

SIR EDWARD BERRY, Baronet, KCB



1768 – 2018 250th Anniversary

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dedicated to:

Alex Naylor

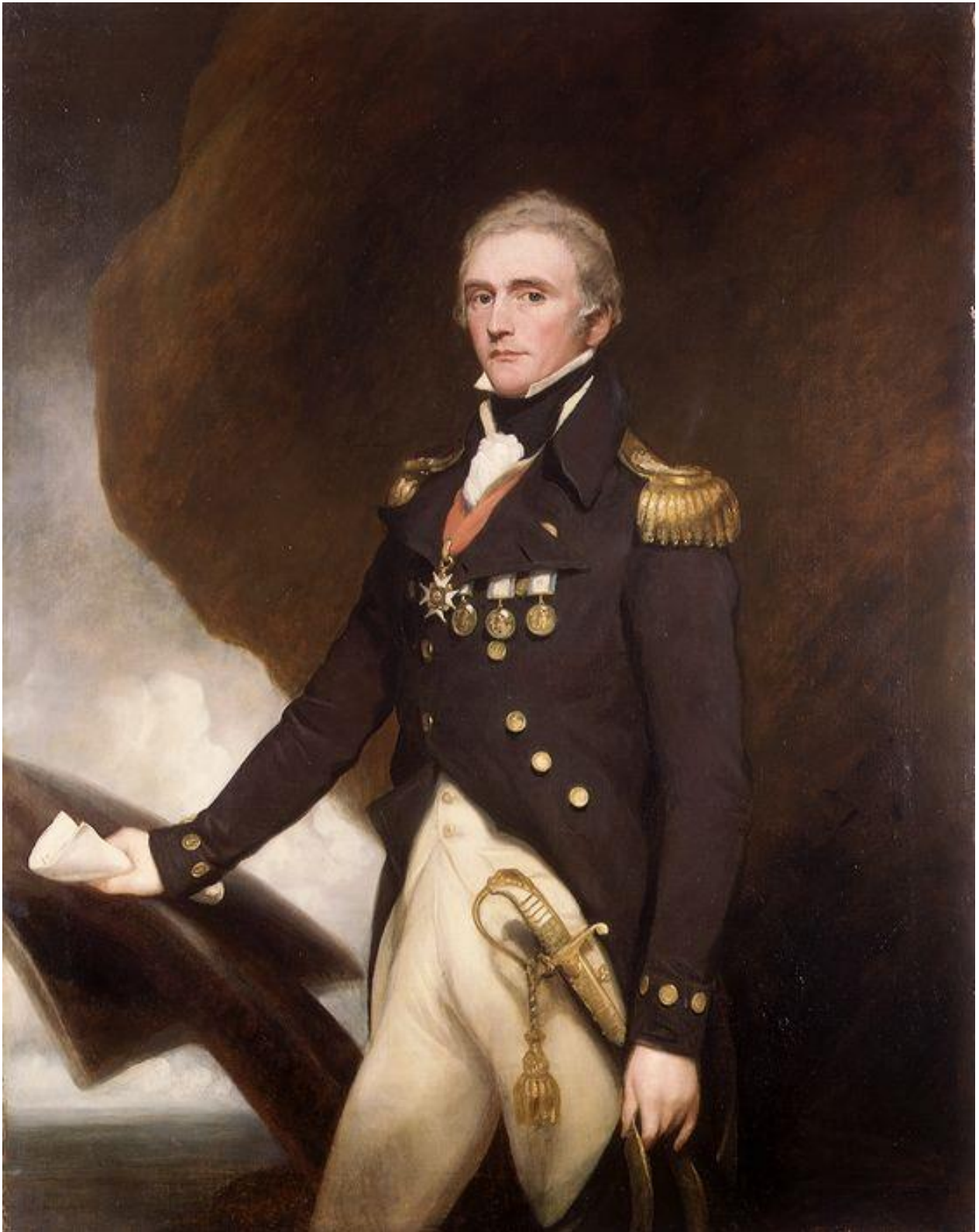
(1958 – 2018)

a true inspiration

“Great souls by instinct to each other turn, melt in alliance and in friendship burn”

Donatella Gelati

SIR EDWARD BERRY, Baronet, KCB



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Introduction

The past two years have seen me on a major quest in the footsteps of Lord Nelson, Sir Edward Berry and their Naval Battles.

Besides visiting various exhibitions, in this regard, researching at several museums archives and personally sailing to most of the Naval Battles sites and Ports of blockade and anchorage of Nelson's Navy, I ended my quest at Bath; where Sir Edward Berry spent the last years of his life and is buried.

On occasion of a few visits at St Swithin's church, Walcot - Bath -, where the grave, the tombstone and memorial plaque of Sir Edward Berry are to be found, I met the conservator of this very Georgian church, and while discussing, he informed me about a publication he wishes to write upon the commemorated persons buried on site, whose internal memorials he is refurbishing just.

Considering my modest knowledge, great admiration and keen interest respectively on Lord Nelson, for Sir Edward Berry and in the Georgian Royal Navy; he kindly offered me the opportunity to write short biographies upon Berry and further Naval Officers, in order to contribute to his oncoming publication.

Feeling most honoured, I agreed and accepted.

Back home I commenced writing and immediately noticed that the year 2018 sees actually the 250th anniversary of Berry's birthdate.

Moreover, having collected material in form of records, manuscripts and photographs; I decided to issue a biography of momentous significance about Berry, rather than just a compound two pages short bio - as formerly requested! -.

I do hope that the interested public will appreciate and enjoy this work, as much as I did while composing it!

Sincerely



The Author

Donatella Gelati

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SIR EDWARD BERRY, BARONET

REAR-ADMIRAL OF THE RED AND A KNIGHT COMMANDER OF
THE MOST HONOURABLE MILITARY ORDER OF THE BATH.

This gallant and distinguished officer was one of seven children, five daughters and two sons, of the late Edward Berry, Esquire, a merchant of London -eminent ironmonger and respectable member of the London mercantile community- by Elizabeth, daughter of the Rev. Thomas Forster of Barbados, F.R.S., Rector of Holton in Suffolk.

He was born in London on the 17th of April, 1768. Berry's father had died at an early age leaving a young widow and seven children to be provided for on a fortune by no means adequate either to their reasonable expectations or the manner in which they had been brought up.

The family consisted of two sons, Sir Edward being the eldest, and five daughters, one of whom died young. Sir Edward is to serve in the Royal Navy, his brother is bred a surgeon, two of his sisters are to be well married and the other two remain single. His mother marries a second time, though only to be left widow again short after. Sir Edward inherits from an uncle, who made his fortune in the East Indies, and is provided with a lifelong financial independent situation.

Edward Berry was educated by his uncle Titus Berry at an academy in Norwich. Young Berry had the good fortune of having his profession in life assigned him by his own choice. Having evinced an early predilection for the sea-service, he was introduced into the Royal Navy, under the auspices of Lord Mulgrave - then a Lord of the Admiralty, formerly a pupil under Titus Berry, Sir Edward's uncle- on the 5th February, 1779, when he wanted some months of being eleven years of age, being appointed as a volunteer to the Burford, of 70 guns (illustrated), under Captain



HMS Burford, 70 guns (1757-1785) "The Battle of Providien", by Dominic Serres



*HMS Magnificent, 74 guns (1766-1804) "Loss of the Magnificent", by J. C. Schethy
(National Maritime Museum -Greenwich- Collection BHC0534)*

Rainier, then sailing for the East Indies, (particularly the coasts of India), where she remained until 1783.

Apparently Sir Edward became a midshipman during the American war of independence (1775-1783) and he saw five fleet actions (East Indies) before his fifteenth birthday.

From 1787 until 1788, he served as a midshipman on the *Magnificent* (illustrated) under Captain the hon. G. Berkeley, for which specific period Edward Berry's log (illustrated) survives (National Maritime Museum, Greenwich).

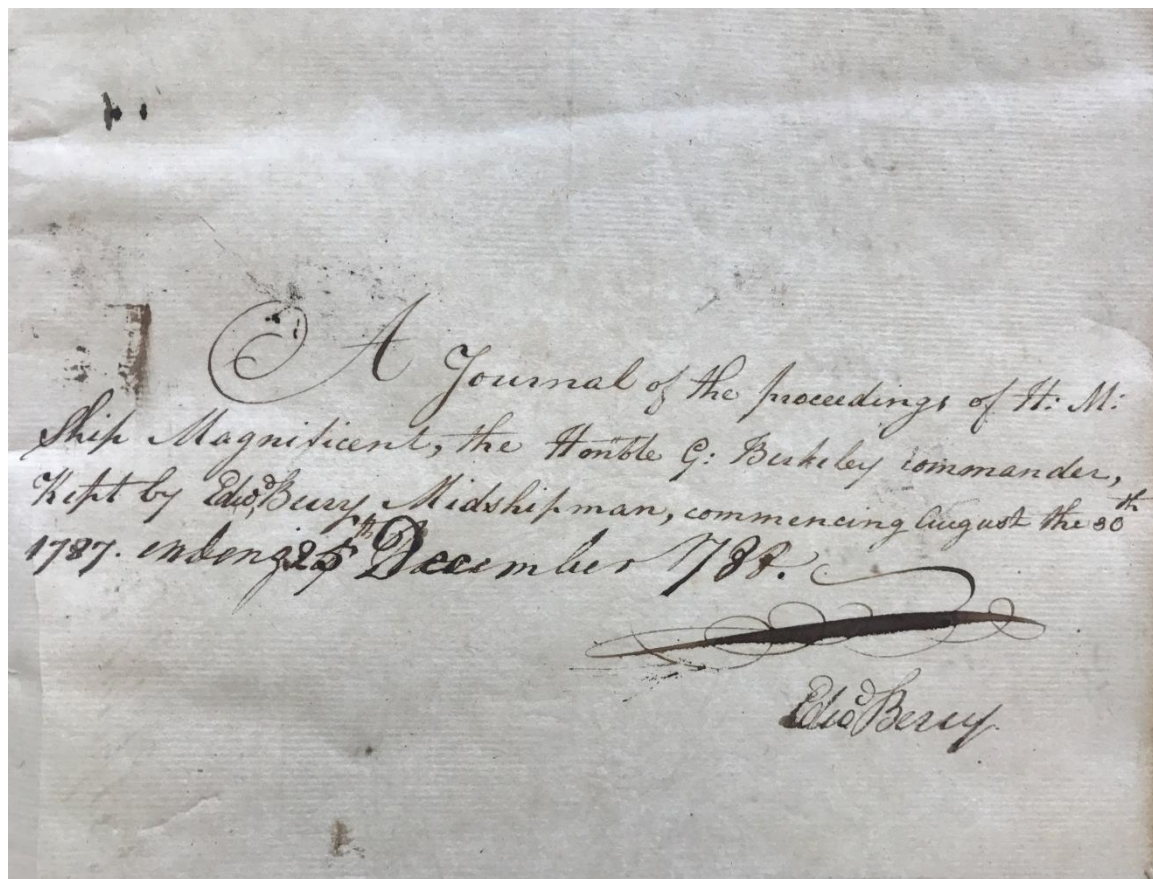
The log commences with the ship moored at Spithead, travels no further than the south-western approaches, then returns to Portsmouth harbour.

Of the early parts of his naval life, as there was nothing that could be achieved, there is nothing to be recorded!

The year 1793 sees Edward Berry -25 years of age- as signal midshipman of the *Duke* (illustrated) in the West Indies. When she attacked the batteries of St Pierre at Martinique, Berry was standing on the poop deck when a shot across him deprived him of all sense and feeling so that he was carried down as dead and intense was the surprise of those around him when he recovered the shock.

Early 1794, the first recorded circumstance of his professional life was his spiritedly boarding of a French ship of war with which they were grappled. For this most gallant and brave action, Berry was rewarded with a lieutenant's commission by Lord Spencer. Promoted lieutenant, his conduct came soon to the attention of Admiral Sir John Jervis.

Soon after this we find him in the list of heroes who signaled and distinguished themselves under Lord Howe on the 1st of June 1794 during the glorious battle and victory over the French off Ushant. His subsequent conduct also obtained for him the



Edward Berry's log of HMS Magnificent, 1787-1788

(National Maritime Museum -Greenwich- Archives)

Week Days	Month Days	Winds	Course	Dist	Lat. in	Long. in	Bearing and Distance at Noon
July 1	14 th	WNW WSW WNW	N 45° W	28	50° 28'	12° 57'	D. N 75° E 152 miles
♂	15 th	WNW W SW	S 46° E	56	49° 52'	11° 59'	St Agnes light East 201 miles.
♀	16 th	WSW WSW	N 49° E	55	50° 26'	11° 55'	D. N 82° E dist. 109 miles
4	17 th	WSW WNW	S 26° W	20	50° 09'	12° 04'	D. N 116° E dist. 175 miles
♀	18 th	NNW NW	S 2° E	14	49° 55'	11° 58'	D. East 200 miles.
♂	19 th	NW by N WSW WNW	N 60° E	37	50° 14'	11° 09'	D. N 84° E dist 169 miles.
0	20 th	N by E N	S 56° W	36	48° 25'	11° 20'	Sailly N 60° E dist 202 mile
♂	21 st	N NNW NE	N 20° E	100	49° 39'	11° 14'	D. N 62° E dist 156 mile
♂	22 nd	N NE NW					Moored in Causand Quay

Edward Berry's log of HMS Magnificent, 1787-1788

(National Maritime Museum -Greenwich- Archives)

Remarks &c.

Fresh breeze and Cloudy, at sun set ~~the~~ and hauled the ~~M^{rs}~~ sail. ~~M^{rs}~~ out reef and made and shortened sail occasionally to keep our station.

~~Dr~~ W^m J. Adm^l made the sight for all S^{ts} made and shortened sail occasionally at sun set ~~the~~ at night the Adm^l light ~~the~~ at 7 AM found the fore Tst yard was sprung in the stings, got the spirit sail up for a fore Tst yard and bent the sail

Fresh Gale and Hazy, in fore and Mizzen Tst sails and set the ~~M^{rs}~~ sail the Adm^l made the necessary for manœuvring the Squadⁿ made and shortened sail occ^s.

Moderate and Cloudy, at sun set Hauled the ~~M^{rs}~~ sail and loose all the Tst sails and Hove too. the Adm^l made the necessary sight for manœuvring.

~~Dr~~ W^m unbent the ~~M^{rs}~~ sail and bent another. Fresh Gale and hazy in fore and Mizzen Tst sail at 9 in the ~~M^{rs}~~ and down Tst G^l Mast. Squadⁿ in comp^y.

~~Dr~~ W^m bow up ~~M^{rs}~~ sight and made sail, Purified Arch^d. M^r Donald Seaman with 6 lashes for disobedience of orders and Jⁿ See with 18 lashes for drunkenness on duty. the Adm^l made the necessary sight.

~~Dr~~ W^m up Tst G^l Mast. at 4 AM. made sail at 10 for ~~the~~ Seaman fell over board Hoisted out the Digg and hooked him up hoisted in the boat and made sail again.

~~Dr~~ W^m Saw Scilly N^o 6 leagues. the ~~Dea~~ joined the Squadⁿ Adm^l made the sight for Weekly accounts the Scipid joined comp^y. the Seamagant saluted the Adm^l. the Andromeda parted comp^y.

Fresh breeze and Fair the Adm^l made sight for ~~the~~ Anchor at 2 past 8 Anchored in Cuvand Bay in 9 fms and moored a cable each way stay the fore mast and set the rigging up. Rich^d Denovan Seaⁿ near the gunlet for the ~~the~~

approbation of his superiors. It was not long after, that the intimacy commenced between Edward Berry and Horatio Nelson:

“Great souls by instinct to each other turn, melt in alliance, and in friendship burn!”

Late 1795 Edward Berry is appointed to the *Agamemnon*, of 64 guns (illustrated), as lieutenant, his conduct having gained the notice of Admiral John Jervis -as previously mentioned- under whom he has before served.

Agamemnon is commanded by Commodore Nelson, who was at that time employed in laying the foundation of his future fame; and to whose favourable notice he soon recommended himself, as may be inferred from the following passage, which is extract from a letter addressed by that officer to the Commander-in-Chief, May 30, 1796:

“Lieutenant Berry joined me in the *Comet*, and I have, as far as I have seen, every reason to be satisfied with him, both as a gentleman, and an officer. I had a few days ago a plan for taking the French brig of war out of Vado, and intrusted the execution of it to him: it miscarried from an unforeseen and improbable event, but I was much pleased by Mr. Berry strict attention to my instructions.”

Jervis sent Nelson’s report on to the Admiralty and added:

“Lieutenant Edward Berry, of whom the Commodore writes so highly, is a protégé of mine and I know him to be an officer of talents, great courage and laudable ambition.”

The first half of the year 1796, Edward Berry on *Agamemnon* (under Nelson’s command) is stationed in the Gulf of Genoa, generally about Genoa and Leghorn, during which time they take some small French boats off Port Morrice. It is in this period that Berry visits Nelson on the *Comet*.



HMS Duke, 98 guns (1777-1843), HMS Duke by Geoff Hunt.



HMS Agamemnon, 64 guns (1781-1809), HMS Agamemnon by Geoff Hunt.

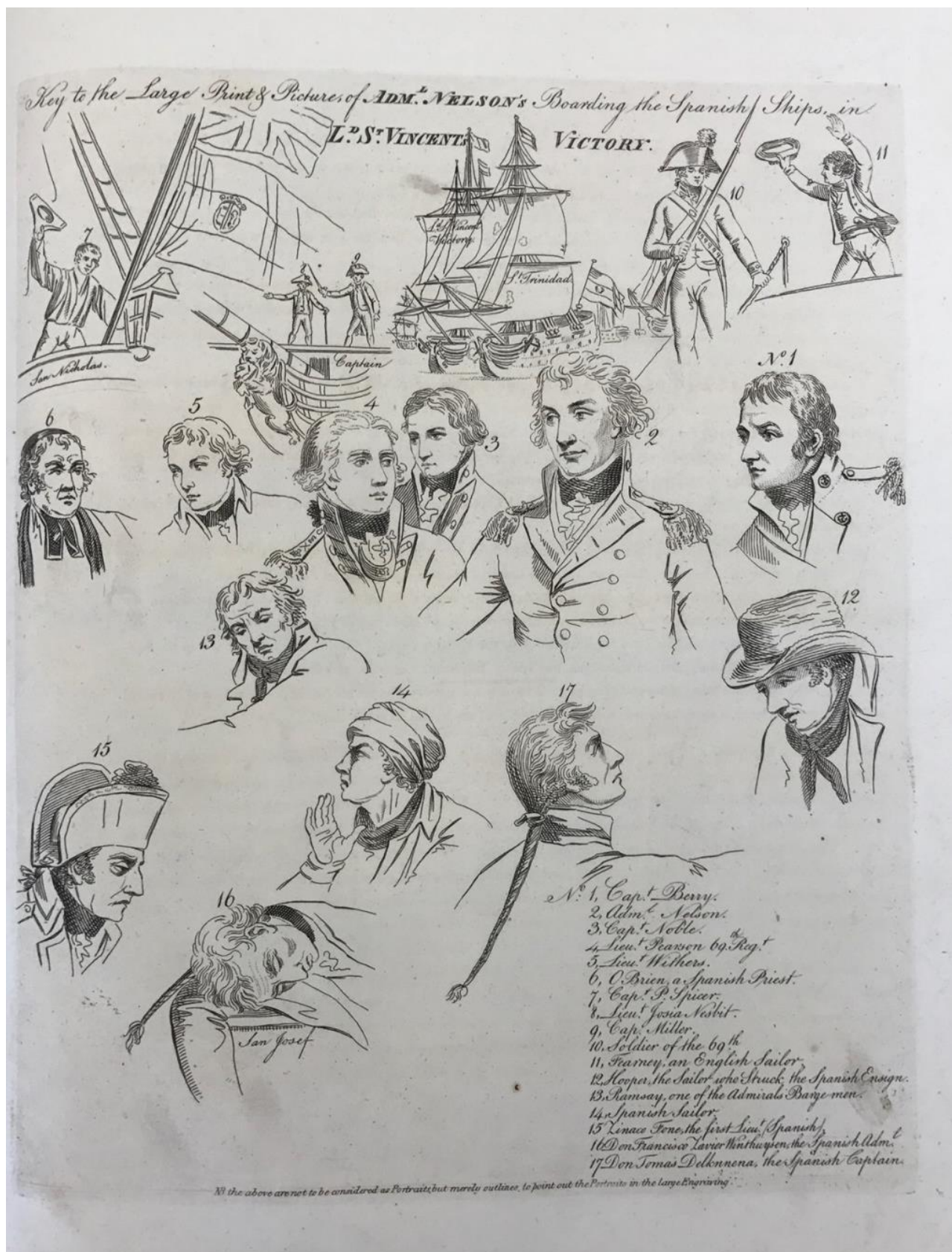
Mid 1796 he is with Nelson to serve as first-lieutenant on the Captain, of 74 guns. Berry on Captain is generally patrolling the gulf of Genoa; when Nelson goes on shore at taking of Porto Ferrajo (Elba), he leaves Berry in command of the ship. On this very occasion Nelson recommends him for promotion for: "the masterly style in which he brought that ship to bear on the batteries."

Later, Berry sails on Captain for Bastia Roads (Corsica), and then returns to patrol the Gulf of Genoa where they capture a French ketch, loaded with ordnance stores, off Genoa Lighthouse, under heavy fire from French batteries.

After, he is sent to Ajaccio (Corsica) in command of Captain, while Nelson transfers to Diadem. Following, he leaves Ajaccio in order to patrol the Ligurian Sea again.

By the end of the year 1796, Berry wins commander rank as a consequence of his masterly commanding Captain while Nelson is off ship. He sails for Gibraltar and between end 1796 and beginning 1797 Captain is moored in Tagus and Berry, following his promotion, remains on board the ship as a passenger while waiting for a further appointment. Surprisingly though, he is to play a telling role in the oncoming Battle of St Vincent, on 14th February 1797, a most memorable action also remembered as "The glorious Valentine's day".

When Nelson rejoins his flagship from Minerve on 13th February, he is extremely pleased to find Berry aboard. In the subsequent battle, Berry has no particular duty on board. However, when Nelson lays Captain alongside the San Nicolas and gives the order for boarders (illustrated), Berry is the first man over the side. With the help of soldiers from the 69th Regiment he jumps across to the San Nicolas. By the time Nelson arrives on board, Berry and the soldiers have taken possession of the poop deck and Berry is hauling down the Spanish flag. As soon as the surrender of the San Nicolas is complete (illustrated), Berry and Nelson lead the



Key to the Large Print & Picture of Adml Nelson's Boarding the Spanish Ships in
Ld St Vincent's Victory (14th February, 1797) by Daniel Orme. (British Museum)



Nelson, joined by Berry, receiving the surrender of the "San Nicolas" on 14th February 1797 at the Battle of Cape St Vincent. Oil Painting by Richard Westall (National Maritime Museum -Greenwich- Collection BHC2909)

boarding party on the San Josef. The Spanish Captain presents Nelson with his sword (illustrated) and tells him that his Admiral, Don Francisco Winthuysen, is dying from his wounds. Edward Berry is commended for his action and promoted to Captain.

Passing over occurrences of minor importance, here is to introduce the content of a paper written by Commodore Nelson some time after the memorable battle off Cape St Vincent, on which occasion the subject of his memoir, by his extraordinary activity in boarding two of the enemy's ships -also recalled as: "Nelson's patent bridge"- acquired the honest eulogium of every officer in the fleet.

"A few remarks relative to myself in the Captain, in which Ship my Pendant was flying on the most glorious Valentine's day, 1797.

"At 1pm the Captain having passed the sternmost of the enemy's ships, which formed their van and part of their centre, consisting in 17 sail of the line, -they on the larboard, we on the starboard tack,- the Admiral made the signal to tack in succession: but perceiving all the Spanish ships to bear up before the wind, evidently with an intention of forming their line, going large, joined their separate divisions, at that time engaged with some of their schemes from taking effect, I ordered the ship to be wore; and passing between Diadem and Excellent, at a quarter past one o'clock, was engaged with the headmost, and of course leewardmost, of the Spanish division. The ships, which I knew, were the Santissima Trinidad, 126; San Josef, 112, Salvador del Mundo, 112; San Nicolas, 80; another first rate, and a 74, names unknown.

"I was immediately joined, and most nobly supported, by the Culloden, Captain Troubridge: the Spanish fleet, not wishing, I suppose, to have a decisive battle, hauled to the wind on the larboard tack, which brought the ships above mentioned to be the leewardmost and sternmost ships in their fleet. For near an hour, I believe (but do not pretend to be correct as to time), did the



Surrender swords of the San Nicolas (vertical one) & of the San Josef (horizontal one)
"Nelson & Norfolk" exhibition, Norwich Castle, Norwich, 2017 (photography by author)

Culloden and Captain support this apparently, but not really, unequal content; when the Blenheim, passing between us and the enemy, gave us a respite and sickened the Dons.

“At this time the Salvador del Mundo and Sanysidro dropped astern, and were fired into in a masterly style by the Excellent, Captain Collingwood, who compelled the Sanysidro to hoist English colours; and I thought the large ship, Salvador del Mundo, had also struck: but Captain Collingwood, disdaining the parade of taking possession of a vanquished enemy, most gallantly pushed up with every sail set to save his old friend and messmate, who was to appearance in a critical state; the Blenheim being a-head, the Culloden crippled and astern. The Excellent ranged up within two feet of the San Nicolas, giving a most tremendous fire. The San Nicolas luffing up, the San Josef fell on board her; and the Excellent passing on for the Santa Trinidad, the Captain (illustrated) resumed her station abreast of them, and close alongside. At this time the Captain having lost her fore-top-mast, not a sail, shroud, nor rope left; her wheel shot away, and incapable of further service in the line, or in chase; I directed Captain Miller to put the helm a-starboard, and, calling for the boarders, ordered them to board.

“The soldiers of the 69th, with an alacrity which will ever do them credit, and Lieutenant Pearson of the same regiment, were almost the foremost on this service: -the first man who jumped into the enemy’s mizen chains was Captain BERRY, late my first Lieutenant (Captain Miller was in the very act of going also, but I directed him to remain): he was supported from our sprit-sail yard, which hooked in the mizen-rigging. A soldier of the 69th regiment having broken the upper quarter-gallery window, I jumped in myself, and was followed by others as fast as possible. I found the cabin doors fastened, and some Spanish officers fired their pistols: but having broken open the doors, the soldiers fired: and the Spanish Brigadier (Commodore with a distinguished pendant) fell, as retreating to the quarter-deck. I pushed immediately onwards for the quarter-deck,



*HMS Captain, 74 guns (1787-1813), HMS Captain capturing the San Nicolas and the San Josef at the Battle of Cape St Vincent, by Nicholas Pocock.
(National Maritime Museum -Greenwich- Collection PAF4332)*



HMS Vanguard, 79 guns (1787-1821), HMS Vanguard by Ivan Berryman.

where I found Captain Berry in possession of the poop, and the Spanish ensign hauling down. I passed with my people and Lieutenant Pearson, on the larboard gangway, to the forecastle, where I met two or three Spanish officers prisoners to my seamen—they delivered me their swords. A fire pistols, or muskets, opening from the Admiral's stern-gallery of the San Josef, I directed the soldiers to fire into her stern; and calling to Captain Miller, ordered him to send more men into the San Nicholas, and directed my people to board the first rate; which was done in an instant, Captain Berry assisting me into the main-chains. At this moment a Spanish officer looked over the quarter-deck rail, and said they surrendered. From this most welcome intelligence, it was not long before I was on the quarter-deck, where the Spanish Captain with a bow presented me his sword, and said the Admiral was dying of his wounds. I asked him, on his honour, if the ship was surrendered? He declared she was: on which I gave him my hand, and desired him to call on his officers and ship's company, and tell them of it; which he did: -and on the quarterdeck of a Spanish first rate, extravagant as the story may seem, did I receive the swords of vanquished Spaniards; which, as I received, I gave William Fearney, one of my bargemen; who put them, with the greatest sang froid, under his arm. I was surrounded by Captain Berry, Lieutenant Pearson of the 69th regiment, John Sykes, John Thomson, Francis Cooke, all old Agamemnons, and several other brave men, seamen and soldiers. -Thus fell these ships!"

"N.B. In boarding the San Nicholas, I believe we lost about 7 killed and 10 wounded; and about 20 Spaniards lost their lives by a foolish resistance. None were lost, I believe, in boarding the San Josef.

(Signed) § HORATIO NELSON

§ RALPH WILLET MILLER

§ E. BERRY

Hence, for this heroic conduct, Captain Berry is made a Post-Captain on the 6th of March, 1797.

Following the newly commissioned post for the gallantry shown at St Vincent, Berry is appointed commander of the *Perseus*, though he is to spend a month on the sloop *Bonne Citoyenne* prior leave to Bath, where he visits Nelson's relations, presenting them with gifts, recounts of the late events and reassuring news of the just promoted Rear-Admiral Nelson.

In the meantime Lord St Vincent, planning to make an attempt upon the town of Santa Cruz in the Island of Tenerife, which from a variety of intelligence he conceived vulnerable, appointed Rear-Admiral Nelson and Captain Berry -of whom both he thought so highly- respectively the command of the expedition and the ship *Theseus*.

Of the event of this attack the public are already acquainted, which, though rendered unsuccessful from a number of unforeseen accidents, his Majesty's arms acquired a considerable degree of lustre. Captain Berry was in the boat with the Rear-Admiral, when the shot shattered the latter's arm, and which previously passed between him and Mr. Nesbit (the Admiral's son-in-law), as they were talking together. This unfortunate accident, which was not then seen in the extent which it afterwards appeared, fiercely discomposed him: it was instantly bound up with a handkerchief, and the Admiral conducted his retreat with all that coolness and circumspection, which is the general attendant of true bravery.

The Rear-Admiral, in his dispatches to lord St Vincent, speaking of this event, says, "Though we have not been able to succeed in this attack, yet it is my duty to state, that I believe more daring intrepidity never was shewn than by the Captains, officers, and men, you did me the honour to place under my command." Though Captain Berry was implicated in this general eulogium, his friend reserved for him a more particular honour later that year.

In September 1797 Sir Horatio Nelson presents Edward Berry to His Majesty George III at Court. It has been said that after the King had complimented Nelson on account of his exploits, and condoled with him on his misfortune in losing a limb at the attack upon Santa Cruz, he replied "that he had still his right hand left", alluding to Captain Berry who was near him. Much as these actions contributed to Captain Berry's reputation, more laurels still awaited him; being appointed one of the squadron detached by Lord St Vincent into the Mediterranean under the command of Sir Horatio Nelson.

In November of the same year, Nelson writes to Edward Berry at Norwich (illustrated), congratulating him on his oncoming marriage and writes again ten days later (8th December 1797) urging him to hasten his marriage as a new appointment was soon to be assigned to him. On 12th December 1797 Berry is married to his first cousin Louisa Henrietta Forster, daughter of the Rev. Dr Forster of Norwich. On 19th December Berry attends Thanksgiving service at St Paul's Cathedral with Nelson and on the day to follow he is appointed commander of the Vanguard, but the ship did not leave England till 10th April 1798, although already by February of that year, Edward Berry has informed Nelson that most work on commissioning Vanguard has been completed.

As Captain of the Vanguard, a 74 gun ship (illustrated), in which the Admiral sailed, Edward Berry became a member of Nelson's famous "Band of Brothers" (illustrated) including several others such as: Troubridge, Ball, Hallowell, Hardy, Foley and more. Berry was a man after Nelson's own heart: dashing, slight, wiry and peppery. He knew little about complicated tactics and cared even less! Berry was a fierce and courageous fighter, pure and simple and also, according to his Admiral: "A perfect gentleman in all his ideas, and one of the best and most gallant officers in our service". Moreover, Sir Edward was generally regarded as the handsomest of Nelson's captains (illustrated).

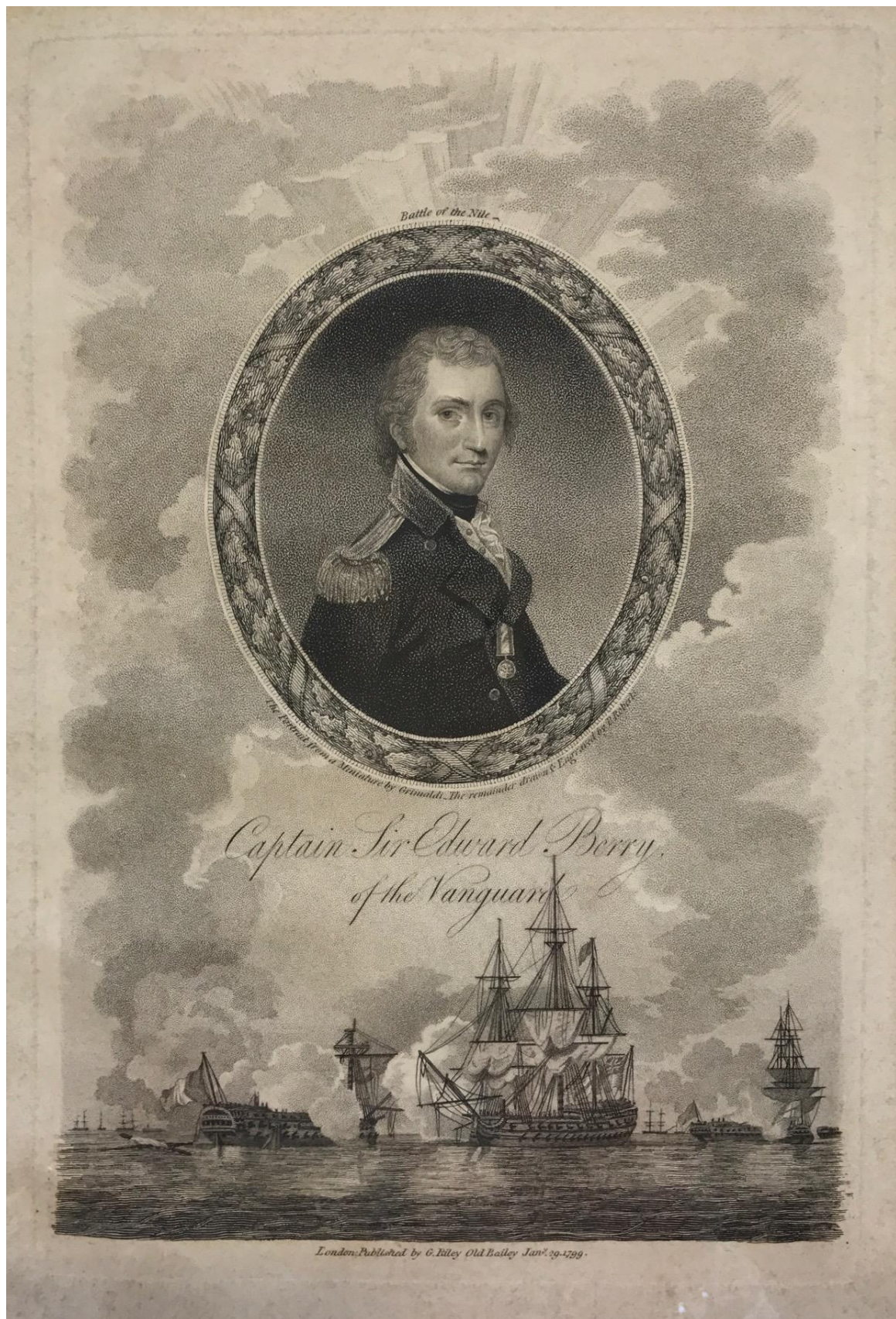
Secret receipt to S^r: Forster Mich,
Dec^r: 8th:

My Dear Sir

If you mean to marry I
would recommend your doing it speedily
or the to be M^r: Berry will have very
little of your P^omh^{ty} for I am well but
you may expect to be called ^{for} every hour
We shall probably be at sea before
the Poudroyant is launch'd, Our
Ship is at Chatham a 74 ~~tee~~ and
she will be choicely manned, this
may not happen but it stands so
to day. Ever yours most faithfully
Horatio Nelson

Letter from Sir Horatio Nelson to Edward Berry dated 8th December 1797 referring
to his oncoming marriage and next appointment as Flag Captain.

(Original manuscript, National Maritime Museum -Greenwich- Archives)



*Captain Sir Edward Berry of the Vanguard, engraving by George Riley
(National Maritime Museum -Greenwich- Collection PAD3438)*



*Nelson's "Band of Brothers", Sir Edward Berry is shown right-end of low row.
(Photograph taken by the author at the "Nelson & Norfolk" exhibition, Norwich 2017)*

The proceedings of the squadron detached from the fleet off Cadiz to watch the armament about to sail from Toulon, under General Bonaparte, and which ended in the total defeat of the enemy, on the glorious 1st of August, 1798, are well known. In fact Berry afterwards published anonymously: "An authentic Narrative of the Proceedings of his Majesty's Squadron under the command of Rear-Admiral Sir Horatio Nelson, from its sailing from Gibraltar to the Conclusion of the glorious Battle of the Nile, drawn up from the Minutes of an Officer of Rank in the Squadron" (1798), a pamphlet (illustrated) which, under the special circumstances of its authorship, is of singular interest and value (available at several archives still).

Notwithstanding the excessive damage which the Vanguard received in the Gulf of Lyons, Rear-Admiral Nelson, to whom the charge of the squadron had been confided by Earl St Vincent, determined not to remove his flag from that ship; which was soon refitted by the great exertions of Captain Berry while at anchor in the Sardinian harbour of St Pietro, whence she again sailed in tolerable order. In this occasion, there are some particulars necessary to be remarked upon towards elucidating these memoirs:

About a fortnight after their sailing from Gibraltar, a most violent squall of wind took the Vanguard, which carried away her top-masts, and at last her fore-mast, and though all the squadron in some measure felt the effects of this storm, a stronger vim of wind attacked this ship; insomuch that she was obliged to be towed by the Alexander for the purpose of gaining St Pierre Road; but notwithstanding this misfortune, and their hopes being frustrated in not meeting with a friendly reception at the place of destination, the Admiral was determined not to quit Captain Berry's ship; and if anything could be supposed to accelerate the latter's duty, it was the happiness he would derive in making the Admiral's situation tenable, his uncommon efforts, and those resources which British seamen have within themselves, soon enabled him to refit whilst at

The Gift of Sir Edward Berry, Bart. to
his Friend A. N. J. Lee of Compton
AUTHENTIC NARRATIVE 1814

OF THE PROCEEDINGS OF

HIS MAJESTY'S SQUADRON,

UNDER THE COMMAND OF

REAR-ADMIRAL SIR HORATIO NELSON,

FROM ITS

SAILING FROM GIBRALTAR TO THE CONCLUSION

OF THE GLORIOUS

BATTLE OF THE NILE;

DRAWN UP FROM THE MINUTES OF

AN OFFICER OF RANK

IN THE SQUADRON.

Sir Edward Berry Bart. KCB.

THE THIRD EDITION.

LONDON:

PRINTED FOR T. CADELL, JUN. AND W. DAVIES,

(SUCCESSORS TO MR. CADELL), STRAND;

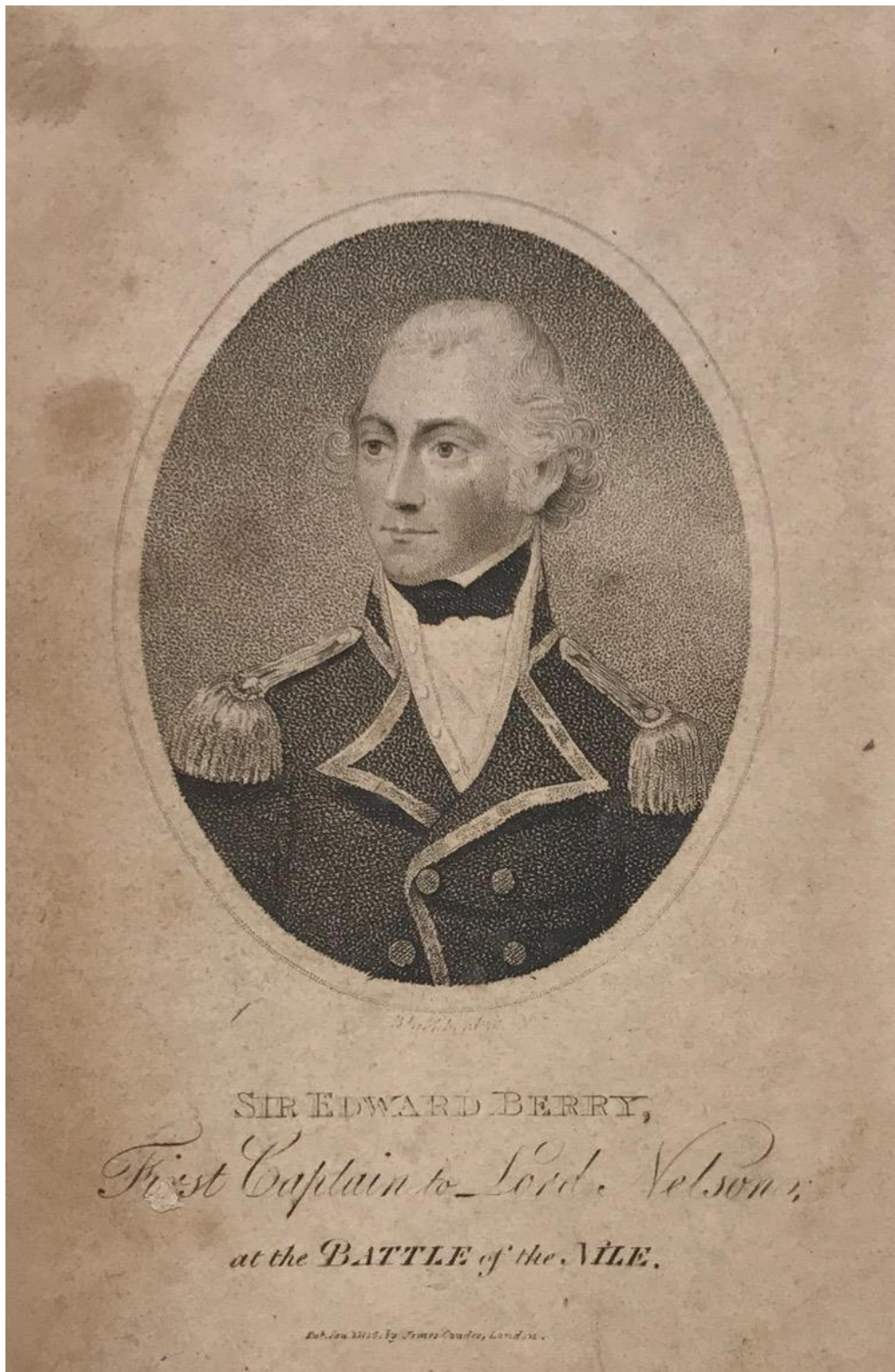
AND T. EGERTON, WHITEHALL.

1798.

[PRICE ONE SHILLING.]

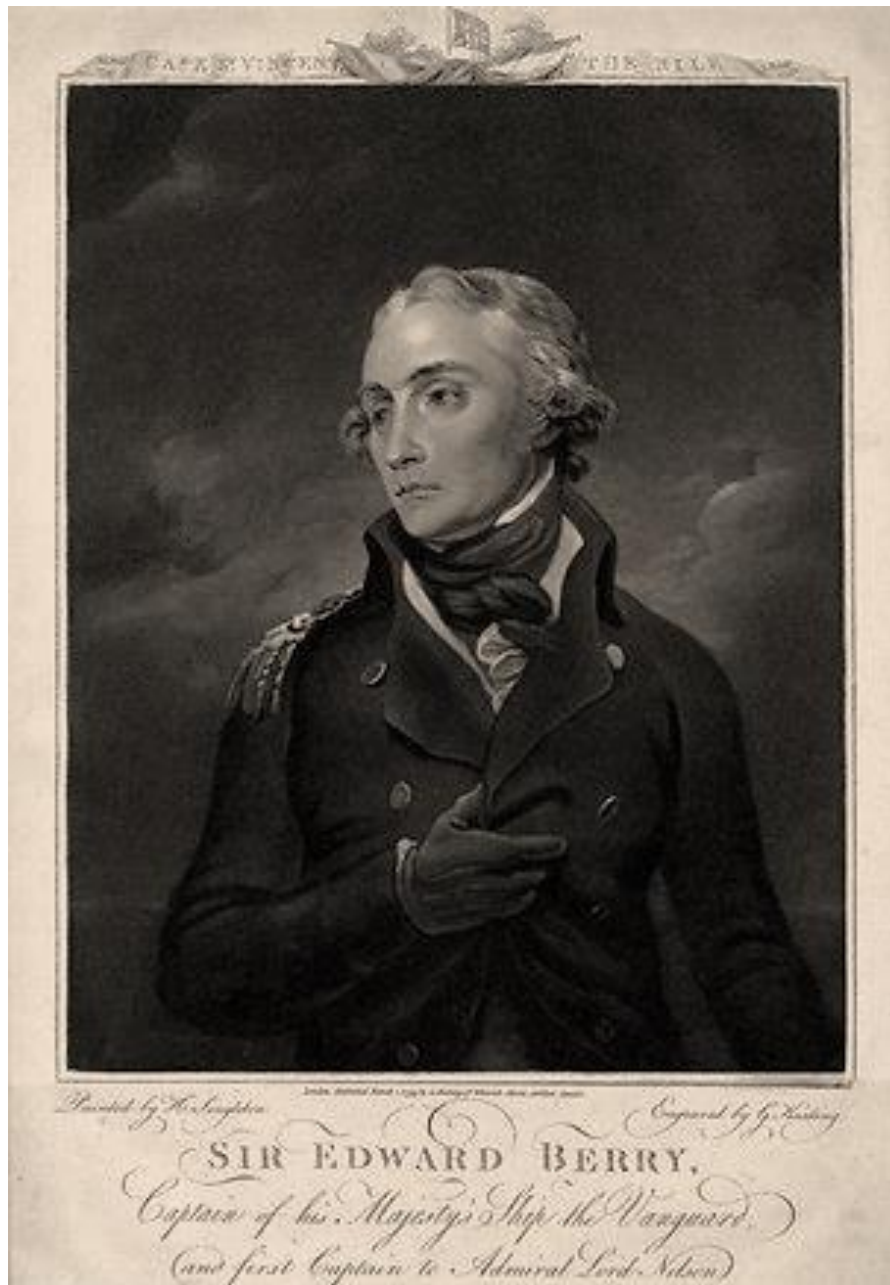
Opening page of the "Authentic Narrative of the Proceedings of his Majesty's Squadron, under the Command of Rear-Admiral Sir Horatio Nelson, from its Sailing from Gibraltar to the Conclusion of the Glorious Battle of the Nile; drawn up from the Minutes of an Officer of Rank in the Squadron". Signed by Sir Edward Berry.

(The National Museum of the Royal Navy -Portsmouth- Archives)



Sir Edward Berry, considered the handsomest of Nelson's Captains.

Print by Blackbeard (National Maritime Museum -Greenwich- Collection PAD4250)



Sir Edward Berry : handsomest of Nelson's Captains!

Print by Keating (British Museum ID 1902,1011.2943)

anchor at St Pierre Road, and he again put to sea with the rest of the squadron in tolerable condition.

When Admiral Nelson was first informed by the dispatches brought him by Captain Hardy, of the *La Mutine*, that Captain Troubridge had been detached with ten sail of the line and a fifty gun ship, to reinforce them, he went up to Captain Berry who was on the quarter deck, and in a transport of joy exclaimed: "Now I shall be a match for any hostile fleet in the Mediterranean, and the wish of my heart is to encounter one."

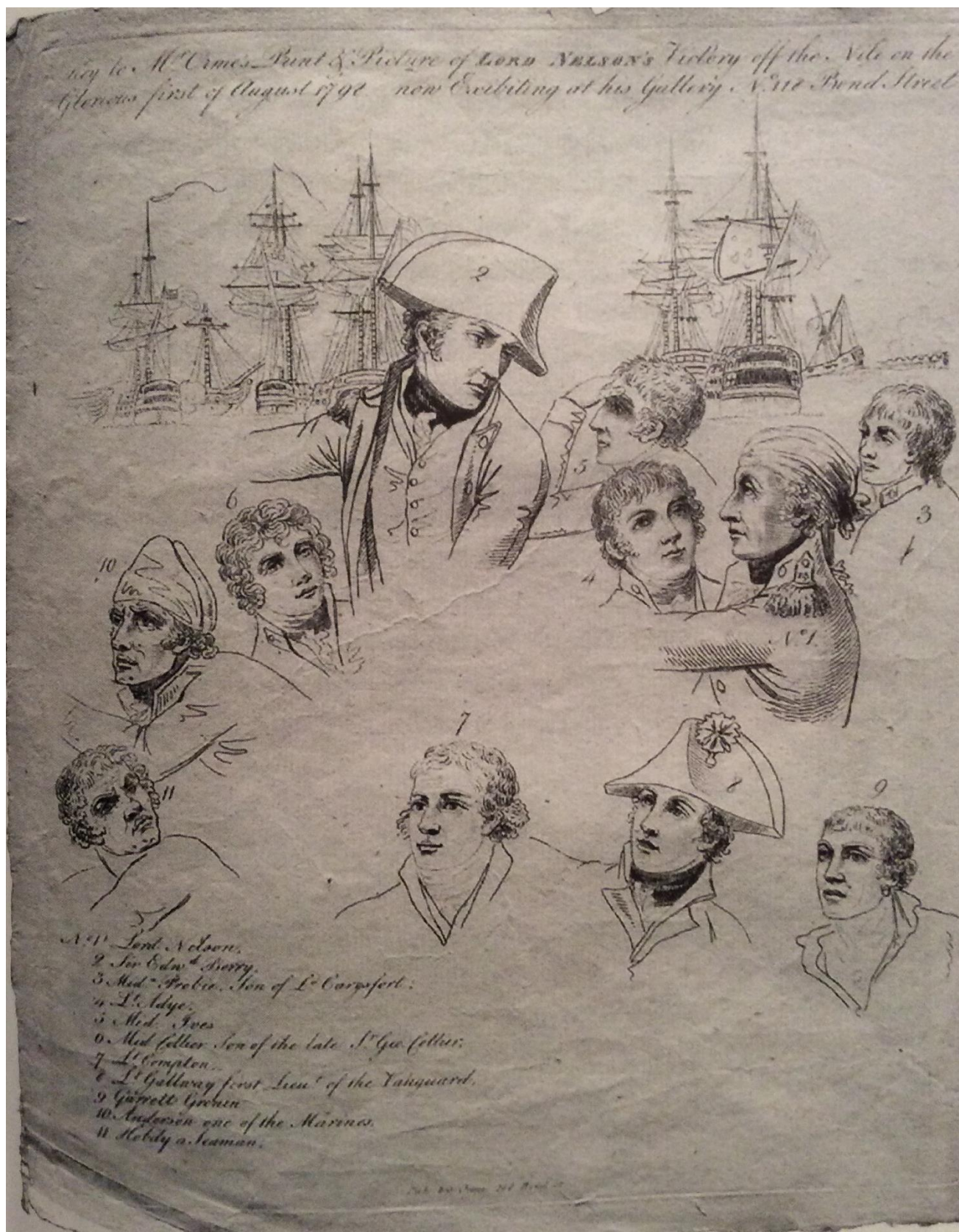
During the action, known as the Battle of the Nile, which happened soon after, 1st August 1798, and which shines and will for ever shine in the annals of British glory, Captain Berry's courage and presence of mind never forsook him. As soon as ever he saw the *La Spartiate* dismasted, he sent an officer with a party of marines to take possession of her, which he effectually did, and on that officer's returning with the French Captain's sword, Capt. Berry immediately delivered it to the Admiral, who was then below in consequence of the severe wound which he had received in the head during the heat of the attack (illustrated).

When the *L' Orient*, the French Admiral's ship, was on fire, and which soon increased with such rapidity that the whole of the after part of the ship was in flames, Captain Berry's humanity prompted him instantly to communicate this intelligence to the Admiral, to see what could be done towards saving the lives of the unhappy crew. The Admiral was at that time under the hands of the surgeon, who was dressing the wound he received in the beginning of the action; but the call of humanity soon made him overlook his own danger; he instantly came upon deck (illustrated), and ordered Captain Berry to make every practicable exertion in their favour. In consequence, a boat, the only one which could swing, was instantly dispatched from the *Vanguard*; other ships that were in a condition to do so soon followed the example, by which means, from the best possible information, the lives of above seventy Frenchmen were saved from their impending fate.



Captain Edward Berry catching Nelson as he falls wounded at the Battle of the Nile, 1st August 1798. Author: Arthur David Mc Cormick.

(National Maritime Museum -Greenwich- Collection PAF8204)

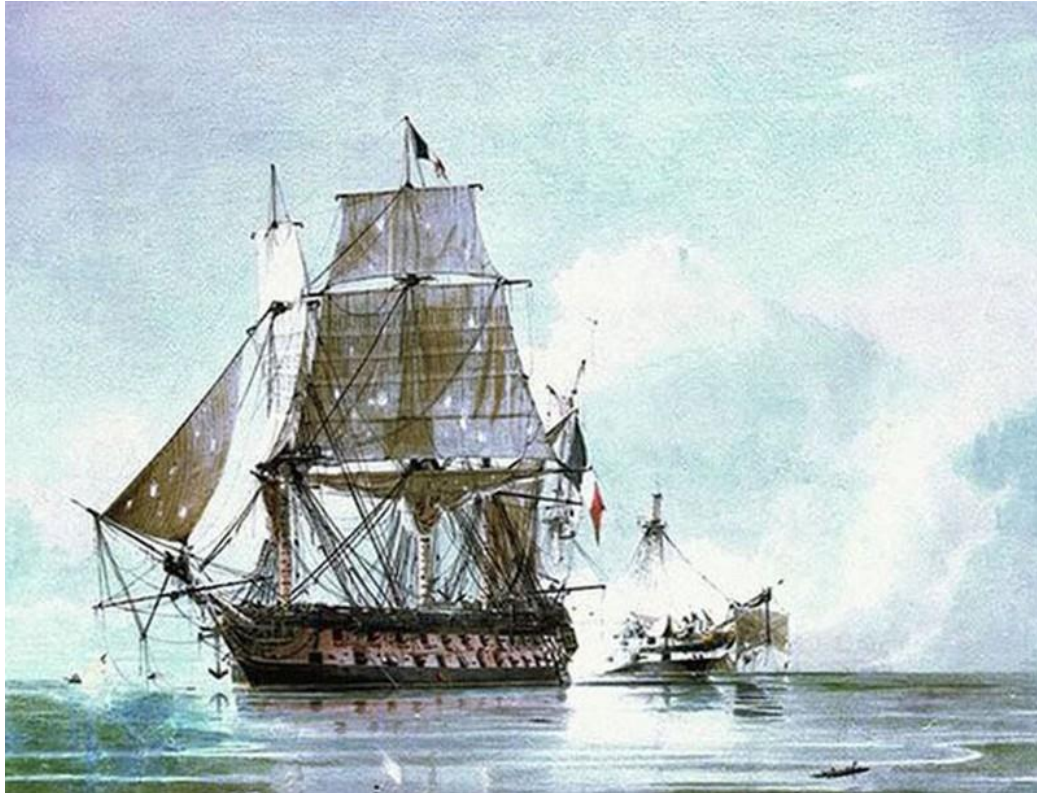


Key to the Large Print & Picture of Adml Nelson's joining Capt Berry on deck of the Vanguard during the culmination of the Battle of the Nile (1st August 1798) by Daniel Orme. (British Museum)

These very particulars are mentioned to show the cordial co-operation between the Rear-Admiral and Captain Berry, and the high confidence the former had in latter's abilities, which appeared in many instances, particularly in never changing the ship, though at one time in a perilous situation, and always concerting with him the best mode of attack under all the possible situations of the enemy; but the strongest confirmation of these facts was the Admiral's own dispatch, when, after mentioning the wound he received in the beginning of the action, which obliged him to leave the deck, he pays the handsomest eulogium on the spirit and conduct of his Captain.

Soon after the termination of the tremendous conflict in Aboukir bay, on the 2nd of August, Captain Berry was sent to the Commander-in-Chief, Earl of St Vincent, with the Rear-Admiral's despatches, from which following extract is of impact: "the support and assistance I have received from Captain Berry, cannot be sufficiently expressed. I was wounded in the head, and obliged to be carried off the deck, but the service suffered no loss by that event. Captain Berry was fully equal to the important service then going on, and to him I must beg leave to refer you for every information relative to this victory. He will present you with the flag of the second in command, that of the Commander-in-Chief being burnt in L' Orient."

Berry sailed pursuant to this order on the 6th of August. On this passage down the Mediterranean in the little Leander, of 50 guns, commanded by the present Sir T. B. Thompson, on the 18th of August, they were met by the French ship *Généreux*, of 74 guns and superior force in men, escaped from the previous battle. Here, perhaps, strict prudence should have dictated a quiet surrender; but the Conquerors of the Mouth of the Nile could not brook submission of any enemy. It was resolved by both Captains to fight her, and the contest was perhaps one of the bloodiest which have been fought this war (illustrated). Captain Berry found himself at one time with six of the ship's company falling around him in



HMS Leander, 50 guns (1780-1817). Action between HMS Leander -background- and Le Généreux, by C. H. Seaforth.



HMS Foudroyant, 80 guns (1798-1897). HMS Foudroyant -background- capturing the William Tell, by Robert Dodd.

the agonies of death, when he himself received a wound from part of a man's skull being driven through his arm. He was then obliged to retire, in order to have his wound dressed, when the carnage increasing, from the great force and freshness of the enemy opposed to the inferior and crippled state of the Leander, she was, after a severe contest of several hours, obliged to surrender; but in this surrender every thing honourable was obtained but victory.

It was a bloody and courageous battle, as described by one of the main-deck gunners, Tim Stewart, "...we fired everything at the French we could get hold of - crow-bars, nails, and all sorts... - We killed nearly three hundred of them before we surrendered, and our brave captain ordered our colours to be hauled down."

When Captain Berry was carried down from the deck to have his wound dressed, he found himself so covered over with the blood and brains of his unfortunate shipmates, that he was under a necessity of changing his clothes, and putting on his full dress uniform. This afterwards turned out rather a lucky circumstance, as, on the surrender of the Leander, the French sailors made rather free with the loose wardrobe of the ship's company. Moreover, the enemy, on taking possession of their prize, not only plundered the officers and crew of every thing they possessed, but afterwards by their cruelty and neglect exposed the sick and wounded to almost certain death. However Captains Thompson and Berry were permitted to return, on their parole of honour, to England overland, after having been taken to Corfu, and did not reach the Kingdom, where they were received by their countrymen with great applause, till the beginning of December. Sir Horatio Nelson's duplicate dispatches had in the mean time been brought home overland by the Hon. Captain Capel, and honours of every kind were decreed to the Conquerors of the Nile.

On the 25th November 1798, Edward Berry arrives back in England rather affected by the ordeal of having been wounded, taken prisoner and treated discourteously by the enemy, albeit having been regularly exchanged.

It now remained for this gallant officer to reap the honourable rewards of his services. In the meantime, the news of which he was bearer had been already consigned in duplicate, yet Berry was welcomed with the utmost enthusiasm, met the praises of his countrymen and a cordial reception from his Sovereign, George III, who honoured him with knighthood and the fullest approbation of his conduct on the 12th December 1798. In addition, he received a gold medal (illustrated) in common with the other officers who had shared in the late triumph; and was presented with the freedom of the City of London in a gold box (illustrated), value 100 Guineas.

He also obtained the thanks of the Court-Martial held to enquire into the circumstances attending the capture of the *Leander*, "...for the gallant and active zeal he manifested, by giving his assistance in the combat...".

Upon his return to Norwich, his hometown, Sir Edward wrote in a letter: "...the people received me with mad joy. In short, I'm so great a man that I'm very in and out everywhere to the great annoyance of my pocket and distress of my feelings...".

During this momentous and eventful month of December 1798, Edward Berry writes and publishes anonymously his famous account of the Battle of the Nile - mentioned and illustrated previously in this biography -.

"An authentic Narrative of the Proceedings of his Majesty's Squadron under the command of Rear-Admiral Sir Horatio Nelson, from its sailing from Gibraltar to the Conclusion of the Glorious Battle of the Nile, drawn up from the Minutes of an Officer of Rank in the Squadron" was subsequently published in *The Sun* and *The True Briton* newspapers, and became a bestseller in pamphlet form.

Britain revelled in Nile memorabilia, including ceramic jugs embossed with reliefs of Nelson & Berry - "Heroes of the Nile" -.



*Freedom box presented to Captain Edward Berry by the City of London in 1798.
 Artist & Maker: James Morisset
 (National Maritime Museum - Greenwich - Collection PLT0023)*



*This "Nile" gold medal was presented to Sir Edward Berry, second in command at
 the Battle of the Nile, 1798.
 Artist & Maker: C. H. Küchler
 (National Maritime Museum - Greenwich - Collection MED0971)*



Oval miniature of Captain Sir Edward Berry, Lord Nelson's flag-captain in the Vanguard at the Battle of the Nile in 1798, and is shown here in captain's uniform of 1795-1812 pattern, wearing his Nile medal.

Artist & Maker: Robert Boyer

(National Maritime Museum - Greenwich - Collection MNT0126)

The following nine months of the oncoming year 1799, Berry states ill health. He stays at Bath for the benefit of it, having suffered considerably from the variety of fatigues, which he had undergone in the service.

Apparently the healing waters of Bath seemed to agree with him on a certain degree, and the fair way of his partial recovery lasted through great part of 1799.

During this period, Edward Berry corresponds on regular occasions with his professional friend and superior Lord Nelson, and consequentially will soon be appointed the command of the Third Rate battleship *Foudroyant* (illustrated) and sent out in her to replace Nelson's battered flagship *Vanguard*; nonetheless he is to resume his service only mid-October 1799, when sailing to Gibraltar on *Bulldog*, where he supersedes Hardy as Flag-Captain on the *Foudroyant*.

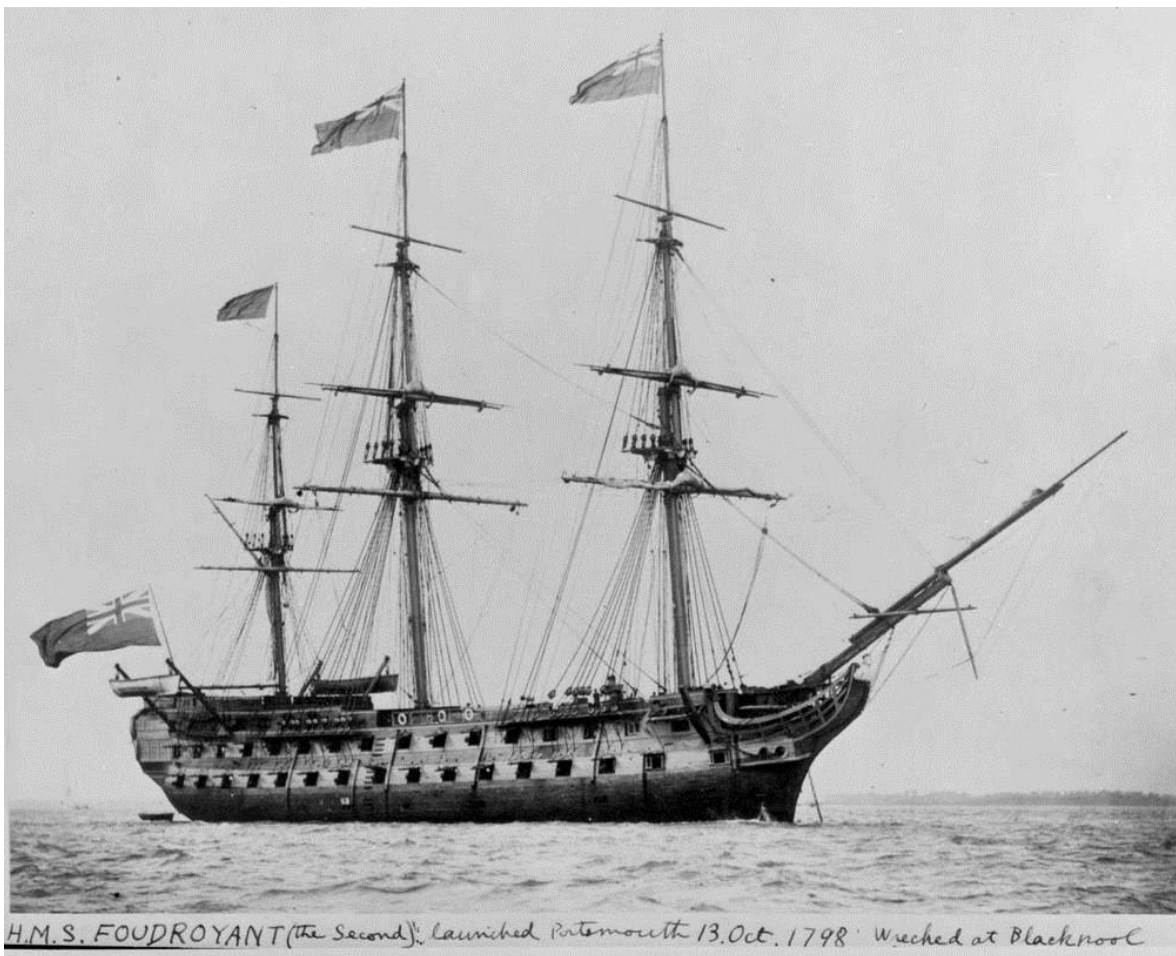
Sir Edward soon repairs once more to the Mediterranean, as Captain of Lord Nelson's flagship. While Nelson is at Palermo, Berry is sent to strengthen the blockade of Malta.

Early in the following year, on the 18th February, 1800, Sir Edward has the gratification of assisting in the capture of the French ship *Généreux*, his old opponent and former captor.

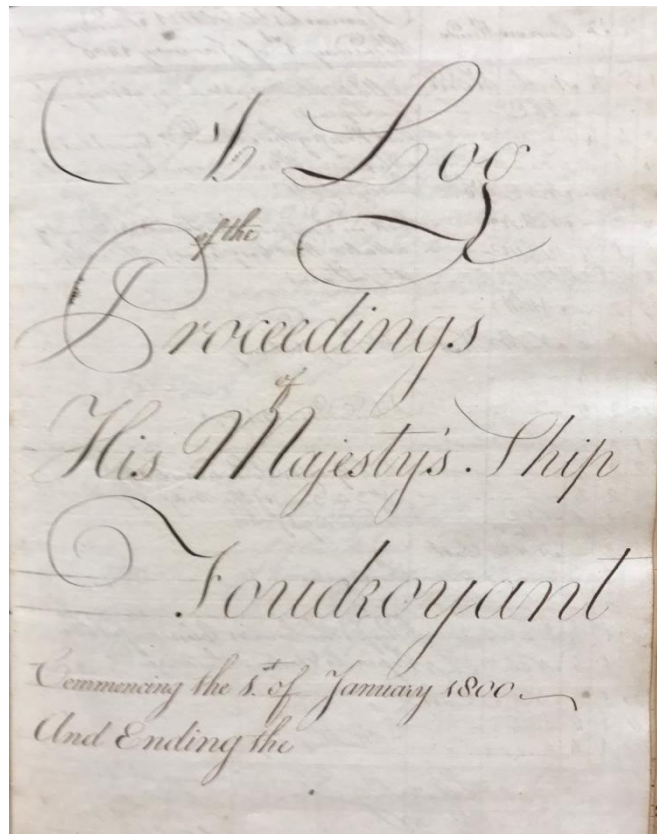
On the 30th March, 1800, he again has the satisfaction of partaking in the capture of the *Guillaume Tell*, 80 guns, the last and only remaining of the French ships which had escaped from the Battle of the Nile in Aboukir Bay. In this conflict, the *Foudroyant* expended a hundred and sixty-two barrels of gunpowder, and two thousand seven hundred and forty-nine cannon shot of various sizes. A more heroic defence than that made by the *Guillaume Tell* is not on record. Her colours were kept flying until she had become an ungovernable log; and she sustained a loss of two hundred men killed and wounded. The *Foudroyant's* loss was eight men killed, and sixty-one wounded. During the action, Sir Edward Berry, who displayed the same matchless intrepidity and



Captain Sir Edward Berry, engraving by H.R. Cook (Naval Chronicle Office)



HMS Foudroyant, 80 guns (1798-1897), Royal BC Museum Archives (D-06508-)



Opening of the Log of HMS Foudroyant, commanded by Sir Edward Berry, 1800

(National Maritime Museum -Greenwich- Archives)

H	K	S	Course	Winds	Remarks	H	K	S	Course	Winds	Remarks
1	1	4	NW 1/2 W	SE	Light breeze and fine w. with a heavy swell from NW People emp. working up junk.	1	5	2	NNW 1/2 E	Moderate breeze and heavy People emp. working up. Junk Sailmakers & Rope-makers as before	
2	2				Sailmakers & Rope-makers occu.?	2	5	6			
3	1				Swine Spinners spinning Swine	3	5	2			
4	1					4	5	2			
5	1	4				5	5				Saw a strange suit to N E Made the Prince's
6	1	4				6	4	6			Charlotte's viz. to chase
7		4		SE		7	4				D.W.
8	1	4	N 1/2 W	North		8	4				
9	2		N 1/2 E			9	5	2			
10	2	4			D.W.	10	5	6			Fresh breeze and fair w.
11	2		North		In pt. N East end of Antica NW 8 or 9 miles	11	6	2			
12	2		NW			12	6	2			D.W.
1	2	4		South		1	6				
2	2	4	NW 1/2 W			2	6				
3	2	6				3	6			N 1/2 E	
4	2	4	NW		Light breeze and heavy Squad. in co.?	4	5	2	NNW 1/2 W	D.W. Squad. in co. ? Made short sail	
5	2	4				5	6	4			occu.?
6	2	6				6	7				at 6 Prince's Charlotte 1/2 E
7	3	2				7	6	6			
8	3	4				8	6				South Fresh breeze & heavy
9	3	6				9	8				People and Rope-makers emp. as before
10	4					10	6				
11	4	4				11	6				
12	4	4				12	5	4			Moderate breeze and heavy Squad. in company
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able conduct that he had done before in many trying situations, was hurt in the foot, but not so much as to induce him to quit the deck. Some time afterwards he presented the ensign of Le Généreux (illustrated) to the corporation of Norwich; by whom it was suspended in St. Andrew's Hall, with an appropriate inscription and trophies.

On the 30th March, after the capture of the Guillaume Tell, Berry wrote to Nelson from the Foudroyant: "My very dear Lord, had you been a partaker with me of the glory, every wish would have been gratified. How very often I went into your cabin, last night, to ask if we were doing right; for, I had nothing to act upon!...". This goes some way towards illustrating Berry's dependence upon Nelson and perhaps helps to explain his failure to cultivate a more successful later career. There is no doubting Berry's supreme gallantry and general amiability, but he had a certain reputation for blustering foolhardiness.

On the 9th of the month of June following, Sir Edward conveyed the Queen of Naples, her family and attendants, from Palermo to Leghorn; from which place Lord Nelson proceeded across the Continent on his way to England, and the Foudroyant to Minorca to refit. Previously to the landing of the above personages, her Sicilian Majesty presented Sir Edward with a gold box, set with brilliants, and a diamond ring.

Towards the latter end of the same year, on the 2nd November, our officer leaves Foudroyant to take command of the frigate Princess Charlotte; next day he sails from Gibraltar to return to England, and a month later, on the 3rd December, he anchors at Spithead.

Despite the absence of the Rear-Admiral on Foudroyant, Lord Nelson, while stationed at Palermo, held a rather intense correspondence with his Flag-Captain, Sir Edward Berry, in the year of 1800.



Authentic ensign of the French ship G n reux, captured by Sir Edward Berry off Malta, on the 18th February 1800. This very flag is the oldest and only remaining ensign of the Age of Sail. The size is comparable to that of a tennis court!

Proudly, the fine town of Norwich has been displaying the French colours in a unique exhibition, "Nelson & Norfolk", at Norwich Castle during summer 2017.

(Photography by the author)

During the remainder of the war, from April 1801 up to March 1802, Edward Berry commanded the Ruby, of 64 guns, stationed in the North Sea. In May 1801, Nelson writes to Rear-Admiral Totty, ordering the Ruby and other ships to join him in the Gulf of Finland. Nelson frequently corresponds with Berry on Ruby in this period.

It was five years, since the momentous highlight of his naval career, before Berry again took significant command. His failure to obtain a posting had left him feeling restless somewhat slighted by the Admiralty, "...A man's standing in the service and his reputation all goes for nought...", he wrote bitterly in a letter addressed to Nelson, who was to placate him in his reply with following words: "It is vexing to be unemployed at such moment, but it is useless to fret oneself to death when the folks aloft don't care a pin about it...". It took a change of leadership in the Admiralty to present Berry with the chance of another commission. Nelson wrote to him "...I sincerely hope, now that a change has taken place, that you will get a ship. I attribute none of the tyrannical conduct of the late Board to Lord St Vincent...he was dreadfully ill advised...".

In the meantime Berry, from the year 1802 up to the year 1804, was tenant of "The Grove" at Catton, Norwich. Later, early 1805, he becomes owner-occupier of "The Warren" also at Catton, Norwich, which he will keep until 1818.

In August 1805, Sir Edward tours the North of England and Scotland and corresponds with Nelson from Leith. The end to Berry's yearnings came on his arrival at Trafalgar. On the 17th September, 1805, he is appointed to the command of the Agamemnon, of 64 guns; and on the 3rd October he weighs anchor from England.

Captain Berry had rather a reputation as a fighter, though perhaps not as a master tactician, for instance Captain Codrington of the Orion found some wry amusement in seeing Berry in the

Agamemnon blazing away for all he was worth, apparently at friend and foe alike!

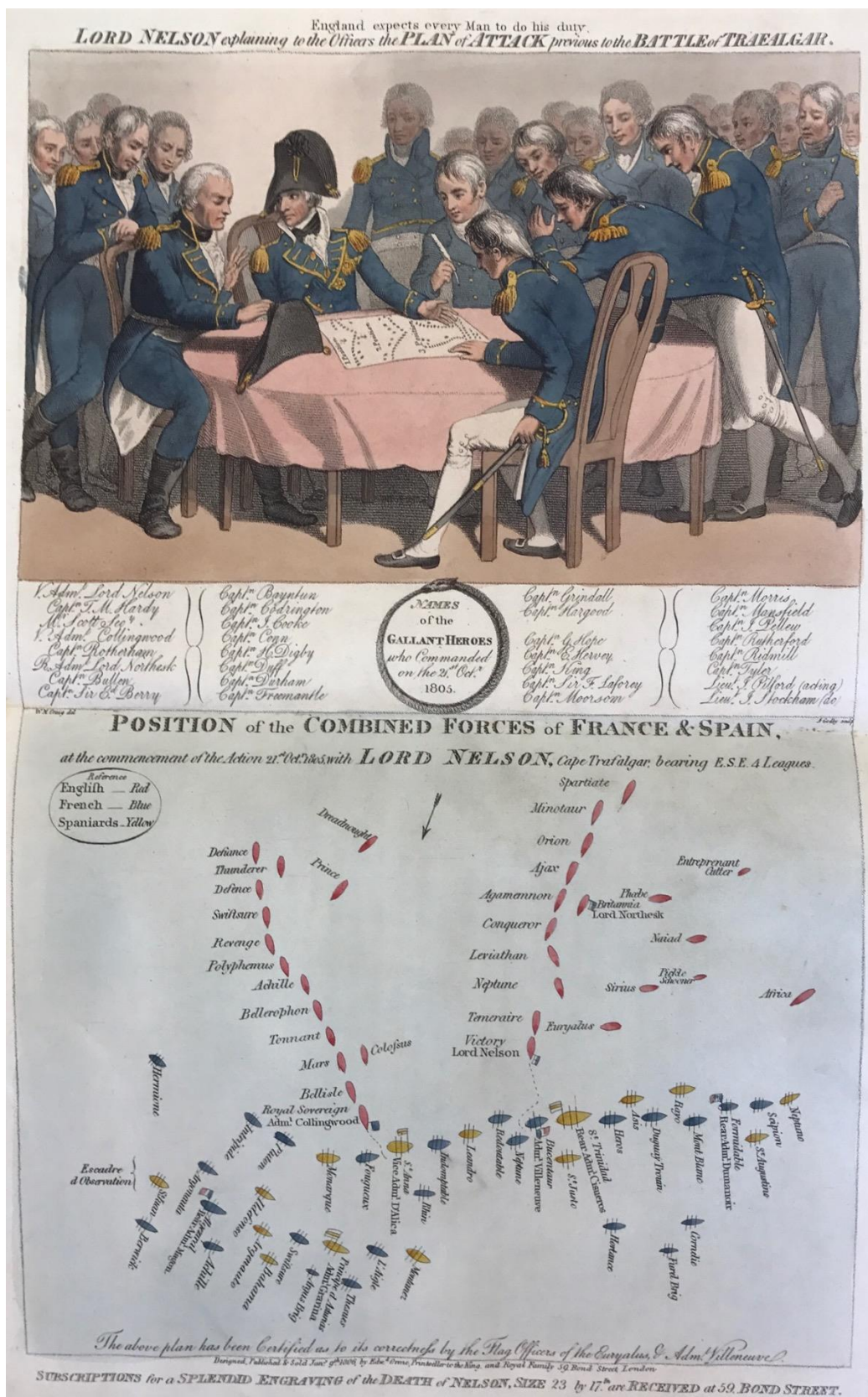
It was typical of Berry's luck that, having long and restlessly awaited a new ship, he should have been given the Agamemnon, before having the infinite happiness of joining Nelson on the eve of his greatest battle.

When peppery Berry joined the fleet in the Agamemnon, on the 13th October of 1805, Nelson rubbed his "fin", his right stump, in anticipation and said in exclamation: "Here comes that fool, Berry! Now we shall have a fight!".

Berry was one of Nelson's closest professional friends, and a key member of the original Nile "Band of Brothers". Slight, rather delicate, with fair hair and piercing blue eyes, Berry was quick-witted, impulsive and aggressive to the point of recklessness. He had a reputation for fighting with half-blind ferocity and had been in more fleet actions than any other captain in the Royal Navy.

On his passage out, Sir Edward most conspicuously evinced his profound knowledge of seamanship. During the night, he found himself with a single ship, and that very old and of very small dimensions for her rate, in the midst of the Rochefort squadron, consisting of five sail of the line, two frigates, and a brig, off Cape Finisterre. He well knew the value to Lord Nelson of every additional ship, uninjured and without delay; and, by his superior seamanship, skill and masterly manoeuvres, he contrived to get away from them, and joined Lord Nelson a short time before the great battle of Trafalgar: and he had the satisfaction of knowing that his Lordship and the Lords of the Admiralty highly commended his conduct on this occasion.

At the battle of Trafalgar (the 21st of October, 1805) and its unparalleled victory, which totally frustrated Bonaparte's plan for invading England from Boulogne, the Agamemnon was the eighth ship of the van column of the British fleet; and Sir Edward, as usual, sustained his high and bravely earned reputation, under the heroic chief, who fell in the arms of glorious Victory, and whose



Lord Nelson explaining to the Officers the Plan of Attack previous to the Battle of Trafalgar. Hand-coloured stipple engraving by: Craig, Orme & Godby, 1806.
 (National Maritime Museum - Greenwich- Collection PAG9025)

memory will be ever dear to the British navy and the British nation.

The Agamemnon had no particular opportunities for distinction at Trafalgar and escaped the mêlée without heavy losses, engaging with the Santissima Trinidad and Admiral Dumanoirs' division in the closing stages of the fight. In fact, Agamemnon being towards the rear of Nelson's line, did not get into action until nearly 2pm. She joined the Neptune and Conqueror in the pounding the mighty four-decked Spanish battle-ship Santissima Trinidad until she was forced to surrender.

In the closing stages, when the enemy van, under Dumanoir, threatened an attack on the badly damaged British ships, Agamemnon formed part of the hastily-formed line of battle to drove them away.

At the battle's close, as the smoke began to clear away, Berry felt a premonition, that something was wrong on board Victory and, calling for his ship's boat, he had himself rowed across to the stricken flagship. But, by the time he arrived, Nelson had just died and Berry was just too late to bid farewell to his friend; an unfortunate piece of timing, which he would regret for the rest of his life.

After this memorable event, Sir Edward proceeded to the West Indies in the same ship, the Agamemnon, and participated in the victory gained by Sir Thomas Duckworth, on the 6th of February, 1806, off St. Domingo, assisting at the discomfiture of the French squadron.

On that occasion, having silenced a 72-gun ship, and caused her to strike her colours, he hastened to attack another; when, to his great surprise, the first ship re-hoisted her colours, and was again captured; which circumstance caused some unpleasant altercation after the action.

A period of continuance in the West Indies for Sir Edward follows the battle.

Between the 2nd and 7th of March, he moored Agamemnon in

English Harbour at Antigua.

From the 8th up to the 30th of the same month, he sailed on Agamemnon south-east and contributed first to the capture of the French privateer, La Dame Ernouf, of 17 guns and 115 men, and then to the one of La Lutine, a 18 guns French national armed brig.

On the 29th of June, 1806, Sir Edward relinquishes the command of Agamemnon at Barbados and sets off to return to England.

The Agamemnon was put out of commission towards the end of 1806.

Upon his return home, the Committee of the Patriotic Fund at Lloyd's presented Berry with a sword, value 100 guineas, also with three silver vases, commemorative of the three great battles in which he had been engaged. He also received two medals from the King; one for the action of Trafalgar, and the other for the action of St. Domingo; and having previously obtained a medal for the action of the Nile, he now possessed three of them. At the close of the same year he was created a Baronet, by patent, dated December 12th 1806.

Berry is said to have been the only officer of his Majesty's navy, of his time, except Collingwood, who had the honour of possessing three medals, having commanded a ship in three general actions, namely: the Nile (1.8.1798), Trafalgar (21.10.1805), St. Domingo (6.2.1806). If to these we add St. Vincent (14.2.1797) and the First of June (1.6.1794), and the five actions in the East Indies between Hughes and Suffren (1779-1783), together with the loss of the Leander (18.8.1798) and the capture of the G n reux (18.2.1800) and the Guillaume Tell (30.3.1800), it will be seen that the record of his war services is in the highest degree exceptional.

From the latter end of the year 1806, the period at which Berry left the Agamemnon, there is no mention of him until the autumn of the year 1811, when he resumed his naval service.



Sir Edward Berry, portrait oil on canvas by Thomas Phillips, 19th century.

(National Maritime Museum - Greenwich- Collection BHC2650)



Sir Edward Berry in his captain's undress uniform, wearing the KCB neck decoration and his three - Nile, Trafalgar and San Domingo - medals.

Artist: John Singleton Copley, oil on canvas, circa 1815.

(National Maritime Museum -Greenwich- Collection BHC2554)

Now a Baronet, Sir Edward Berry of Catton in Norfolk; in the autumn of 1811 he obtained the command of the *Sceptre*, of 74 guns, from which he was removed a year later, in September 1812, into the *Barfleur*, a second rate of 98 guns, (illustrated); and again he was sent to the Mediterranean under Lord Exmouth. He remained in charge of the *Barfleur* until February of 1814.

In December of 1813, until the peace, Sir Edward was appointed one of the royal yachts.

From spring 1814 up to January 1815, he commanded the *Royal Sovereign* (illustrated), and in the summer of 1814, he was in attendance on the allied monarchs of Europe, during their visit to the fleet at Spithead.

On the 2nd of January 1815 Sir Edward is nominated Knight Commander of the Bath (K.C.B.); and on the 29th of January up to August of the following year, 1816, Berry subsequently commanded another royal yacht: the *Royal George* (illustrated), which was his last recorded naval command.

In 1819, having left Catton, Norwich, Edward Berry and his wife moved to Bath for the benefit of his health.

They subsequently undertook a continental tour, and lived for some time at Pisa, Italy, before returning to Bath.

In the summer of the same year, precisely on the 12th of August, 1819, at the general promotion Edward Berry obtained one of the vacant colonelcies of Royal Marines.

The 19th of July, 1821, sees Edward Berry attain the rank of Rear-Admiral of the Blue and subsequently advance to that of Rear-Admiral of the Red; though, unfortunately and sadly, due to his much broken health, the newly promoted is never to hoist his flag again.

For several years this distinguished officer had been suffering under severe illness and extreme debility, the effect of paralysis, which rendered him totally incapable of taking upon himself the active duties, neither further important postings for which his



HMS Barfleur, 90 gun (1768-1819), by J.T. Serres (NMM Collection BHC3220)

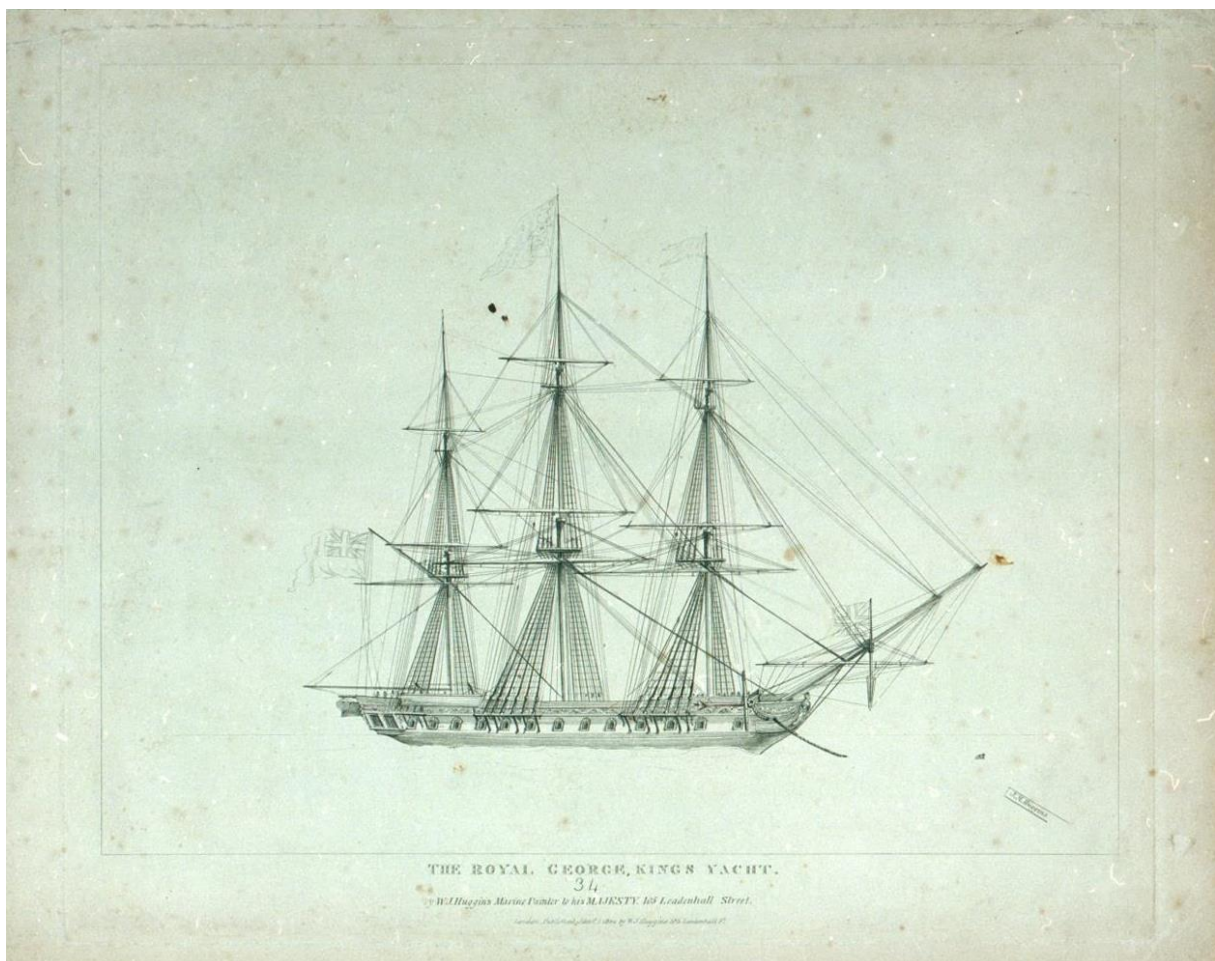


Royal Yacht: Royal Sovereign (1804-1849), by J.T. Serres (NMM Collection BHC3613)



Captain Sir Edward Berry

Engraving by Orme (National Maritime Museum -Greenwich- Collection PU3435)



Royal Yacht: Royal George (1817-1905), by W. J. Huggins.

(National Maritime Museum -Greenwich- Collection PAD6499)

Private

Royal Sovereign 2^d Spithead
8th June 1814.

My dear Lord

I arrived at this anchorage yesterday evening in nine hours and a half from Dover Roads' truly happy to find myself released from His Royal Highness - for I assure your Lordship that I never was upon a more disagreeable Service, every endeavor was made to degrade the Yachts - and I assure you that both Capt. Eyles and myself were much hurt at the treatment we experienced - instead of Captains in the Command of His Maj.^y Palaces afloat - we were merely floating Kitchens and pantries for the Duke's convenience. - I never saw any duty worse conducted. - If

the

Letter from Sir Edward Berry to Lord Melville, concerning a personal and private matter. Issued on the Royal Sovereign at Spithead on the 8th of June, 1814. Continuation of the writing follows on next illustrated page.

(Original holograph, National Maritime Museum - Greenwich - Archives)

Yachts had been permitted they could have
gone into the Pier at Boulogne and have
conveyed their Maj. into the Pier at Dover ^{in the same time} ~~have~~ now go into Harbour
but the Yachts were seized in Lane!
6 or 7 Miles from the Shore ^{in 24 hrs} - The Duke said
in our presence - "I despise the Yachts
(not the Officers that command them) but I
despise the establishment altogether and
should like to have them ~~unduly~~ lee in a gale
of wind with some of the Lords of the Ad-
miralty on board them!"

It seemed like
it too - the Yacht would soon be to windward.

I was ordered on shore in my boat
to bring off any persons of the suit - a day-
more proper for a midshipman than officer of our rank.

The plate and furniture is not
returned to us

A winters' Cruise of London is luxury
to being under the Duke - I know we

shall now go into Harbour
with best respects to Lady Melville

Remain with attachment

Yours very faithfully
and obliged

R. B. B.

Wm. B. Lysons Melville & R. B.

distinguished talents in his profession, and his high character, so eminently qualified him.

At the restoration of peace, in 1814, Sir Edward had returned to Norfolk, where he had taken up his residence - since 1802 - at Catton, near Norwich; whence after some years, in 1819, on his retirement from the navy, he had proceeded to Bath - where he established his last residence - for the benefit of his health.

With the same design, the gallant Baronet subsequently had made a continental tour; and had lived for some time at Pisa, in Italy. However, the hopes of re-establishing health had unhappily not been realised; hence he had returned to Bath.

On the 22nd of October 1824, Sir Edward wrote his will (illustrated) apparently at Bath.

On the 13th of February 1831, Edward Berry - aged 62 - expired at his dwelling, at 2 Gay Street, Bath; where he had spent the last 3 years of his life - from 1828 up to 1831 -.

On the 22nd of February 1831 he was buried at St Swithin's Church, Walcot - Bath - (illustrated).

His funeral was attended by upwards of sixty officers of the navy and army, who volunteered to pay this last token of respect to the memory of one who had served his country with such distinguished honour; and the pall was supported by Vice-Admirals Sir Henry Bayntun, KCB, Sir William Hargood, KCB, and Richard Dacres, and Rear-Admirals Joseph Fuller, Charles Cunningham, and Robert R. Fitzgerald.

On the 11th of March 1831 Sir Edward's will was proved.

In the year 1835, Berry's widow, Dame Louisa Henrietta Berry, presented his portrait by Copley (illustrated) to the Painted Hall at Greenwich; nowadays kept at the stores of the National Maritime Museum - Greenwich -.

He had died without issue, and the Baronetcy consequently became extinct.



Sir Edward Berry, Bt. pencil and white chalk by George Jones, circa 1821-1829

(National Portrait Gallery -London- NPG5259)

In the Name of God Amen.

I Sir Edward Berry Rear Admiral of the Blue Baronet R.C.B. do make publish and declare this to be my last will and Testament in manner following that is to say I give and bequeath to my dear wife Lady Louisa Henrietta Berry all my stock in the public funds and all my monies and annuities for money and my Bankers hands or in any dwellinghouse at the time of my death and all my household goods and furniture plate linen glass china wines and liquors books prints and pictures and all my horses and carriages and all other my personal Estate and Effects whatsoever and wheresoever and of what nature or kind soever to hold the same to my said wife for her own absolute use and benefit subject to the payment of all my just debts funeral expences and the costs and charges of proving this my will and lastly I nominate constitute and appoint my said dear wife and my unrevoked and firm James Balfour Junior Esquire of Norfolk Street Strand London Executor and co-Executor of this my will in witness whereof I have to this my last will and Testament set my hand and affixed my seal this twenty second day of October one thousand eight hundred and twenty four. E. Berry Ed. signed sealed published and declared in the said Testator Edward Berry as and for his last will and Testament in the presence of us who in his presence at his request and in the presence of each other have subscribed our names as witnesses thereto. Robt. Savage H. Nathl Bayly Esqrs Bath - p

Sir
Edward
Berry

Baronet

a Rear Admiral R.C.B.
a Knight Commander
of the Most Noble Order
of the Bath

L

Proved at London 11th March 1831 before the worshipful William Calverley Esq. in his office of Deans and Archdeacon by the oath of James Balfour Esquire the younger one of the Executors to whom Administration was granted being first sworn duly to administer. power reserved of making the like grant to James^{Louisa} Henrietta Berry Widow the Widow of the said late Testator. J. Balfour Esq. J. Balfour Esq. J. Balfour Esq. J. Balfour Esq. J. Balfour Esq.

Will of Sir Edward Berry, Rear Admiral of the Blue.

(Public Record Office, The National Archives - Kew -).

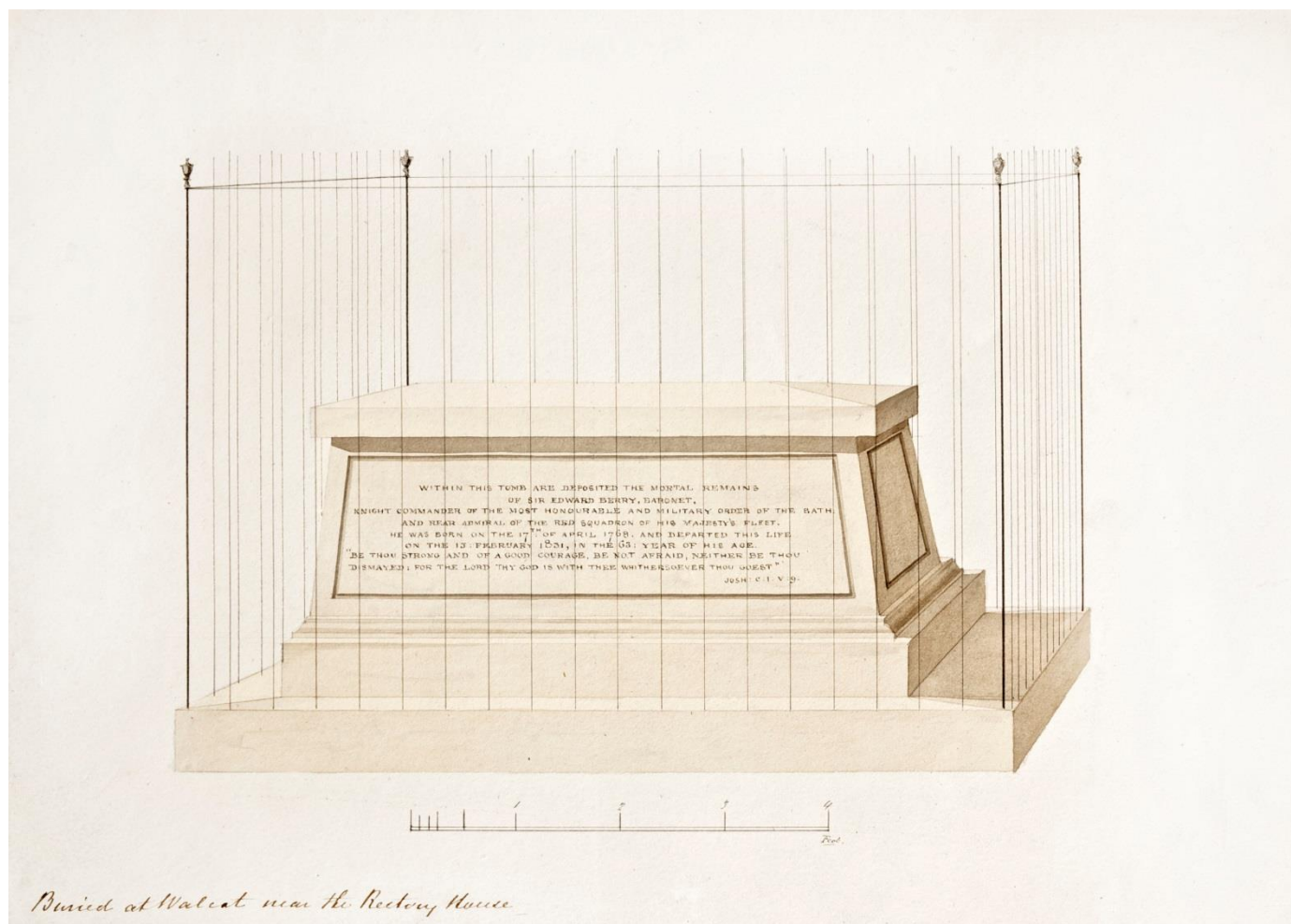


Image of the Tomb of Sir Edward Berry at Walcot, Bath, near Rectory House.

(Bath in Time, Bath)

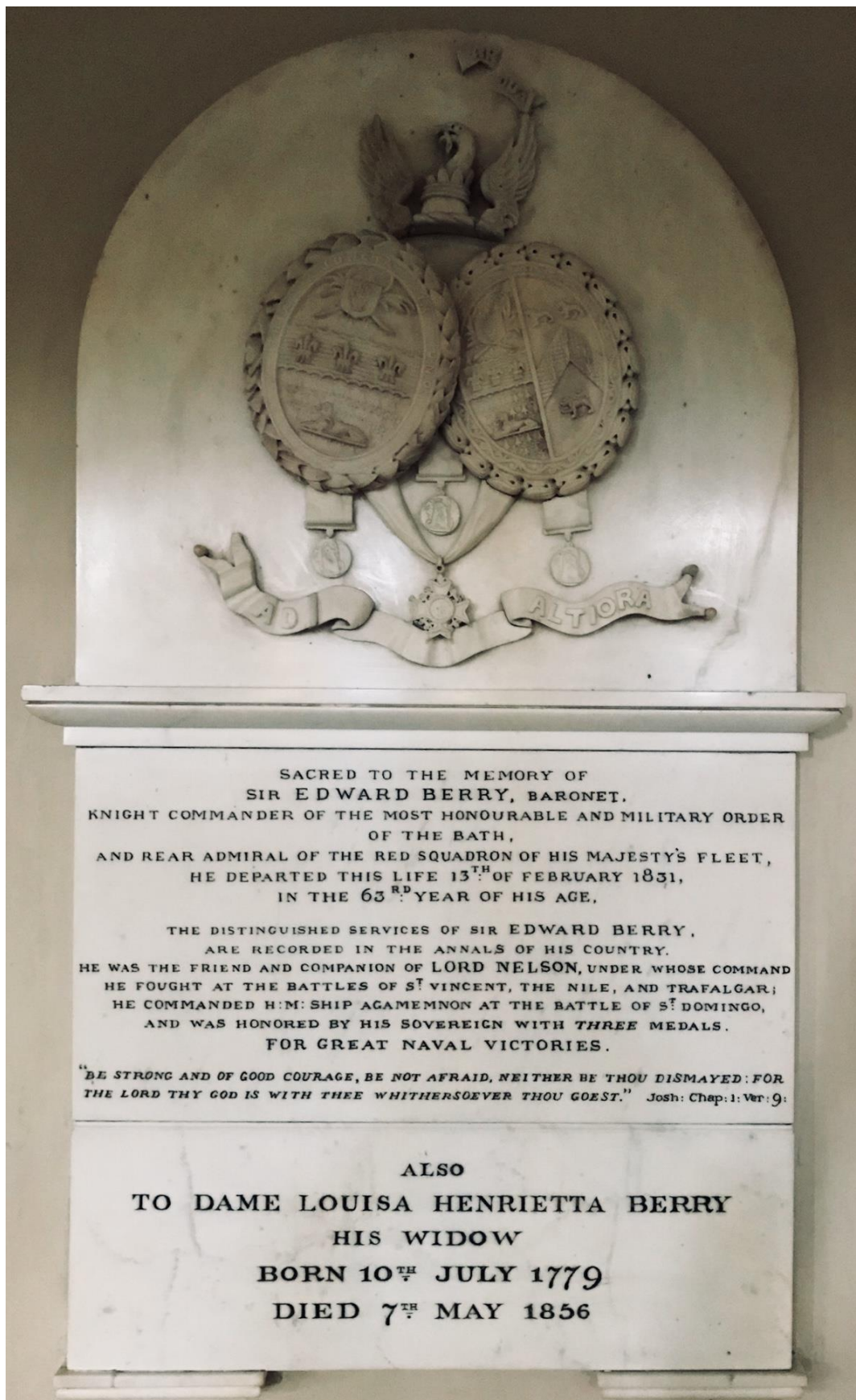
Sir Edward Berry was remarkable for his coolness and intrepidity in carrying into action his ship, which was at all times well disciplined, but without undue severity and coercion.

In private life he was exemplary for strict integrity, and was a sincere friend.

And he will always be remembered with true admiration and affection.

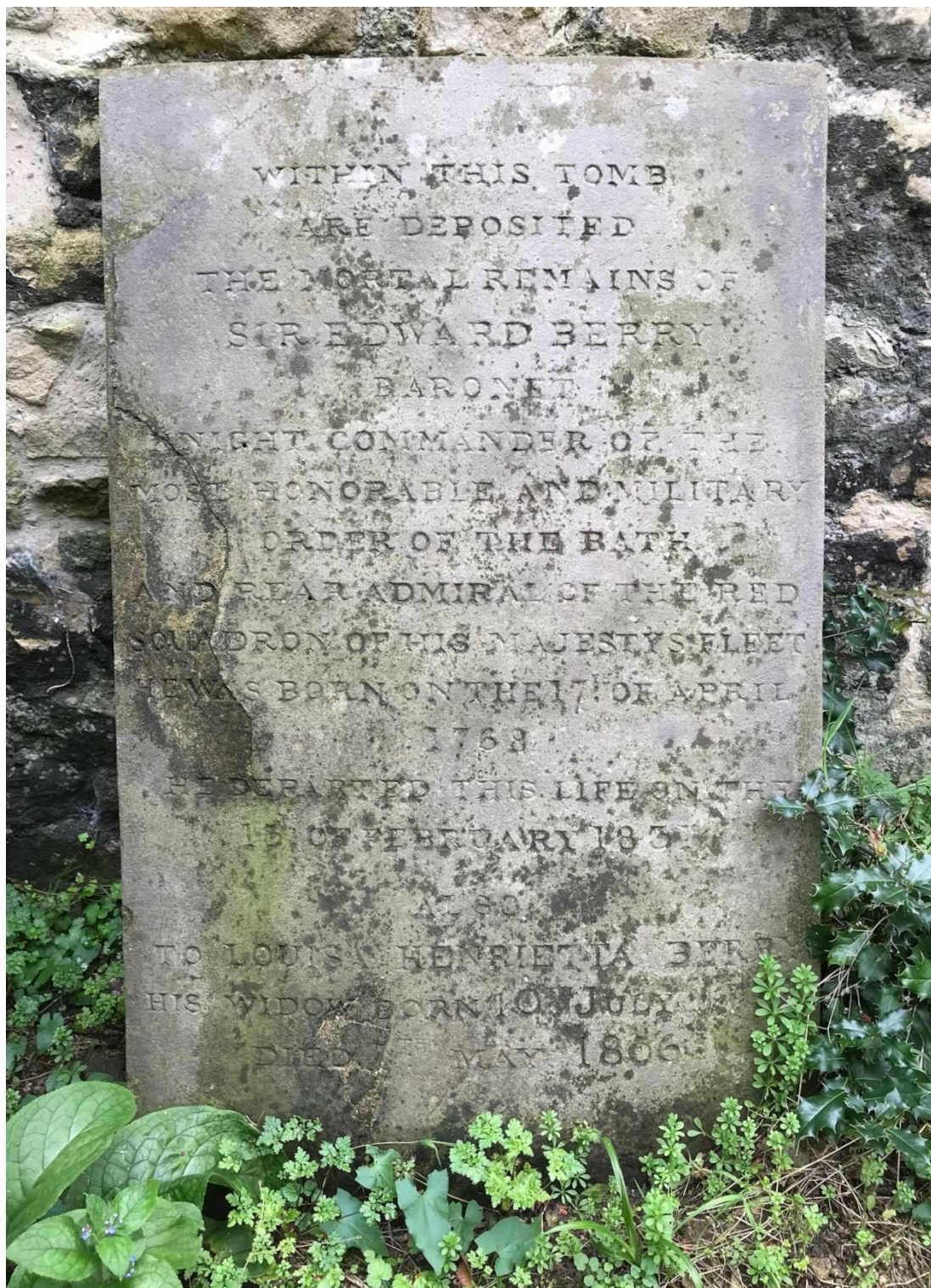
"Great souls by instinct to each other turn, melt in alliance, and in friendship burn!"...finally reunited forevermore.

Edward Berry - Horatio Nelson



Edward Berry's memorial plaque: St Swithin's church, Walcot - Bath -.

(Photography by author)



Headstone of Edward Berry's tomb: St Swithin's churchyard, Walcot - Bath -.

(Photography by author)

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- § British Museum - London -
- § National Archives - Kew -
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- § Bath in Time - Bath - and St Swithin’s church, Walcot - Bath -
- § Royal BC Museum, Victoria BC - Canada - archives

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Donatella Gelati

End