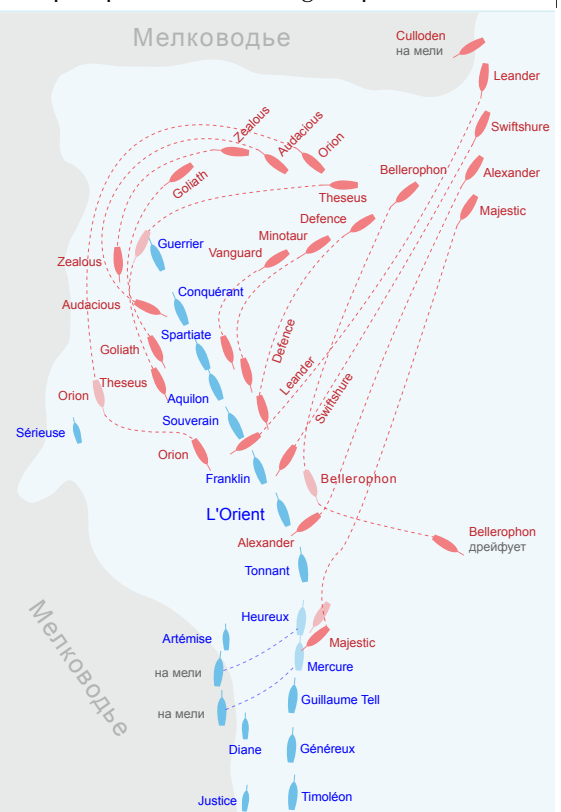
Captain John Wills, RN (Retd) sent us this extract, '**Thomas Foley and the Battle of the Nile - 1798**', from the 1902 edition of **Nelson and his Captains**, by W A Fitchett BA LLD, that he has in his possession, which seems a fitting way to remember the Battle of the Nile 225 years later.

Round Foley's name clusters the one great dispute of Nelson's whole professional career.

Foley, in the **Goliath**, led the British attack in that fierce and hawk-like swoop on Bruy's line with which the fight at the Nile opened. And nothing recorded in naval warfare is more masterful and audacious than the fashion in which Foley took his ship through the narrow ribbon of water between the island of Aboukir, with its batteries, and the head of the French line, smashing the **Guerrier** with a raking broadside as he passed its bows and then swung round on the inner and unprepared sides of the enemy ships. The **Zealous**, the **Orion** and the **Theseus** followed the lead of the **Goliath**. The **Audacious** broke through the French line at the stern of the **Guerrier**; the other British ships as they came up took their places on the outer side of the French van lay under a crossfire from two British ships, and the head of Bruy's line was in this manner destroyed, while his rear ships - since the line lay head to wind - could only look on in agitated helplessness. The Battle of the Nile, it may be said, was won by a stroke of brilliant tactics almost before a shot was fired.

But is that master-stroke of tactics to be credited to Foley, or to Nelson? It is possible to quote much evidence, and many authoritative opinions on both sides of the question. The fashion, indeed, in which the witnesses contradict each other, on the plainest matter of fact in the story, is an amusing proof of the shortness of the human memory, and the unreliable quality of men's very senses. How far distant, for

"Battle of the Nile, August 1st 1798 at 10 PM"
Painted in 1830 by Thomas Luny.
<https://www.napoleon-empire.net/en/battles/nile.php>
Below: Battle of the Nile battleplan
<https://upload.wikimedia.org/wikipedia/commons>



Top: **The Battle of the Nile, 1 August 1798: Beginning of the Action**

Thomas Whitcombe (c.1752–1824)
National Maritime Museum

Upper centre: **The Battle of the Nile, 1 August 1798**
Also Thomas Whitcombe
<https://www.rmg.co.uk/collections>

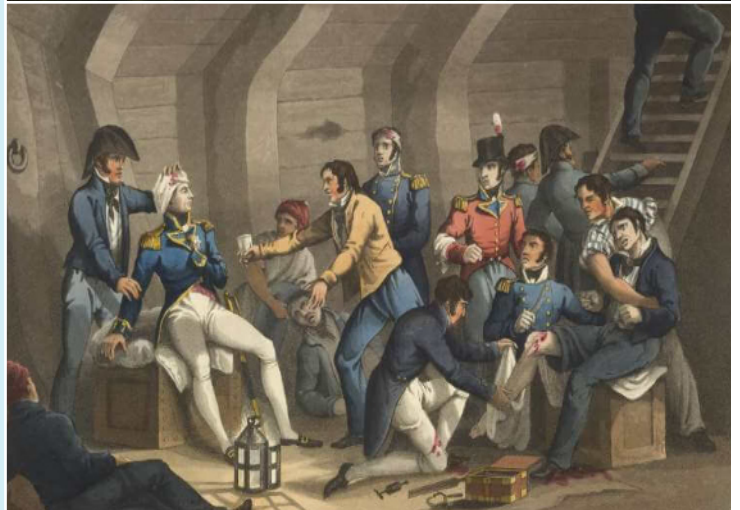
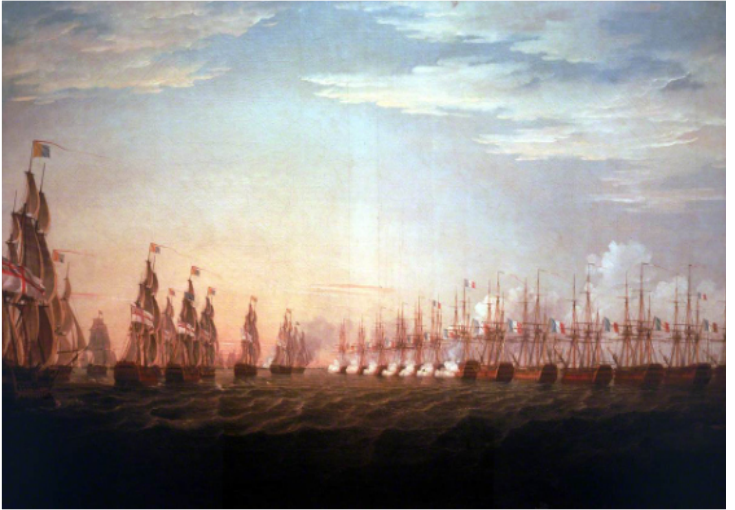
example, was Nelson in the *Vanguard*, when Foley led past the bows of the *Guerrier*? Elliot - afterwards Sir George Elliot - who was the *Goliath*'s signal midshipman, declares " there was a gap between the *Goliath* and the *Zealous* and the rest of the fleet of about seven miles, and the battle began by only two ships against the whole of the enemy's van." Yet the logs of the various ships prove that the Vanguard dropped anchor beside her particular antagonist within twenty-five minutes after the first French gun was fired. Hood, in the *Zealous*, who followed close on the stern of the *Goliath*, says, "We had not increased our distance much from the other ships coming up from the rear."

It is admitted that Nelson gave to his leading ships no order by signal to round the head of the French line; but it is contended that this particular plan had been discussed between Nelson and his captains, and Foley was the only one carrying out what he knew was Nelson's plan when he lead so boldly across the bows of the *Guerrier*. Berry says expressly, and even with a touch of indignation in his voice, that "Nelson's projected mode of attack was minutely and precisely his in the action." It is certain that Nelson was familiar with great historic precedents in favour of exactly Foley's manoeuvre. At Palermo in 1676 Tourville destroyed the combined Dutch and Spanish fleet by exactly that method of attack. The Battle of Sluys, three hundred years earlier, was won by Edward III in precisely the same fashion. It cannot be doubted that Nelson had discussed with his captains this particular method of attack if the French ships were found lying at anchor.

There is one bit of direct evidence on the subject which should be final - if it were not contradicted. Williams, who was present as chaplain on board one of the British ships, says that, as the fleet was forming in line ahead the *Zealous* moved past the flagship, and "Nelson hailed Hood and asked him if he thought there was sufficient depth of water for our ships between the enemy and the shore?"

"I don't know, sir", replied Hood, "but with your permission, I will stand in and try."

Williams, however, was chaplain of the *Swiftsure*; and that ship was some seven miles off in the offing, when the conversation took place. He could only have a second-hand knowledge of it. And his version of the story is contradicted by Hood himself. "Sir Horatio asked," says Hood, "if I thought we were far enough to the eastward to bear up round the shoal ? I told him I was in eleven fathoms, but I had no chart of the place.



Lower centre: **The Cockpit, Battle of the Nile. Depicting Nelson and others, wounded, being attended.**

Artist unknown

<https://www.historic-uk.com>

Bottom: **THE BATTLE OF THE NILE 1899**

W. L. Wyllie 1899

<https://www.tate.org.uk/artworks>

But if he would allow me, I would bear up and try with the lead, and lead him as close as I could with safety." According to Hood himself, that is, Nelson asked not "if there was depth of water sufficient for our ships between the enemy and the shore, but whether there was depth of water enough for the British ships to clear the shoal.

The most expressive bit of evidence is given, all unconsciously, by Hood a little later. He was following the lead of the **Goliath** straight towards the **Guerrier**, the ship at the head of the French line. "That ship", he says, "being in five fathoms of water, I expected the **Goliath** and the **Zealous** to stick on the shoal every moment and did not imagine we should attempt to pass within her!" That sentence proves that if Nelson had discussed with his captains the plan of surrounding the head of the enemy's line, the circumstance had made no impression on Hood's imagination or memory. It was the last thing he expected to see done! Had he lead, the famous manoeuvre would never have taken place. Foley, whose ship it must be remembered, was the lightest 74 in the fleet - she was a ship of only 1604 tons - had more of Nelson's own insight and daring than Hood, and so did just what Nelson himself would have done, had the **Vanguard**, instead of the **Goliath**, lead the British fleet into the fight.

Another bit of direct, and what ought to be authoritative, evidence is supplied by Admiral Browne, who for some time served with Foley as first lieutenant of **Elephant**. Browne says that he was in the constant habit of conversing with Foley about the great fight, and adds, "I can speak positively to the fact of his having stated that he led the British fleet inside without any previous order or arrangement." Nelson's General plan for the coming battle was clear. He would attack the French fleet at sight, and wherever he found it. But Browne wrote this in 1845; and the recollection of a conversation which took place at a distance of nearly half a century can hardly be regarded as decisive.

Nelson's General plan for the coming battle was clear. He would attack the French fleet at sight, and wherever he found it. If he found the Frenchmen lying at anchor, he would throw the whole of his strength on a part of Bruey's' line and so crush one half it before the other half could come to the help of the ships attacked. Which half must be first attacked would depend on questions of wind and position, which could not be known until the enemy's fleet was in sight. And exactly on this general plan the battle was actually fought. "By tackling the enemy's van and centre, the wind blowing right along their line, I was enabled to throw whatever force I pleased on the French ships." this is Nelson's own statement of the plan of

the battle written afterwards for Lord Howe.

But, there were two possible ways of carrying out this plan. One British ship might be anchored on the bow, and another on the quarter of each French ship in turn; or British ships could be placed on both sides of each French ship. Foley's daring lead round the head of the enemy's line decided in favour of the latter plan; but it seems highly probable that Nelson himself was in favour of the first plan; and that might well have proved even more effective than the tactics Foley actually adopted. If a British ship had been anchored on the bow and quarter of each French ship the latter could have opposed only one broadside or two. With an enemy lying on both sides of her she was able to fight both broadsides at once. The British ships, moreover, firing across so narrow an interval, inflicted much injury on each other. Foley's plan, however, had an advantage which could hardly have been foreseen, and which, in a sense, was a pure accident. The French, with great slovenliness, had not cleared their port batteries - the guns that is, on the inner side of their line. They were choked with lumber and obstructions of every kind. A comparison of the losses onboard the British ships shows that the French guns in the port batteries had less than half the effectiveness of their starboard guns, or those on the outer side of the line.

A study of all the evidence available proves, in brief, that Foley's fine and daring lead was exactly in the line of Nelson's predetermined tactics; it only settled the question of the particular way in which these tactics should be carried out. If any proof, indeed, is wanted of Nelson's great qualities as a leader, it is found in the very feature of the great fight at the Nile out of which this debate has arisen. He had discussed beforehand with his captains how to meet every possible contingency in the approaching fight; he had stamped his ideas indelibly upon them. And when the enemy's fleet was sighted there was no need to waste time in signalling. He could trust his captains to lead into the fight without a moment's pause, and in exactly the fashion which would make his plans most effective.

That was leadership!



The Battle of The Nile

George Cruikshank

<https://pixels.com/featured/the-battle-of-the-nile-george-cruikshank.html>

EVENTS DIARY

The Events Committee are discussing additions to this calendar on a monthly basis.

Event Date	Event Title	Event Description	Club Lead
5 Aug 23	Battle of the Nile Luncheon	Luncheon to Commemorate the Battle of the Nile at Hummingbird Restaurant, Hotel Indigo, Alexandria VA USA	Pete Stark John Rodgaard
21&22 Sept 23	McMullen Naval Symposium	Naval Symposium at which The 1805 Club is sponsoring two panels	Pete Stark John Rodgaard
21 Oct 23	Trafalgar Wreath Laying	St Paul's Cathedral	(Volunteer needed)
21 Oct 23	Trafalgar Night Dinner	Club Trafalgar Night Dinner at HMS <i>Nelson</i> Wardroom, Portsmouth	Stephen Howarth
10 Nov 23	Pickle Night Dinner	New York Yacht Club, New York City	John Rodgaard
10 Feb 24	Battle of Cape St Vincent Luncheon	Alexandria, VA	Pete Stark
24 Feb 24	Midshipman Dale Commemoration Ceremony	St. Peters, Bermuda	John Rodgaard
25 May 24	Club AGM and Members Day	AGM and Members Day at the Army and Navy Club (the RAG) London	Stephen Howarth
1 Jun 24	Battle of the Glorious First of June	Celebration of the 230th Anniversary of the Battle at Langar, Nottinghamshire	Stephen Howarth
2024	Return of St. John's Figtree Parish Register, Nevis	Ceremony jointly held by The 1805 Club and The Nevis Historical and Conservation Society	Richard Lupanacci Stephen Howarth John Rodgaard Pete Stark
2024	Presentation of Nelson's captains uniform	Ceremony jointly held by The 1805 Club and The Nevis Historical and Conservation Society	Benedict Ryan John Rodgaard Pete Stark

The Newsletter for Anyone Interested in The 1805 Club

PURPOSE. The purpose of this newsletter is to support and advance the Club's objectives. The newsletter provides anyone who is interested with brief items of news about the club and its activities, in the hope that it can help the club attract wider interest in naval history and new members. Much of the content will be a précis of articles that will appear in *The Kedge Anchor*, the six-monthly club magazine.

EDITORIAL POLICY.

The Editor has full editorial responsibility for the newsletter. Views expressed in the newsletter are those of individual authors, unless claimed by the Editor. Articles which appear do not express the official position of The 1805 Club on any subject unless specifically noted as such. Content of contributions to the newsletter may be edited for grammar, space allocation, or to better serve the purpose of the newsletter. Contributors wishing to be alerted to editorial decisions should notify the Editor at the time that their contribution is submitted. Otherwise the submission will be published within the scope of the editorial policy.

ISSUE AND COPY DATES

The proposed issue dates for *The 1805 Dispatches* are: February, April, June, August, October and December.

Anyone wishing to contribute an article or news item to the Editor for inclusion in the newsletter should do so by the middle of the month preceding the issue in which it is to be inserted. Any articles that are not time-specific can be submitted at any time, with a note advising the Editor of that fact.

All copy is welcome,
but not all copy may be used!

THE 1805 CLUB

Founded in 1990, the Club:

- Promotes research into and education about the Royal Navy, merchant maritime service and other state navies of the same era; and
- Promotes and engages in the preservation of monuments and memorials relating to the Royal Navy and seafaring people of the later sailing-navy era; and
- Organises relevant cultural, historical and social events.

The Club is charity No. 1201272, registered in England and Wales.

Individuals desiring further information may contact:

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