

TROZE

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**Captain William King  
RN, the Admiralty  
Packet Service and the  
Hydrographic Office,  
1823-1829**

*By Adrian Webb*

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## TROZE

Troze is the journal of the National Maritime Museum Cornwall whose mission is to promote an understanding of small boats and their place in people's lives, and of the maritime history of Cornwall.

'Troze: the sound made by water about the bows of a boat in motion'  
From R. Morton Nance, *A Glossary of Cornish Sea Words*

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### Adrian Webb

Adrian Webb joined the United Kingdom Hydrographic Office in 1988 and spent six years working in its Archives amongst a unique (but now dispersed) collection of charts, surveys, reports, correspondence, books, coastal views, copper plates and the supporting records of 200 years of chart production. He is currently studying for a PhD at Exeter University; his thesis is entitled 'The Expansion of British Hydrographic Administration, 1808-1829'. Adrian has been instrumental in developing and editing the first volume of studies into the maritime history of Somerset. He is a member of the council of the Navy Records Society and is editing a volume on the administration of the Hydrographic Office during the period 1823-1829. He has edited two volumes for the Somerset Record Society, is a trustee of the Somerset Archaeological and Natural History Society and Somerset editor of *Somerset and Dorset Notes and Queries*.

# Captain William King RN, the Admiralty Packet Service and the Hydrographic Office, 1823-1829

*Adrian Webb*

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## Introduction

This paper examines the interaction between Captain William King RN of the Admiralty Packet Service operating out of Falmouth in the 1820s and the Admiralty's Hydrographic Office in London.<sup>1</sup> The Packet Service from Falmouth was established in 1663 with responsibility for the service devolving to the Admiralty in 1823. The Admiralty also controlled the Hydrographic Office which had been established in 1795 and by 1823, under the Hydrographer to the Admiralty, was responsible for supplying all the navigational charts required by naval vessels.<sup>2</sup> This paper investigates several aspects of the relationship between these Admiralty departments and uses as a case study the publication of the first Admiralty chart of Bermuda which was requested by Captain King for use by the Packet Service; William, Duke of Clarence, then Lord High Admiral was instrumental in its publication. This paper also investigates the role Clarence played with regard to both the Hydrographic Office and the Packet Service.

## Captain William King RN

Captain King was appointed to serve as Superintendent of Packets at Falmouth from 1 April 1823; arriving in Falmouth on 29 April he assumed his duties the following day.<sup>3</sup> King had served as a lieutenant for sixteen years until promotion to commander in 1806 and to captain a year later. Whilst many other officers at this time had been put on half pay King could consider himself fortunate to be still serving in the Navy in 1823. In addition to being appointed as Superintendent of Packets King was also appointed commander of HMS *Astrea* which served as the Packet Service Depot ship from his appointment although the ship did not arrive in Falmouth until 2 August 1823; *Astrea* lay between the Green Bank and Flushing quays and left Falmouth in 1851.<sup>4</sup>

King's arrival was occasioned by the transfer of control of foreign Packets to the Admiralty; twenty-eight hired Packets were in commission including five on the service to Lisbon.<sup>5</sup> King had visited Falmouth in late March/early April 1823 with Sir Robert Seppings, Surveyor-General of the Navy, Sir George Clark, an Admiralty Board member, and Sir Byam Martin, Comptroller of the Navy. There must have been some concern over the use of the port and hired vessels for the Packet Service as it was reported in the newspapers how:

The most positive assurances have been given by Ministers that there is no intention of changing the Packet station: these vessels will continue to sail from Falmouth, as heretofore, and the present Packets are to be retained until the termination of their engagements.<sup>6</sup>

Although those assurances were kept, it was with a feeling of inevitability that the commanders of the Packet Service vessels watched the steady decline of the employment of hired Packet vessels.<sup>7</sup> In June 1825 His Highness Bernard, Duke of Saxe-Weimar Eisenach, visited Falmouth and noted how the Packets under Captain King, that 'very entertaining old gentleman', were gradually being replaced by naval corvettes or brigs.<sup>8</sup> At that time fifteen out of thirty-four vessels belonged to the Navy.<sup>9</sup> Three years later the number of hired Packets had dropped to thirteen whilst the number of naval Packets had risen to twenty-one.<sup>10</sup> The days of the hired Packets were numbered.

Soon after his arrival in Falmouth, King supervised a hydrographic survey of the harbour.<sup>11</sup> Making a survey of the hydrography of the area under the command of an Admiralty port official was a common occurrence during the

early nineteenth century.<sup>12</sup> In that survey not only were the usual depths, the names of the numerous quays, dangerous rocks and the topography adjacent to the coastline recorded, but also details of the Packet moorings; this particular information was undoubtedly the most important element of this survey. Details of the draft of vessels able to use each mooring were recorded as were the specifications of each mooring's ground tackle (reproduced as Table 1). Knowledge of the limitations on vessels using a port was essential for those civilian harbour masters and pilots, and naval authorities such as King, and especially so in this instance as King had referred to the Admiralty solicitor the question of rights of individuals to lay down and acquire moorings.<sup>13</sup>

Table 1 Description of the Packet moorings taken from King's survey drawing dated 24 January 1824

Number	Length of SW Arm Fathoms	Weight of SW Anchor Cwt Qr. lbs	Length of NE Arm Fathoms	Weight of NE Anchor Cwt Qr. lbs	Length of Ground Ring Swivel and Pendant Feet	Length of Bridles Fathoms	Remarks
1	18	20 . " . "	18	20 . " . "	3	16 - 16	Morpheus
2	25	16 . 2 . "	25	16 . 2 . "	3	12 ½ - 12 ½	Kings Moorings
3	20	21 . " . "	24 ½	21 . " . "	3	11 - 11 ½	Cotesworths d[itt]o
4	17	20 . " . "	23 ¼	20 . " . "	3	9 - 9	Suttons d[itt]o
5	20	22 . " . "	20	22 . " . "	15	9 ½ - 9 ½	Parks d[itt]o
6	15 ½	20 . " . "	21	20 . " . "	7	9 - 10 ½	Schuylers d[itt]o
7	25	16 . 2 . "	25	16 . 2 . "	3	12 ½ - 12 ½	Kings d[itt]o

A portion of the survey drawing is reproduced at Figure 1 in which the position of the moorings is shown along with an enlargement of an inset on the same showing the moorings at a larger scale.

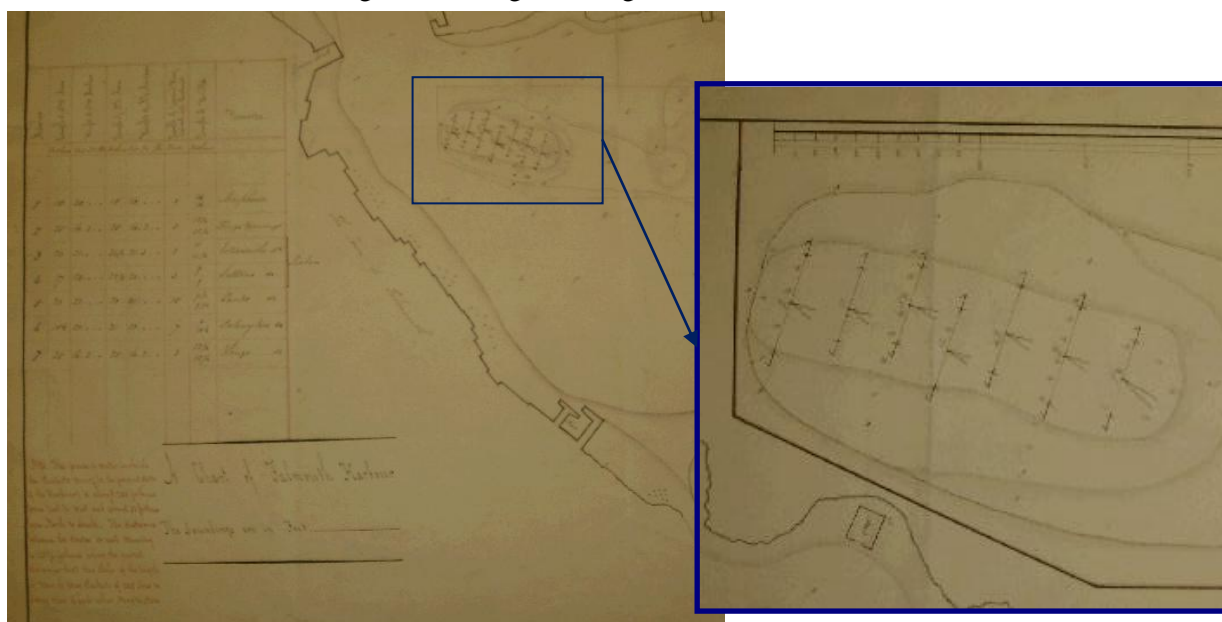


Figure 1: The layout of the Packet moorings as they appear on the survey sent to the Hydrographic Office by Captain King.  
Source: UKHO, B992 shelf Db

King signed the survey, dating it '18<sup>th</sup> January 1824' and sent it to the Hydrographic Office at the Admiralty, where it was received two days later.<sup>14</sup> The survey was drawn at a much smaller scale than the existing Admiralty chart of Falmouth published October 1808.<sup>15</sup> The survey covering the harbour area illustrates King's recognition of the importance of accurate surveying and charting, an awareness that later brought him to request an accurate chart of Bermuda for use by the Packet Service under his command. The main purpose of the survey was not to update the hydrography of the harbour - indeed the new information was not used by the Hydrographic Office to update the published chart - but to depict in detail the Packet moorings in Falmouth harbour.

Accurate charting was, as now, vitally important, and keeping charts corrected had been high on the agenda of the Hydrographic Office since its inception in 1795. Also on the agenda was the enormous task faced by the Hydrographic Office in its early years of converting an ever growing accumulation of manuscript surveys and privately printed charts into Admiralty charts for supply to the Navy. An example of the difficulty in keeping Admiralty charts up to date - relating to Falmouth - occurred in 1816. The second Hydrographer to the Admiralty, Captain Hurd, wrote to Francis Freeling Esquire, Head of the General Post Office at Lombard Street in October concerning 'some dangers in the neighbourhood of the Manacle Rocks off the Port of Falmouth'. Those dangers had been omitted in the Hydrographic Office's published charts, despite being well known 'to the Captains of the Kings Packets'. Therefore, Hurd sent a copy of the chart to Freeling so he might 'send it to the Packet Agent for the purpose of having mark'd thereon, by any competent person, the true position of any such dangers'.<sup>16</sup> Such an example shows the Admiralty's use of local sources to acquire chart correcting information.

Not until 1821 did the Admiralty make charts freely available to users other than the Royal Navy; the Packet Service was an exception. Although not part of the Navy, and at this time hired civil or merchant vessels, the Falmouth Packets were deemed H.M. vessels throughout, and their captains carried Admiralty commissions as 'masters and commanders', as well as Post Office Commissions. As a consequence the Packets were supplied with Admiralty charts.

### First Admiralty Chart of Bermuda

In the 1790s British naval interests expanded in Bermuda, largely due to a hydrographic survey by Lieutenant (and later Captain) Thomas Hurd RN.<sup>17</sup> Hurd's survey had not been published by himself whilst in charge of the Hydrographic Office, or earlier in Parry's term, due to the strategic position of Bermuda and its value to British naval interests. It was believed in 1827 by Parry that '... Captain Hurd objected to publishing this survey, lest it should fall into the hands of the Americans',<sup>18</sup> which may well have been true after 1812, but not articulated in 1808 when Hurd first applied to the Admiralty Board for permission to publish.<sup>19</sup> If it had been published by the private chart trade (as Hurd suggested in 1808) then it would have been available to anyone, American or British. However, if it had been published by the Admiralty in 1808 it would not have been available to the public until 1821 when a large selection of Admiralty charts were first offered for sale to all rather than held exclusively for British naval use. After the loss of America the small British colony of Bermuda became of great strategic importance in the North Atlantic due to its geographical position.

Bermuda subsequently not only provided a base close to the Americas but one from which British naval vessels could protect the important trade to and from the West Indies.<sup>20</sup> Essential to the management of the islands was good communication. Despite Admiral Murray, Commander-in-Chief of the North

American Station,<sup>21</sup> having raised the problem of receiving dispatches at Bermuda in the mid-1790s it was not until 1827 that a direct mail service to Bermuda came into effect. In October that year the mail was being delivered via Halifax (Nova Scotia) as the direct route to Bermuda was unsatisfactory, although both services sailed from Falmouth.<sup>22</sup> It was the war with America in 1812 that highlighted the need for a more regular communication between Bermuda and Halifax which had until then been provided by Packets calling in at Bermuda en route from Falmouth to New York. In 1827 a monthly service was instigated when Bermuda was designated as 'the turn-around point, with calls at Halifax both outbound and inbound', a state of affairs that continued until 1833.<sup>23</sup>

Before 1827 there was no Admiralty chart of Bermuda for the Packets or the Royal Navy to use despite Hurd having finished his survey a quarter of a century earlier. The sudden need for a chart of Bermuda was not due to defence necessity but to improve communication through the improved Packet Service to the island. Subsequently Captain King wrote to the Hydrographic Office on 14 February 1827, requesting 'to be furnished with more charts of Bermuda to be put into the boxes for the Packets'. However, when the letter was read two days later at the Hydrographic Office, the head of the Hydrographic Office, Captain William Edward Parry RN minuted:

There never has been any chart of Bermuda issued from this office, except a small lithographic sketch, of which there are only one or two copies left, and which was never worth issuing.

I would suggest the propriety of reducing a proper one from Captain Hurd's large survey, whenever draftsmen can be spared for that purpose.<sup>24</sup>

It is possible Parry set Mr John Walker senior onto that task of preparing Hurd's survey for publication as a navigational chart but shortly afterwards, with Parry away from the office on another voyage of exploration, the matter was delayed. The delay was revealed in mid-May, when two months after his original request Captain King hastened the request for the charts and John Barrow, Second Secretary to the Admiralty, speedily issued a minute directing that the charts be prepared.<sup>25</sup>

During Parry's absence from the Hydrographic Office in 1827, the very capable Lieutenant A.B. Becher RN was overseeing its operation. On 18 May 1827, Lieutenant Fraser became available to further the Bermuda chart work having just completed charts of the Canadian Lakes. Becher, writing to Barrow, asked if Barrow would lay before William, Duke of Clarence, Lord High Admiral, and effectively head of the Admiralty Board (or Advisory Council as it was temporarily known), the proposal for Fraser to undertake the work. However, Becher was also keen to point out that Fraser's appointment was unnecessary, as the work could have been undertaken by a civilian draughtsman.<sup>26</sup> This appears an unusual act to propose employment on the one hand and then suggest withholding that employment on the other as the work could have been done by someone else. The reason for this was due to the cost of employing naval officers against the cost of using cheaper civilian labour. Many naval officers came to the Hydrographic Office to work for short periods of time to draw up their own surveys as Hurd had done almost three decades earlier.

On the following day Becher wrote to First Secretary of the Admiralty, J.W. Croker, suggesting the propriety of directing Mr John Walker senior, who had long been employed at the Hydrographic Office, to prepare Hurd's survey of Bermuda.<sup>27</sup> Barrow issued a minute ordering the work to be undertaken by John Walker 'when not otherwise employed'.<sup>28</sup> However, it became known that Mr

Walker had ‘employed himself about a duplicate Plan of Norfolk Island’, which it transpired was, in Becher’s opinion ‘comparatively a work of no importance to the service to that in question and without consulting me on the subject’. Why Walker had undertaken that instead of his Bermuda work is not clear, but Becher appeared less than happy that his chief draughtsman had spent time on a task which he had not been instructed to undertake. After Becher had conveyed those facts to the Board he immediately received a reply from Croker asking him to provide details on how long it would take to reduce one copy of the survey to the chart scale. To which Becher replied

It will depend on the detail to be given, Sir, but in my judgement a reduction might be completed for engraving or lithographing on a sheet of double elephant paper with sufficient detail for the service in the space of a week or eight days.<sup>29</sup>

This was enough information for Croker to sign a minute for the work to be undertaken ‘forthwith’. Subsequently John Walker reduced Hurd’s massive survey sheet of Bermuda,<sup>30</sup> measuring 17 feet by 8 feet in total (in two halves), which just to record the basic outline of the coast, rocks and edges of the reefs, took an estimated week or eight days. Walker drew grids of squares on the original and then selected the most important features for copying onto a similarly gridded single sheet of paper measuring 40 x 27 inches. Although it was actually reduced to a smaller size than that specified by Becher, it was still a lengthy and intricate task.<sup>31</sup>

On 16 October Becher sent sixteen copies of the finished chart (Figure 2) to Captain King for the use of the Packet Service. The original survey, conducted thirty years before, was made available for use some eight months after King's original request for the chart. The first edition of Hurd’s printed chart, drawn in less than two weeks, contained surprisingly little detail: it was nevertheless the most detailed and accurate chart available to mariners.<sup>32</sup>

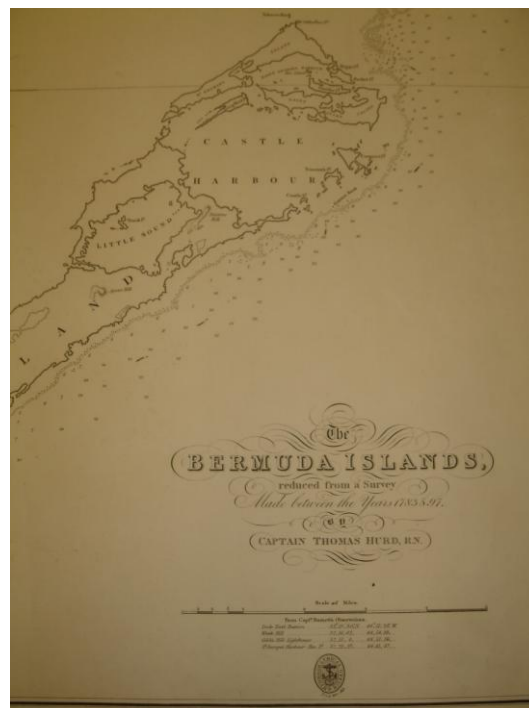


Figure 2: A portion of the first published chart of Bermuda  
Source: UKHO, OCB360 A1



## Admiralty Chart Supply via Falmouth

After the Hydrographic Office started producing its own charts in 1800 the Port Commissioner was involved with the supply of Admiralty charts supplied to Falmouth, not only for the Packet Service but also for forwarding to Royal Navy vessels. Thus in November 1805 Commissioner Bowen received thirty-five copies of the newly produced chart of Falmouth based on surveys by Captain Thomas Hurd RN undertaken in 1804. However, Bowen was not content with the scale of the chart, an error in the depiction of one of the buoys, and the wording of the sailing directions and pointed these facts out to William Marsden, Secretary to the Admiralty. Bowen took the initiative and hand corrected the error concerning the buoy on twenty-five of the copies, which he then forwarded to Admiral Cornwallis for use by the latter's squadron, keeping the remaining ten copies for local use.<sup>33</sup>

During King's appointment to the Packet Service the actual logistics of supplying charts to Falmouth were dealt with in the Hydrographic Office by Becher, who also undertook the role of the office's record keeper. Parry only became involved with matters of a contentious nature and it was Becher's individual responsibility to ensure the smooth running of the supply process. By 1823 King, in charge of the Packet Service, found himself having to deal with the correspondence concerning the supply of Admiralty charts to the stations served by the Packets rather than the Commissioner. Subsequently a box of charts from the Hydrographic Office for Commander P.P. King of HMS *Adventure* in South America was sent to Falmouth by coach on 2 April 1828, which was then 'put in charge of the commander of the South American Packet now about to sail from the port of Falmouth'.<sup>34</sup> More boxes of charts were received at Falmouth by King, usually by water to save on cost, but in June 1828 a box was sent by post costing £1 9s 2d.<sup>35</sup> Forwarding this package caused some concern in the Hydrographic Office as a letter was written to King on 29 October 1828 indicates:

I request you will do me the favor to inform me by what vessel and at what time you forwarded a box containing charts etc addressed to Vice Admiral The Hon C E Fleeming, and to your care, which left the Hydrographical Office on the 3 of June last, and was sent per coach to Falmouth.

PS I request you will enclose your answer under cover to Mr Barrow.<sup>36</sup>

To which King replied two days later from Falmouth:

... I forwarded a box containing charts addressed to Vice Admiral the Hon. C.E. Fleeming, ... which left the Hydrographical Office on the 3<sup>rd</sup> of June last, and was sent pro coach to Falmouth.

I beg to acquaint you, that a box of charts addressed as above arrived here by coach on the 7<sup>th</sup> June last, and was immediately put on board His Majesty's Packet *Frolic* who sailed for Jamaica on that day, and I reported it in my letter to the Right Hon. J.W. Croker no.353 of that date.<sup>37</sup>

However, questions regarding problems with Hydrographic Office processes were seldom left unanswered and almost four months later Parry wrote to King once more on the subject, requesting him to 'enquire of the commander of H.M. Packet *Frolic* when, where and to whom he delivered the box of charts alluded to in your letter, and which you state to be put on board the *Frolic* on the 7 of June'.<sup>38</sup> King promised to 'ascertain the particulars ... respecting the box of charts' when the said vessel returned to Falmouth and inform the Hydrographer.<sup>39</sup> The outcome of this exchange is unknown. If there was a problem with supplying charts through Falmouth at that time then this appears to have been the only such instance.

Most chart boxes at that time were supplied directly through the naval home



dockyards so Falmouth was relatively little used as it was not for over a year, in September 1829, that King received any more boxes via the Commissioners of the Navy.<sup>40</sup> King continued to handle the supply of chart boxes, at the rate of approximately one consignment every two months - such as a delivery of charts for Bermuda in January 1829<sup>41</sup> that only had to wait two days at Falmouth before being despatched on His Majesty's Packet Brig *Myrtle*.<sup>42</sup> During Parry's final few months as Hydrographer, before resigning to take up a much more lucrative position as a Commissioner of the Australian Agricultural Company, there were several further exchanges of correspondence although nothing as contentious as the *Frolic's* charts or those of the River Plate described later. Correspondence concerned the routine business of chart supply, such as a box being shipped to Vice Admiral Sir Pulteney Malcolm KCB at Malta in February 1829, for which Parry asked King to 'acknowledge the receipt of the same and cause them to be forwarded with as little delay as possible':<sup>43</sup> the Malta consignment was subsequently forwarded onboard HM Packet Brig *Syrian* which sailed on 6 March.<sup>44</sup> Two more consignments, one for Vice Admiral Hon. C.E. Fleeming<sup>45</sup> and the other (containing eight copies of the Harbour and Basin of Quebec) for Rear Admiral Sir Charles Ogle Bart at Halifax were sent in March, both by coach to Falmouth.<sup>46</sup> Fleeming's charts (published the previous month)<sup>47</sup> were fortunate in being despatched on the day of their arrival at Falmouth onboard HM Packet Brig *Sheldrake*, which sailed for Jamaica,<sup>48</sup> with Ogle's being sent onboard HM Packet Brig *Rinaldo* on the 11 March.<sup>49</sup> Whilst it must be understood that the supply of boxes of charts sent through Falmouth was exceptionally small, less than one per month on average, compared to Portsmouth where 312 boxes were processed and held in store, Falmouth was one of a chain of home ports that together played an important role in the speedy and cost effective supply of navigational information to the fleet.

The flow of information was not only from the Hydrographic Office to the Packet Service. Officers of the Packet Service, observing dangers to navigation or foreign charts useful in updating or supplementing current Admiralty charts, forwarded this information through King to the Hydrographic Office. On 13 May 1828 King forwarded to the Hydrographic Office information on a shoal that was reported to him by the commander of the hired Packet *Princess Elizabeth* on 24 April. Two days later the letter was dealt with in the Hydrographic Office when Parry suggested to Admiralty Board member Sir Edward Owen the possibility of lithographing a public notice to mariners concerning the danger for 'general circulation'. Parry's suggestion was not taken up as Owen informed him that a vessel was going to be sent to search for the shoal, thereby establishing whether the *Princess Elizabeth's* commander's observation was correct or not before making it more widely known.<sup>50</sup>

Information sent by King to Parry included two charts of the River Plate, one of which (of Spanish origin) was found by Parry to have been '... incorrect in almost every essential point, and therefore only calculated to lead ships into danger'. Parry was keen to point this out to King so that 'His Majesty's Packets may not be misled by it' and subsequently returned the two charts to Falmouth.<sup>51</sup> It is not known what chart or survey Parry made the comparison with, but on receiving them back in Falmouth King did not let the matter rest. He immediately wrote to Parry pointing out how:

... Lieutenant Thomas Baldock commanding His Majesty's P Brig *Swallow* stated that he found it most correct, which induced me to forward it for your examination.

Until I hear from you, no steps would be taken that could mislead the

commanders of Packets, as I am particularly careful on that head.<sup>52</sup>

If Parry replied the letter was not entered in the Hydrographic Office Letter or Minute Books.

## Lord High Admiral

Key to the administration of the Navy and the Hydrographic Office during the latter period of this paper was the appointment in 1827 of the Duke of Clarence as Lord High Admiral. Clarence had entered the Navy when only thirteen years old and became a competent officer who by 1827 had a considerable knowledge of governance and naval affairs. He established an advisory council to replace the traditionally named 'Admiralty Board' as part of an administrative change although both were 'boards' in the naval sense consisting of men of experience in naval matters. The council's agenda was one of revision and improvement from which the Hydrographic Office and subsequently users of Admiralty charts benefited significantly. Although generally it is now thought that he introduced some excellent schemes, there were others that were questionable.<sup>53</sup> His visits to the naval bases throughout the country were of great value. Not only did those visits give opportunities for men to bring issues directly before the Lord High Admiral but were significant public relations exercises. One such example occurred at Falmouth on Saturday 20 July 1827, where Captain King played a key role in the visit preparations.

King arranged for all the Packets to be sent to Carrick Roads for the arrival of the royal yacht with a lookout set up at St Anthony Point to report the Royal yacht's appearance off Falmouth. The signal was made at 3.30 in the afternoon when the *Royal Sovereign*, yacht, was spotted being towed by a steamer and at 5.30 as the yacht passed between Pendennis and St Mawes Castles King ordered the royal salute. *Astrea* commenced the 19 gun salute followed by the guns of the Packets *Frolic*, *Zephyr*, *Emulous*, *Eclipse* and *Magnet*, when all the yard arms were filled with men from the ships. According to one newspaper account:

the effect was most delightful – the light breeze that was up left the volumes of smoke moving in a body by the different ships, which were at times completely hidden, and gave a grandeur to the scene, which no eye could behold without its calling to mind a sea fight.<sup>54</sup>

*Royal Sovereign* sailed alongside *Astrea* after which King was granted an audience with Clarence who was accompanied by John Barrow, Second Secretary of the Admiralty. Clarence then proceeded to visit the Packets where the men were mustered and the future king 'expressed himself highly pleased with the discipline and good order that appeared to exist on board'. Captain King was later invited to dinner onboard the *Royal Sovereign*. Clarence's visit proved popular with the military and civilian population of Falmouth alike.<sup>55</sup>

On the following day, King, the Packet lieutenants and several officers on half pay paid their respects to the Lord High Admiral onboard *Royal Sovereign*. King remained on the yacht for two hours during which time he would have had ample opportunity to discuss naval matters, including perhaps the improvement of surveys, the better supplying of charts and for efficiencies within the Packet Service. One matter of particular significance at that time would have been the new chart of Bermuda. Clarence's visit to Falmouth at the crucial time when Parry was absent from the Hydrographic Office and deliberations were being made over the means of its production, would have been an ideal opportunity for King to raise his own concerns over the matter. When faced with the choice of producing a chart of Bermuda or not, thus potentially depriving both the Packet Service and the Royal Navy of a vital chart, the decision to publish would have been clear to a man like Clarence who not only had a longstanding interest in charting but knew the value of the information.

At ten o'clock the same morning the mayor and corporation were permitted to make an address to His Royal Highness, which included congratulations on his new appointment as the Lord High Admiral. The address included a statement that the mayor and corporation were looking forward 'with confidence, to every improvement in the naval service of which it may be susceptible, and which your Royal Highness' professional knowledge and talents enable you so properly to direct'. To which His Highness replied how his 'professional knowledge' would 'be productive of advantage and improvement to the naval service of this country'. On his departure from Falmouth crowds cheered him and it was hoped that his visit would have benefited both the port and the Packet Service. One immediate beneficiary was James Lake, the local bookseller, who was appointed bookseller to the Lord High Admiral and allowed to bear his Royal Arms.<sup>56</sup>

## Conclusion

Captain King's contribution to the world of Admiralty charting was three-fold. Firstly, there was his interest in, and application to, the improvement of navigational charts. King recognised the value of modern surveys by supplying a modern survey of Falmouth to the Hydrographic Office such that the latest information was made available to update the chart of this important harbour. Notification to the Hydrographic Office of dangers found by Packet vessel commanders and forwarding foreign charts to the Hydrographic Office for the betterment of Admiralty charts further demonstrates this awareness. Secondly, his request for a chart of Bermuda for use by the Packet Service triggered the publication of a survey that had remained unpublished for a quarter of a century. The publication of that survey in turn provided benefits for the naval vessels using Bermuda. Thirdly, his efforts to provide an efficient link in the supply chain for navigational products between the Hydrographic Office, ships of the fleet and the Packet Service. All three contributions can be viewed as measures which sat well with the new reformist Lord High Admiral.

## Notes

<sup>1</sup> Although known by various names in this paper the generic term 'Packet Service' is used throughout.

<sup>2</sup> J. Beck, *The Falmouth Post Office Packet Service 1689-1850* (Exeter: South West Maritime History Society, 2009) and *Captain John Bull of the Falmouth Packet Service* (Exeter: South West Maritime History Society, 1995); A. Pawlyn, *The Falmouth Packets, 1689-1851* (Truro: Truran, 2003); A. Day, *The Admiralty Hydrographic Service 1795-1919* (London: Her Majesty's Stationery Office, 1967).

<sup>3</sup> *Trewman's Exeter Flying Post or Plymouth and Cornish Advertiser*, Thursday 3 April 1823. Nineteenth Century British Library Newspapers Online, [<http://0-find.galegroup.com.lib.exeter.ac.uk/bncn/start.do?prodId=BNCN&userGroupName=Exeter>, accessed 10 June 2009]

<sup>4</sup> S.E. Gay, *Old Falmouth. The story of the town from the days of the Killigrews to the earliest part of the 19<sup>th</sup> century* (London: Headley Brothers, 1903) pp.206-7 and p.234; TNA, POST 48/11 p.546 and p.572, I am grateful to Tony Pawlyn for supplying this and other references.

<sup>5</sup> [www.falmouth.Packet.archives.dial.pipex.com/HTMLobj-271/ASTRAEA\\_\\_1810\\_.doc](http://www.falmouth.Packet.archives.dial.pipex.com/HTMLobj-271/ASTRAEA__1810_.doc) accessed 10 June 2009.

<sup>6</sup> *Trewman's Exeter Flying Post or Plymouth and Cornish Advertiser*, Thursday 3 April 1823.

<sup>7</sup> J. Beck, *Captain John Bull of the Falmouth Packet Service* (Exeter: South West Maritime History Society, 1995) p.102.

<sup>8</sup> TNA, ADM1/4036 Packet Service 'out' letters, September 1823 - June 1824.

<sup>9</sup> His Highness Bernard, Duke of Saxe-Weimar Eisenach, *Travels through North America, during the years 1825 and 1826* (Philadelphia: Carey Lea and Carey, 1828), 28-9

<sup>10</sup> [www.falmouth.Packet.archives.dial.pipex.com/HTMLobj-271/ASTRAEA\\_\\_1810\\_.doc](http://www.falmouth.Packet.archives.dial.pipex.com/HTMLobj-271/ASTRAEA__1810_.doc) accessed 10 June 2009.

<sup>11</sup> *Trewman's Exeter Flying Post or Plymouth and Cornish Advertiser*, Thursday, 8 May 1823

- <sup>12</sup> United Kingdom Hydrographic Office (UKHO), Accession Ledger 'Book A' recording Admiralty surveys of ports and harbours returned to the Admiralty prior to 1826.
- <sup>13</sup> TNA, ADM1/4036 Packet Service 'out' letters, September 1823-June 1824
- <sup>14</sup> UKHO, B992 shelf Db. A further copy was sent to the Admiralty in May 1825 (TNA, ADM140/316) but the Packet Service letters do not contain the relevant correspondence for the month the surveys were sent in; TNA ADM1/4036, 4038.
- <sup>15</sup> Admiralty Chart published under the direction of Captain Thomas Hurd RN, Hydrographer to the Admiralty, 1 October 1808; UKHO, OCB B4.
- <sup>16</sup> UKHO, Letter Book 1 f.66, Hurd to Freeling, 14 October 1816
- <sup>17</sup> A.C.F. David, 'Hurd, Thomas Hannaford (*bap.* 1747, *d.* 1823)', *Oxford Dictionary of National Biography*, Oxford University Press, Sept 2004; online edition, Jan 2008 [<http://www.oxforddnb.com/view/article/14250>, accessed 12 June 2009].
- <sup>18</sup> UKHO, MB1 f.100, entry dated 16 February 1827; Laughton, J.K., 'Parry, Sir (William) Edward (1790–1855)', rev. A.K. Parry, *Oxford Dictionary of National Biography*, Oxford University Press, 2004; online edition, Jan 2008 [<http://www.oxforddnb.com/view/article/21443>, accessed 28 July 2008].
- <sup>19</sup> TNA, ADM1/3523, Hurd to Pole, 18 June 1808.
- <sup>20</sup> A.J. Webb, *Thomas Hurd RN (c.1746-1823) and the Hydrographic Survey of Bermuda, 1789-1797* (Bermuda, Forthcoming)
- <sup>21</sup> I. Stranack, *The Andrew and the Onions. The story of the Royal Navy in Bermuda 1795-1975* (Bermuda: Bermuda Maritime Museum Press, 1990) p.148
- <sup>22</sup> J.C. Arnell and Luddington M.H., *The Bermuda Packet mails and the Halifax-Bermuda Mail Service 1806 to 1886* (Beckenham: Postal History Society, 1989) pp. i-ix
- <sup>23</sup> <http://www.bermudamall.com/marmuse/officialguide/commerci.htm> accessed 10 June 2009.
- <sup>24</sup> UKHO, MB1 f.100, entry dated 16 February 1827.
- <sup>25</sup> J.M.R. Cameron, 'Barrow, Sir John, first baronet (1764–1848)', *Oxford Dictionary of National Biography*, Oxford University Press, Sept 2004; online edition, May 2008 [<http://www.oxforddnb.com/view/article/1544>, accessed 12 June 2009].
- <sup>26</sup> UKHO, MB1 fs 106-7 Becher to Barrow, 18 May 1827; M. Brock, 'William IV (1765–1837)', *Oxford Dictionary of National Biography*, Oxford University Press, 2004 [<http://www.oxforddnb.com/view/article/29451>, accessed 13 June 2009]
- <sup>27</sup> W. Thomas, 'Croker, John Wilson (1780–1857)', *Oxford Dictionary of National Biography*, Oxford University Press, 2004 [<http://www.oxforddnb.com/view/article/6738>, accessed 29 July 2008]
- <sup>28</sup> UKHO, OD814 Becher's journal, 1827
- <sup>29</sup> UKHO, OD814 Becher's journal, 1827
- <sup>30</sup> UKHO, A124/1-2, Hurd's survey of Bermuda, 1788-97
- <sup>31</sup> UKHO, MB1 f.106-7, Minutes on the reduction of Hurd's survey of Bermuda, May 1827; for the printed version of the survey see UKHO, OCB 360 A1.
- <sup>32</sup> UKHO, OCB A1, *The Bermuda Islands*, published 4 August 1827.
- <sup>33</sup> TNA, ADM1/535 Bowen to Marsden, 7 and 9 December 1805. I am indebted to Tony Pawlyn for kindly supplying me with this reference.
- <sup>34</sup> UKHO, LB2 f.119 Parry to King, 1 April 1828
- <sup>35</sup> UKHO, LB2 f.142 note by Lieutenant Sheringham, 2 June 1828
- <sup>36</sup> UKHO, LB2 f.205 Hydrographic Office to King, 29 October 1828
- <sup>37</sup> UKHO, LP1857 K74 King to Sheringham, 31 October 1828
- <sup>38</sup> UKHO, LB2 f.262 Parry to King, 21 February 1829
- <sup>39</sup> UKHO, LP1857 K90 King to Parry, 25 February 1829
- <sup>40</sup> UKHO, LB2 f.190 Becher to the Commissioners of the Navy, 24 September 1828
- <sup>41</sup> UKHO, LB2 f.239 Parry to King, 2 January 1829
- <sup>42</sup> UKHO, LP1857 K96 King to Parry, 8 January 1829
- <sup>43</sup> UKHO, LB2 f.262 Parry to King, 21 February 1829
- <sup>44</sup> UKHO, LP1857 K90 King to Parry, 25 February 1829
- <sup>45</sup> UKHO, LB2 f.269 Parry to King, 3 March 1829
- <sup>46</sup> UKHO, LB2 fs 272-3 Parry to King, 6 March 1829
- <sup>47</sup> UKHO, OCB 319 A1
- <sup>48</sup> UKHO, LP1857 K89 King to Parry, 7 March 1829
- <sup>49</sup> UKHO, LP1857 K84 King to Parry, 10 March 1829
- <sup>50</sup> UKHO, MB1 f.189 minutes, 10, 15 and 17 May 1828
- <sup>51</sup> UKHO, LB2 f.251 Parry to King, 23 January 1829

<sup>52</sup> UKHO, LP1857 K91 King to Parry, 27 January 1829

<sup>53</sup> R.A. Morriss, *Cockburn and the British Navy in Transition: Admiral Sir George Cockburn 1772-1853* (Exeter: Exeter University Press, 1997).

<sup>54</sup> *Trewman's Exeter Flying Post or Plymouth and Cornish Advertiser*, Thursday 26 July 1827

<sup>55</sup> *Trewman's Exeter Flying Post or Plymouth and Cornish Advertiser*, Thursday 26 July 1827

<sup>56</sup> *Trewman's Exeter Flying Post or Plymouth and Cornish Advertiser*, Thursday 26 July 1827