

- adverse wind prevents a chase, the combined fleets escape. Warren transfers to *Renown* (74) in October 1799.
- II/121 In the 1800 Fleet List, *Temeraire* is shown as part of the Channel fleet flying flag of Rear Admiral J H Whitshed. The captain is E. March.
- III/104 In a Statement of the Efficient Force of the RN on April 15th 1805, *Temeraire* is stationed off Ferrol and Corunna under the command of Captain Kelly.
- III/200 A schedule of the British fleet at Trafalgar shows *Temeraire* in the van squadron under the command of Captain E Harvey.
- III/215 Order of ships in which the British fleet attacked the Combined French and Spanish fleets shows, in the van squadron, 1st *Victory*, 2nd *Temeraire*, 3rd *Neptune* and so on.
- III/220 Collingwood's report on combined fleet's losses at Trafalgar states French ship *Forgeux* (74) wrecked off Cape Trafalgar included all the crew and 30 members of the crew of the *Temeraire* and the French ship *Redoubtable* (74) which sank astern of the *Swiftsure*, included 13 crew of the *Temeraire*.
- III/225 French ship *Forgeux*, after a duel with *Mars*, is taken by *Temeraire*.
- III/230 In a letter written in Mottley's Journal an officer from the *Bellepheron* stated that at 3.06pm his ship being ungovernable and in danger of falling on board *Tonnant* and *Temeraire* and their prizes, made 316 to *Sirius*, out boats and sent these ahead to tow.....
- III/232 In the memoirs of Admiral Lord Northesk the comment is made that his ship, *Britannia*, was the fourth ship in the van division, only the *Victory*, *Temeraire* and *Neptune* proceeding her.
- IV/130 News received that the Rochefort squadron had sailed on 17th January 1808. The frigate *Euridyce* was nearly taken by them but escaped to advise Admiral Duckworth, who sailed after them with the *Royal George*, *Temeraire*, *Neptune*, *Tonnant*, *Dragon* and two frigates.
- IV/192 Gambier sails from Torbay on February 21st 1809 to seek out French fleet which had slipped out of Brest. His fleet included *Temeraire*, Captain Sir C Hamilton.
- IV/337 July/Aug 1810, *Temeraire* (98) Rear Admiral Pickmore, is one of the ships off Cadiz.
- F186 **Battle honours and histories of past Temeraires**

Belleisle 1761, Martinique 1762, Havana 1762, Trafalgar 1805, Alexandria 1882, Jutland 1916.

First - 1759, 3rd rate, captured from the French by Boscowan at Lagos.

Second - 1798, 2nd rate, featured in Turner's famous painting 'The Fighting *Temeraire*' which portrayed her being brought up to Rotherhithe for breaking up.

Third - 1876, ironclad battleship of 8,540 tons built at Chatham. She was later renamed *Indus II* in 1904, later *Akbar* and sold in 1921.

Fourth - 1907 battleship of 18,600 tons built by Devonport DY. She served at Jutland. Sold in 1921 to Stanlee for scrapping.

Fifth - RNSPT - the RN School of Physical Training

G 1.i.273 Biographical Details

Sir Eliab Harvey. Admiral of the Blue, Knight Commander of the most military order of the Bath, and Member of Parliament for the county of Essex.

The officer, descended from an opulent family in the county he now represents, is a son of the late William Harvey of Rolls, Chigwell. MP for the same shire, and educated under the guardianship of his uncle, General Edward Harvey (who was Adjutant-General of the forces and another uncle was a King's counsel). He entered the naval service in 1771 as Midshipman in the *William and Mary* yacht and was thence removed to the *Orpheus* frigate commanded by Captain (later Admiral) Macbride. We next find him serving in the same capacity on board the *Lynx* (10) in the Leeward Islands. Subsequently he was with Lord Howe in the *Eagle* (74) on the coast of North America in 1775, the eventful period at which the American provinces revolted. The whole of Howe's command became a scene of obstinate and sanguinary warfare. Nevertheless, every enterprise in which the British fleet was concerned proved successful. The conquests of New York, Rhode Island, Philadelphia and every settlement within reach of a naval force are irrefutable proofs of that nobleman's abilities and zeal. Whilst on this station he was occasionally lent to the *Mermaid* and *Liverpool* and had the misfortune to be cast away in the later upon Long Island.

Mr Harvey returned to England with Lord Howe on Oct 25th 1778 and was soon promoted to rank of Lieutenant. In 1780, upon the death of Mr Nassau, he was appointed MP for the borough of Malden in Essex. Subsequent to the action between Sir Hyde Parker and Admiral Zoutmann Aug 5th 1781, he joined the *Dolphin* (44) in the North Sea Station from which ship he removed into the *Fury* at Spithead a few days before being made Commander in the *Otter* brig, then recently launched and fitting at Deptford. In this vessel Captain Harvey

was employed in the North Sea until January 1783, on the 20th of that month he was advanced to post rank at the express command of his late Majesty but does not appear to have served again until the Spanish armament, in 1790, when he gained command of the Hussar (20).

At the commencement of the French revolutionary war our officer was appointed to the Santa Margarita, a fine frigate, in which he served at the reduction of Martinique and Guadeloupe by the naval and military forces under the orders of Sir John Jarvis and General Sir Charles Gray.

In the autumn of 1794 Captain Harvey assisted at the destruction of la Felicite, a French frigate and two corvettes near the Penmarks (off Brest). Early in 1796 he was removed into the Valiant (74) and on the 11th August he sailed for the West Indies in company with Sir Hyde Parker and the trade bound for that quarter. After remaining some time at the Leeward Islands our officer proceeded to the Jamiaca station and invalided from St Domingo in 1797.

On the establishment of the Sea Fencibles in the Spring of 1798, Captain Harvey was entrusted with command of the Essex district on which service he remained for 15 or 16 months and then received an appointment to the Triumph (74). He served with Channel fleet the remainder of the war.

At the general election in 1802, Captain Harvey succeeded Mr. Brampton as MP for Essex and continued to represent the county until 1812 when he retired to avoid the expense of a contest. On the renewal of hostilities in 1803 he assumed command of the Temeraire, a second rate, in which he greatly distinguished himself on the ever memorable 21st October 1805. The Temeraire was that day the next vessel astern of the Victory, bearing Lord Nelson's flag, and had no less than 47 men killed and 76 wounded. 43 members of her crew perished in the prizes after the battle.

In his official account of the action Vice Admiral Collingwood reported that the Temeraire had been boarded by a French ship on one side and a Spanish on the other. This was not the case. The error probably arose from the circumstance of one of the Spanish prizes, with her colours over the quarter, bearing up, on the approach of Admiral Dumanoir's division and mixing with the Redoubtable and Fougueux, which ships had lashed to the Temeraire during the conflict. The enemies three ships were all boomed off at the same time. When the despatch alluded to was written, no communication had taken place between the Vice Admiral and Captain Harvey.

A few days after the action the subject of this sketch had the satisfaction of receiving the following handsome communication from Nelson's brave and worthy successor:-

Euryalus Oct 28 1805

"My dear Sir, I congratulate you most sincerely on the victory his Majesty's fleet has obtained over the enemy and the noble and distinguished part the Temeraire took in the battle; nothing could be finer; I have not words in which I can sufficiently express my admiration of it. I hope to hear you are unhurt; and pray send me your report of killed and wounded, with the officers' name of those who fell in the action, and the state of your own ship, whether you can get her in a state to meet Gravina should he again attempt anything.
I am, dear Sir, with great esteem, your faithful humble servant,
Cuthbert Collingwood.

Captain E. Harvey, Temeraire"

At the general promotion that took place on the 9th of the following month, in honour of the above victory, Captain Harvey was advanced to the rank of Rear Admiral; and on the change of administration the following spring he hoisted his flag on board the Tonnant (80) in the channel fleet under the orders of Earl St. Vincent. Previous to his sailing he attended the funeral of his late heroic chief and appears to have been one of the supporters of the pall on that melancholy occasion.

On the retirement of Earl St Vincent from the command of the grand fleet, his Lordship addressed the following letter to the Rear Admiral:

"Mortimer Street April 22nd 1807

Sir - I cannot retire from command of the Channel fleet without expressing the high sense I entertain of the ability, zeal and perseverance displayed by you in command of a detached squadron during an unexampled long cruise off the north coast of Spain; and assuring you of the esteem and regard with which I have the honour to be, Sir,

Your most obedient humble servant,
St Vincent.

Rear Admiral Harvey"

Our officer continued to serve in the channel fleet until the spring of 1809, at which period a serious misunderstanding took place between him and the noble admiral (Gambier)

who at that time held the chief command. The nature of the misunderstanding is so delicate, and the characters of the officers between whom it existed, so unimpeachable, that we purposely draw a veil over circumstances that must with the mutually high opinion entertained by each of the other's respective merits, have been exceedingly painful to both parties.

The subject of this sketch was promoted to the rank of Vice Admiral July 31st 1810, nominated a K.C.B. Jan 2nd 1815, made a full admiral Aug 12th 1819, and re-elected Knight of the shire for Essex in 1820.

Sir Eliab Harvey married Lady Louisa, daughter of the late Earl of Nugent, and sister of the late Marchioness of Buckingham. His eldest daughter married October 8th 1804, William Lloyd of Aston in Shropshire, Esq., and another married April 22nd 1816 John Drummond Esq., son of the London banker of that name.

Country seat - Rolls Park Chigwell Essex

Town residence - 6 Clifford Street, Bond Street.

H 356/9 Cochrane's Version of the Gambier/Harvey Incident

The ill humour of the fleet found an exponent in the person of Admiral Harvey, a brave Trafalgar officer, whose abuse of Lord Gambier to his face was such as I had never before witnessed from a subordinate. I should even now hesitate to record it as incredible, were it not known by the minutes of the court martial in which it sometime afterwards resulted.

On ascertaining the nature of my mission, and that the conduct of the attack (*on the French fleet in the Basque Roads*) had been committed to me by the Board of Admiralty, Admiral Harvey came on board the flagship with a list of officers and men who volunteered, under his direction, to perform the service which had been thrust upon me. On Lord Gambier informing him that the Board had fixed upon me for the purpose, he said "he did not care; if he were passed by, and Lord Cochrane or any other junior officer was appointed in preference, he would immediately strike his flag and resign his commission!"

Lord Gambier said he "should be sorry to see him resort to such an extremity, but that the Lords of the Admiralty having fixed on Lord Cochrane to conduct the service, he could not deviate from their Lordships' orders".

On this explanation being good naturedly made by Lord Gambier, Admiral Harvey broke out into invectives of a most extraordinary kind, openly avowing that "he never saw a man so unfit for the command of the fleet as Lord Gambier, who, instead of sending the boats to sound the channels, which he (Admiral Harvey) considered the best preparations for an attack on the enemy, he had been employing, or rather amusing himself with mustering the ships' companies, and had not even taken pains to ascertain whether the enemy had placed any mortars in front of their lines; concluding by saying, that had Lord Nelson been there, he would not have anchored in Basque Roads at all, but would have dashed at the enemy at once".

Admiral Harvey then came into Sir Harry Neale's cabin and shook hands with me assuring me "he should have been very happy to see me on any other occasion than the present. He begged me to consider nothing personal to myself was intended, for he had a high opinion of me; but that my having been ordered to execute such service, could only be regarded as an insult to the fleet, and that on this account he would strike his flag as soon as the service was executed". Admiral Harvey further assured me, that "he had volunteered his services which had been refused".

To these remarks I replied "Admiral Harvey, the service on which the Admiralty has sent me was none of my seeking. I went to Whitehall in obedience to a summons from Lord Mulgrave and at his Lordship's request gave the Board a plan of attack, the execution of which has been thrust upon me, contrary to my inclination as well knowing the invidious position in which I am placed.

"Well" said Admiral Harvey, "this is not the first time I have been lightly treated and that my services have not been attended to in the way they deserve; because I am no canting methodist, no hypocrite, no psalm singer, and do not cheat old women out of their estates by hypocrisy and canting! I have volunteered this service you came on and should be happy to see you on any another occasion, but am very sorry to have a junior officer placed over my head".

"You must not blame me for that" replied I; "but permit me to remark that you are using very strong expressions relative to the Commander in Chief".

"I can assure you, Lord Cochrane", replied Admiral Harvey, "that I have spoken to Lord Gambier with the same degree of prudence, as I have now done to you in the presence of Captain Sir H. Neale".

"Well Admiral", replied I, "considering that I have been an unwilling listener to what you really did say to his lordship, I can only remark that you have a strange notion of prudence".

We then went onto the quarterdeck where Admiral Harvey again commenced a running commentary on Lord Gambier's conduct, in a loud tone as to attract the attention of every officer within hearing, his observations being to the effect that "Lord Gambier had received him coldly after the battle of Trafalgar, that he had used him ill; and that his having forwarded the master of the *Tonnant's* letter for a court martial on him, was proof of his methodistical, jesuitical conduct and of his vindictive disposition; that Lord Gambier's conduct, since he took command of the fleet, was deserving of

reprobation; and that his employing officers in mustering ships' companies instead of gaining information about the soundings showed himself to be unequal to the command of the fleet". Then, turning to Captain Bedford he said "You know you are of the same opinion".

Admiral Harvey then left the ship, first asking Captain Bedford "whether he had made his offer of service on any duty to the Commander in Chief?" To which Captain Bedford replied in the affirmative.

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Mutiny on the Temeraire

In a letter to Sir Edward Blackett (*uncle of his wife*) dated January 1st 1801 from the Barfleur in Spithead, Collingwood wrote: "We are rather under disagreeable circumstances at present. When it was known that the French were about to send a great armament to the West Indies, four of our ships, Temeraire, Formidable, Vengeance, and Majestic were fitted for foreign service, and ordered to sail - to open their further orders at a certain latitude. It was pretty well understood among the sailors that they were to go to the West Indies, and having peremptorily refused to weigh anchor except to England. Having, in this instance, thrown off their obedience to the officers (as is ever the case) they proceeded to other irregularities, in which they were opposed by the officers in the Temeraire, and several of the most active taken into custody. As there was a strong suspicion, and in some ships evident proof, that the determination not to go abroad was too general, the whole squadron was ordered into port, and the men in confinement are to be tried very soon. Except in the Temeraire, the general deportment of the men has been very orderly, but I doubt whether it would have been so in any vessel had it been ordered to sail. It is a melancholy consideration that under whatever circumstances the country may be, there should be a doubt whether its active force can be applied in the prompt manner that may be necessary".

CAPTAIN SIR ELIAB HARVEY RN

HMS TEMERAIRE

Source Guide

A	DNB	Entry in Directory
B	NRS	Commissioned Sea Officers of the RN
C	Colledge J.J.	Ships of the Royal Navy
D	1805 Club	Kedge Anchor Notes, No 7, July 2003
E	Tracy N. (Ed)	Naval Chronicle 1999 Edition
F	Thomas D.A.	Companion to the Royal Navy
G	Marshall J.	Royal Navy Biography
H	Cochrane T.	Autobiography of a Seaman, 1860
I	Clark Russell W.	Life of Admiral Collingwood 3 rd Ed

A Entry in Directory of National Biography

Sir Eliab Harvey (1758-1830)

Admiral, second son of William Harvey of Rolls Park, near Chigwell in Essex, for many years MP for the county (died 1763) was born 5th December 1758. He was great-grandson of Sir Eliab Harvey, the brother of the great William Harvey (1569-1657). In 1771 he was nominally entered on board the William and Mary yacht. He afterwards served in the Orpheus frigate with Captain Macbride, and in the Lynx in the West Indies. In 1776 he was sent out to North America in the Mermaid, from which he was transferred to the Eagle, then carrying Lord Howe's flag. He returned to England in October 1778, and on 26th February 1779 was promoted to lieutenant of the Resolution, which he did not join. In May 1780 Harvey was returned to parliament as member for Malden, Essex. His elder brother William, MP for Essex, had died the previous year, and Harvey had succeeded to a very handsome property. He had just come of age, and for some time appears to have won some distinction as a man about town and a reckless plunger. According to Wapole, he lost £100,000 one evening at hazard to a Mr O'Byrne who said "You can never pay me". "I can" answered Harvey "my estate will sell for the debt". "No" said O'Byrne "I will win £10,000. You shall throw for the other £90". They did and Harvey won. In August 1781 Harvey was appointed to the Dolphin; in the following February he was moved to the Fury sloop; and on March 21st he was promoted to the command of the Otter, in which he served in the North Sea till his advancement to post rank on 20th January 1783. Shortly afterwards he married Lady Louisa Nugent, younger daughter of the Earl of Nugent. He commanded the Hussar for a few weeks during the Spanish armament in 1790. On the outbreak of the revolutionary war in 1793, he was appointed to the Santa Margarita frigate, in which he served under Sir John Jervis at the reduction of Guadeloupe and Martinique (March & April 1794). On her return to England in the summer, Santa Margarita was attached to the Channel fleet, and on 23rd August was one of the squadron under Sir John Borlase Warren which drove a French frigate and two corvettes on shore on the coast of Brittany. Early in 1796 Harvey was moved to the Valiant of 74 guns, and in her went to the West Indies with the squadron under Hyde Parker. In 1797 ill health obliged him to return to England, and in the spring of 1798 he was appointed to the command of the sea fencibles in the Essex district. In 1799 he was appointed to the Triumph of 74 guns, and commanded her in the Channel and off Brest till the peace of Amiens. He represented Essex from 1803 to 1812; and in November 1803 he commissioned 'the fighting Temeraire' of 98 guns. After 18 months in the blockade of Brest and in the Bay of Biscay, the Temeraire in the autumn of 1805 formed part of the fleet off Cadiz. In the battle of Trafalgar she was the second ship of the weather line, closely following Victory, and her share in the action was particularly brilliant. "Nothing could be finer" wrote Collinwood, "I have no words in which I can sufficiently express my admiration of it. On November 9th Harvey was included in the general promotion of the new grade of 'admirals of the red' and became rear admiral. In the following spring he hoisted his flag on board the Tonnant, in the Channel fleet under the command of Lord St Vincent, and after St Vincent's retirement, under that of Lord Gambier with whom he was present in Basque Roads in April 1809. He conceived himself aggrieved by the appointment of Lord Cochrane to a special command, and expressed his anger on the quarterdeck of the flagship so publicly and violently that Gambier was obliged to bring him to a court martial held at Portsmouth on 22nd and 23rd May. By this Harvey was dismissed the service; and though the following year, 21st March 1810, he was reinstated in his rank by order in council 'in consideration of his long and meritorious services' he was never employed again. On 31st January 1810 he was advanced to be vice admiral of the blue. In January 1815 he was nominated a K.C.B.; and became an admiral on 12th August 1819. In 1820 and again in 1826 he was re-elected MP for Essex and in February 1825 received the grand cross of the Bath. He died on 20th February 1830 leaving issue six daughters. Of his two sons, the elder, a captain in the army, was killed at the siege of Burgos in 1812; the younger died in 1823.

B 205 Naval Career

Lieutenant	25 Feb 1779
MP (Malden)	1780-81
Commander	21 Mar 1782
Captain	20 Jan 1783
MP (Essex)	1802-12
R.Admiral Blue	9 Nov 1805
R.Admiral Red	28 Apl 1808
Dismissed	23 May 1809
Restored	21 Mar 1810
V.Admiral Blue	31 July 1810
V.Admiral White	12 Aug 1812
V.Admiral Red	4 June 1814
KCB	2 Jan 1815
Admiral Blue	12 Aug 1819
MP (Essex)	1820-30
GCB	17 Jan 1825
Died	20 Feb 1830

C 552 History of Temeraire

2nd Rate 98, 2,121 bm, 185 x 51 fl, Built Chatham DY 11.9.1798, Prison ship 12.1813, receiving ship 6.1820, Sold 16.8.1838 Beatson, Rotherhithe for breaking up.

D Details of his death

Died 20 Feb 1830 at Rolls Park (?) Chigwell. Buried at Hempstead Church, Hempstead, near Saffron Walden, Essex. Monument at St Andrews, Hempstead.

E References to Harvey in the Naval Chronicle

- II/123 Fleet list of 1800 shows Harvey as captain of HMS Triumph (74) in Channel fleet commanded by Adm Earl St Vincent.
- III/200 British fleet at Trafalgar included HMS Temeraire (Captain E. Harvey)
- III/347 Naval members in the House of Commons include Eliab Harvey. Rear Adm of the Red, MP for Essex.
- IV/41 On July 10 1807 Harvey speaks in the Commons in a debate on victualling in the navy in which Cochrane harangues the Admiralty.
- IV/192 Mottley's Telegraph reports on Saturday February 25th 1809 that the French fleet has escaped from Brest the previous Monday pm or Tuesday am. As Gambier was not on station, having left Torbay on Tuesday 21st with a squadron including HMS St George (98) R Adm Harvey (Capt Hillyer).
- IV/203 May 1st 1809 is the date set for the court martial of Harvey on a breach of discipline. Gambier had asked for volunteers to join Cochrane to attack the French fleet in Basque Roads. Harvey volunteered as did most of his crew, but Gambier commented that these were not the kind of volunteers he wanted. Gambier also expressed concern at Cochrane's appointment over others he thought suitable in his fleet. Harvey was so upset that he called Gambier names which led to the court martial.
- IV/232 Harvey's violent reaction to Cochrane's appointment led to his being sent home and court martialled.
- IV/247 At his court martial, Harvey is found guilty and dismissed the service. The trial was a memorable example of the impartial discipline in the RN that no one can transgress the rules with impunity. Harvey was reinstated a year later.
- IV/251 At the court martial of Gambier (caused by Cochrane opposing the vote of thanks to Gambier in the Commons for the action at Basque roads, asserting Gambier had not done enough) Cochrane referred to the court martial of Harvey where the witnesses were allowed to stay in court to hear the reading of the defence. Cochrane was asked to and did leave the court.

E**References to Temeraire in Naval Chronicle**

- I/289 Sir John Borlase Warren, Rear Admiral of the Blue, raises his flag on Temeraire on 27th July 1799 at St Helens sailing to Torbay and on to Brest, where, on 2nd August 1799 he discovers Spanish vessels from Rochefort planning to join the French underway from that port. As an