

The Naval Gazette

The Journal of the C.S. Forester Society

Trafalgar Day Issue



**"England Expects That Every Man
Will Do His Duty"
Admiral Horatio Nelson
21 October 1805**

Volume 1, Number 3

October, 1996

The Mast Head of the The C.S. Forester Society

This Society is open to anyone interested in C.S. Forester's (CSF) writings. Hornblower fans especially - and our numbers are legion! - will find a ready welcome here. The Society was founded 2 April 1996, the 30th anniversary of CSF's death.

The Society publishes THE NAVAL GAZETTE four times per year and will offer other publications and services as these become available. We are investigating, for example, the possibility of reprinting out-of-print Hornblower and other CSF material, a biography of CSF, and other related works. Planning is also underway for a biennial Society dinner to be conducted in accordance with the best naval traditions, tentatively scheduled for July, 1997.

Membership dues are \$15 per year. Members will receive four issues of THE NAVAL GAZETTE per year, an official *nom de mer* and membership certificate, and other membership materials. Dues should be sent to the following address.

The C.S. Forester Society
William A. Carpenter, Secretary
390 Hansen Ave. S.
Salem, OR 97302

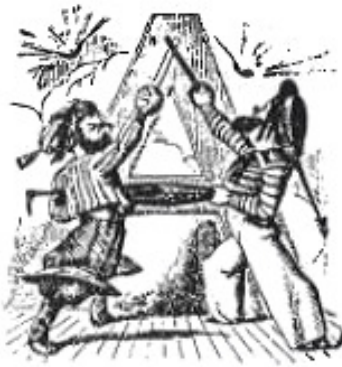
(503-581-2179)

I may also be reached by e-mail at: vamberry@teleport.com.
The Society maintains an Internet presence through its "web page" at: <http://www.teleport.com/~vamberry/>.

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Table of Contents

From the Editor	4
Two Juveniles by CSF: <i>Poo-Poo and the Dragons</i> and <i>The Barbary Pirates</i> , by John C. Brown	5
"Ha --- h'm"	7
The Battle of Trafalgar, October 21, 1805, by R. Scott	9
Biblical Naval Signals, by Charles O'Dale	10
A "Who's Who" Guide to French Revolution and Napoleonic Era Adventure-Fiction, by Albert E. Gechter	12
<i>H.M.S.</i> , by Melissa Backer	16
The Code of the Duel, by Kenneth Stickney	18
A Communication From Mr. Prowse, Purser, by Steven Roberts	21
Flying Colours, by Ronald W. Meister	23
Another Appearance of Hornblower, by Rodney J. Payton	26
Dear Sir,	30
The Victualling Yard	31



number of people have made suggestions to me about holding a CSF Society dinner, incorporating naval tradition of the 18th Century as much as possible, to honour Hornblower (and CSF). July, 1997 will be the 221st anniversary of Hornblower's birth and could serve as an appropriate time for such a celebration. A couple of members have suggested having the dinner as an adjunct to some other appropriate conference - do you

know of an annual conference of naval historians, Napoleonic War enthusiasts, or a similar group?

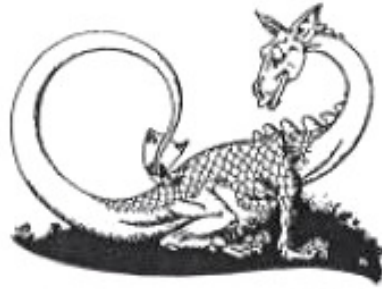
Of course, we will not find a location that is convenient to all of our world-wide membership, but perhaps we could schedule dinners in several different locations, so as to allow many of our members to attend a dinner.

I urge anyone interested in organizing such a dinner to get in touch with me soon. It is by no means too early to begin arranging details!

CALL FOR PAPERS: Your submissions for the next issue of "The Naval Gazette" are earnestly solicited. The deadline for the January issue is December 12th, but submissions are welcome at any time.

P.S. Thanks to the members that politely pointed out two embarrassing typographical errors in the last issue. These have been corrected. For the record, CSF died in 1966 (page 4) and the name of the movie is "The Pride and the Passion" (page 35).

Bill Carpenter, Editor, TFS
Mr. Marsden, Secretary



**Two Juveniles by CSF:
Poo-Poo and the Dragons
and *The Barbary Pirates***

Reviewed by John C. Brown

Two of Forester's books are usually classified as "juveniles", or books for children. *Poo-Poo and the Dragons* (1942; Little, Brown and Company; Illustrated by Robert Lawson) is of some little interest to Hornblower fans for the simple reason that the male dragon is named "Horatio Heavyside Dragon". Otherwise this story really does not have much to offer the adult reader.

CSF has a couple of devices, such as giving the name of a minor character and then questioning the reader a couple of paragraphs later about the name, that become tedious with repeated reading. The father (Mr. Brown) of the main character (Poo-Poo) is invariably described as "a very clever man", but gives little evidence of it in these stories.

These stories were written by CSF to entice his son* to eat his meals and, rather to my surprise, I found that they do work well when read out loud to young children. What was tedious to read silently, became quite humorous when spoken aloud. I especially enjoyed the following bit where the dragon has to go to work in a grocery store:

You have no idea what a lot there is to be done in a grocery store. He (Horatio) had to crack all the apple nuts and take the apples out and stack them up in pyramids ready for sale, and he had to drop all the peas into the pods and stick the pods together, and he had to paint all the radishes red ...

* (Editor's Note: This was CSF's younger son, George.)

The Barbary Pirates (1953; Random House; Illustrated by Charles J. Mazoujian) makes fine reading even for adults. In fact, my only complaint was that the book was too short -- not at all my reaction to *Poo-Poo*.

CSF does an excellent job explaining the history of the Barbary States, the economic and political reasons for their piracy, and the reasons for the involvement of the United States in the affairs of Northern Africa.

Much of the book reads like a Hornblower novel. There are naval battles and tactics expertly handled. There is a rather wonderful account of a surprising land battle, with the military importance of the action made clear in an interesting, non-didactic style. There is even a dramatic charge led by William Eaton, United States consul in North Africa, that makes all the difference; the parallels with Commodore Hornblower's charge at Riga are obvious.

Forester does an especially fine job, as we would expect, explaining the personalities of the officers of the U.S. Navy, their military tactics, and the delicate political problems involved. At times the book does not seem particularly juvenile at all. Consider, for example, CSF's explanation for the failures of Commodore Richard V. Morris to maintain the blockade of Tripoli:

The only explanation that can be offered is that Morris found himself unable to support any longer the burden of his responsibilities.

This explanation seems absolutely correct, and is a rather bold stroke for an historian, but hardly seems aimed at a "juvenile" audience. Yet, somehow, the book is very approachable for both children and adults and will be of special interest, I am sure, to Hornblower's many admirers.

"Ha --- h'm"

This section of THE NAVAL GAZETTE will be devoted to news of Horatio Hornblower and more-or-less related matters. Your submissions are welcome.

We have received the following items from sharp-eyed readers.

1.

**"I find Hornblower admirable, vastly entertaining."
Winston Churchill**

The source for this quote has been identified by Ed Feldman. It is from Winston S. Churchill's *The Grand Alliance* (1951, Houghton Mifflin Company, page 429). Churchill wrote:

For the first time for many months I could read a book for pleasure. Oliver Lyttelton, Minister of State in Cairo, had given me *Captain Hornblower, R.N.*, which I found vastly entertaining. When a chance came, I sent him the message, "I find *Hornblower* admirable." This caused perturbation in the Middle East Headquarters, where it was imagined that "Hornblower" was the code-word for some special operation of which they had not been told.

2. A source for the Hornblower radio program, mentioned here last issue, have been found by our members: Books-On-Tape, 1-800-626-3333. I ordered a copy and have enjoyed them very much. There are 24 shows, starring Michael Redgrave as Horatio Hornblower.

3. Barnes & Noble, 1-800-843-2665, is offering for sale, apparently only through their catalog, a reprint of

C. Northcote Parkinson's biography, *The Life and Times of Horatio Hornblower*.

4. Rich Merritt, Tall Ships Books, continues to scoop "The Naval Gazette". The July, 1996, issue of "Tall Ships Books News" contains a very interesting interview with John Forester, CSF's elder son. Some of the material will be familiar to those that read John's short biography of CSF that appeared in the July issue of "The Naval Gazette".

5. Then the August, 1996, edition of "Tall Ships Books News", contains an interview with Douglas Reeman, whose pen name, Alexander Kent, is also well known. Reeman wrote the introduction for *Hornblower One More Time*, but in the interview shows no particular affection for either the Hornblower stories or CSF himself.

6. A correspondent from England spotted a line in a BBC's weekly listings magazine. An article on nautical TV series ended with the line "and look out for.... Hornblower!" This is definitely a teaser and the editor would be delighted to receive news of any new proposed Hornblower television series.

CSF Bibliography

No corrections were sent to the editor on the bibliography published in the July issue of "The Naval Gazette." An updated bibliography will appear whenever substantial improvements have been made to the previous edition. Relatively minor changes will be noted in each issue as they become available.

Additions and corrections are very welcome and will be published as they are made available to the editor.

The Battle of Trafalgar, October 21, 1805

by R. Scott

Admiral Horatio Nelson (September 29, 1758 to October 21, 1805) was in England at the time of the Treaty of Amiens (1802-1803). When fighting started again in 1803, he was appointed commander of the British Mediterranean fleet. He blockaded Toulon, where a large French fleet under Vice Admiral Pierre Charles de Villeneuve (1763-1806) was preparing to invade England.

The French fleet escaped in 1805 and sailed for the West Indies. Nelson pursued but failed to locate the French fleet which sailed back to Europe and, at Cádiz, was joined by part of the Spanish fleet. The British blockaded Cádiz but the French, once again, broke out of the harbour and gave battle off Spain, at Cape Trafalgar.

Nelson overwhelmingly defeated the combined French and Spanish fleets at the Battle of Trafalgar, on October 21, 1805. He captured about 60% of the enemy fleet as prizes that day but was mortally wounded by a French sniper and died as the battle ended. His victory ended Napoleon's plans for invading England and established Britain as the most important sea power in the world.

But where was Hornblower during this famous and critical battle? According to Forester's unfinished novel, *Hornblower During the Crisis*, Hornblower was working as a spy in Spain, delivering forged orders to Villeneuve from Napoleon ordering him to leave the safety of Cádiz.

Presumably, Hornblower was still in the process of returning to England on October 21st. Certainly he made it back in time to coordinate Nelson's funeral, as recounted in *Hornblower and the Atropos*.

Blast for Terrible Parade Drill PSALM 107:27
They reel to and fro, and stagger like a drunken man, and
are at their wit's end.

Chief Petty Officer vs. Officers ACTS 26:14
And when we were all fallen to the earth, I heard a voice
speaking unto me, and saying in the Hebrew tongue, Saul,
Saul why persecutest thou me? It is hard for thee to kick
against the pricks.

Course, Ship Off PROVERBS 16:17
The highway of the upright is to depart from evil; he that
keepeth his way preserveth his soul.

Convoy Assembly 1 KINGS 5:9
My servants shall bring them down from Lebanon unto the
sea; and I will convey them by sea in floats unto the place
that thou shall appoint me,

Keeping Company, greeting to ship ECCLESIASTES 4:9
Two are better than one; because they have a good reward
for their labor.

Lament after run ashore 2 KINGS 4:19
And he said unto his father, My head, my head. And he
said to a lad, Carry him to his mother.

Making a Request PSALMS 130:2
Lord, hear my voice: let thine ears be attentive to the voice
of my supplications.

Promotion ECCLESIASTICUS 6:30
For there is a golden ornament upon her, And her bands are
a ribbon of blue.

Response to Tow Request REVELATIONS 3:11
I come quickly: hold fast that which thou hast, that no one
take thy crown.

**A "Who's Who" Guide to French Revolution and
Napoleonic Era Adventure-Fiction**

By Albert E. Gechter, TFS

Admiral the Right Honourable Earl St. Vincent

Andre-Louis Moreau, "Scaramouche", was a moderate French revolutionary activist, a constitutional monarchist, and also a radical liberal reformer. He started as a country lawyer and became a fugitive after being falsely accused of murder by wicked aristocrats. As a fugitive, he became a stage-actor, pamphleteer, and agitator against the Old Regime. Then, he became a fencing master, Member of the Estates-General, and a most-notorious duelling swordsman of the era, facing his foes in a final confrontation for a "surprise twist" ending. But he gets the girl!

Then, when dangerous extremist political leaders rose to power in France, Moreau left the country and went into exile in the Rhineland. In the sequel, Scaramouche returned to join the French Royalist underground. He tried, and failed, to save the Royal Family, became disgusted with the Jacobin Reign-Of-Terror, and helped bring about the Thermidorean Reaction and the rise of the Directorate. His adventures are chronicled in several films and in two books by Rafael Sabatini: Scaramouche: A Romance of the French Revolution and Scaramouche, the King-Maker.

Parkinson's biography of Hornblower says that young Hornblower took lessons in courtesy, deportment, dancing, fencing, and the French language from a French political refugee in England. I like to think that this was Moreau. I also like to think that Moreau, while in England, met two other gallant adventurers of the period, Sir Percy Blakeney, "The Scarlet Pimpernel", and the Reverend Dr. Christopher Syn, "The Scarecrow of Romney Marsh".

Sir Percivale Blakeney, "The Scarlet Pimpernel", was descended from another adventurer, Sir Percy Blake, First

Baronet of Blakeney, who fought for the independence of Holland from Spain in 1625. Blake was the subject of two Rembrandt portraits including "The Laughing Cavalier".

Blakeney was the leader of "The League of the Scarlet Pimpernel", a group of aristocratic British daredevils who helped condemned French prisoners to escape the guillotine and reach safety in England. Although he was no slouch at swordplay and shooting, Blakeney relied most on clever disguises, make-up, impersonations, and quick-wits to effect his rescues. He had a yacht, "Daydream", which he used to get across the Channel and back. He is said to have drowned while planting explosives that destroyed a French warship off the English coast. His adventures are chronicled in movies and in over a dozen books by Baroness Emmuska Orczy and others.

Perhaps the least known in the U.S. are the books about a country parson, the Reverend Dr. Christopher Syn, D.D., LL.D., etc., the Vicar of Dymchurch, Romney Marsh (in Kent, England), who is also the pirate "Captain Clegg" and the highwayman and masked avenger called "The Scarecrow". He is a sinister and mysterious person, a brilliant scholar at Oxford, a gallant lover and duelling cavalier, who became a pirate for revenge - but who never attacked a British ship.

He led a "triple life" and became a rebel against King George III; protested harsh taxes, naval press gangs, and other tyranny and oppression; and supported the American rebels. Dr. Syn (pronounced "sin"), was also the head of the smugglers in southeastern England. A relentless righter of wrongs, Syn went around rescuing, defending, and avenging the wronged. Later, he helped French refugees get to England and fought French ships and pirates. His long career lasted from the 1750's to 1808, when he was killed.

There are several movies about him and also about ten books by Russell Thorndike. The residents of Dymchurch and Romney celebrate "Old Smuggler Days" each year, commemorating Dr. Syn and his gang(s).

Better known are four more recent series of books.

Richard Sharpe was about the same age as Hornblower. He was from the slums of London who enlisted as a private in the British Army and rose to Lieutenant Colonel because of his spectacular heroism. There are 13 books about him by Bernard Cornwell, as well as a popular television series.

Captain the Honourable Nicholas Ramage, Lord Viscount Ramage of Blazey, is the hero of a long series of novels by Dudley Pope. Ramage (rhymes with "damage") is about a year older than Hornblower, whom he knew personally, and always had the advantages that Hornblower lacked, besides being senior to him in rank and seniority.

The saga of Admiral Richard Bolitho has over 20 novels covering the period from the 1760's to 1812. Bolitho was a generation older than Hornblower and was only slightly junior to Nelson.

Captain John Aubrey, with his friend Dr. Stephen Maturin, are the heroes of the very popular naval adventure historical novels by Patrick O'Brian. Aubrey became a Commander in 1800, which made him somewhat senior to Hornblower in rank, as well as being several years older. It seems quite likely that Aubrey and Hornblower would have at least known of each other.

Finally, mention must be made of Captain Josiah Peabody, U.S.N, of the U.S.S. Delaware. He is the hero of a CSF novel set in 1814-15, The Captain from Connecticut. He is a near duplicate of Hornblower, which is not surprising as I believe that Peabody was Hornblower's American cousin!

Peabody wreaks havoc on British merchantmen, marries a beautiful French girl on Martinique, and fights a duel with the British Commodore who's been chasing him. Together they defeat a fierce Haitian pirate, Larouge. (Pirates are usually either black or red, their preferred colors; this one is both these colors!)

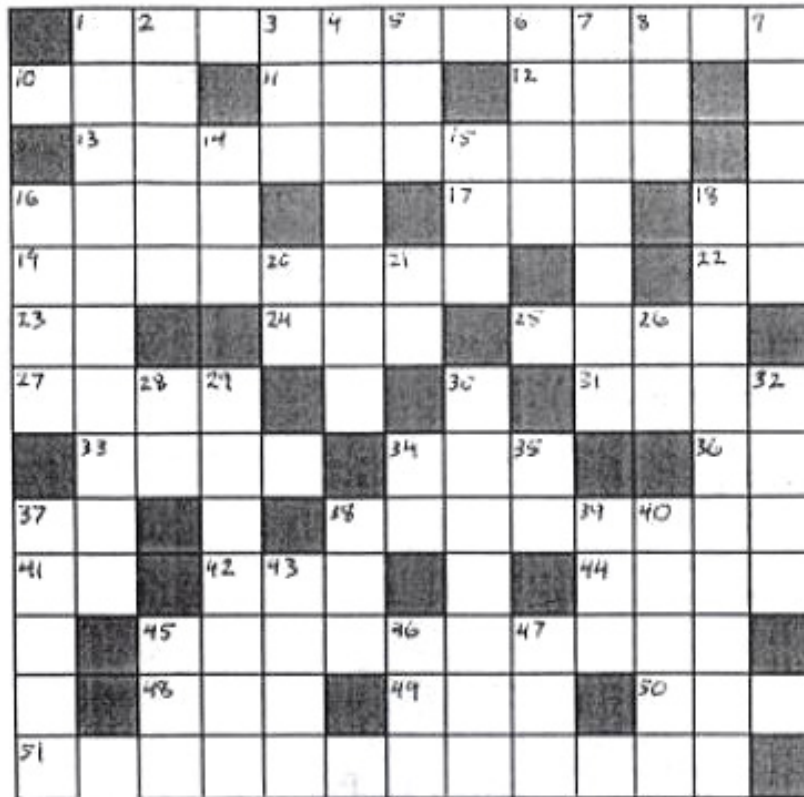
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Dates of Importance

Hornblower's birth	4 July 1776
Hornblower's death	12 January 1857
CSF's birth	27 August 1899
CSF's death	2 April 1966

H.M.S.
by *Melissa Backer*



Featuring eight Hornblower sailing vessels

Across

- | | |
|--|---|
| 1. <i>H.M.S.</i> _____ | 24. twosome |
| 10. congeal | 25. deeds |
| 11. metal bar in a gun | 27. ink stain |
| 12. French king | 31. temporary houses |
| 13. part of the title of a
Hornblower novel | 33. makes a mistake |
| 16. <i>H.M.S.</i> _____ | 34. embrace |
| 17. _____ <i>Constitution</i> | 36. neither he nor she |
| 18. royal I | 37. near |
| 19. ticket sales | 38. <i>H.M.S.</i> _____ |
| 22. typographical space | 41. initials of Declaration
of Independence signer
from Connecticut |
| 23. _____ it were | |

Across, continued

- | | |
|--|--|
| 42. Part of a C.S.Forester
juvenile title | 49. uncooked |
| 44. small whirlpool | 50. snakelike fish |
| 45. <i>H.M.S.</i> _____ | 51. alternate title of a
Hornblower novel |
| 48. in the style of (French) | |

Down

- | | |
|--|--|
| 1. Barbara and Arthur | 32. steep, according to
Robert Burns |
| 2. relating to a hipbone | 34. "_____-h'm" |
| 3. premier _____ (vin) | 35. oriental strategy game |
| 4. <i>H.M.S.</i> _____ | 37. summary |
| 5. lyric poem | 38. portable bed |
| 6. ages of history | 39. side of the ship away
from the wind |
| 7. <i>H.M.S.</i> _____ | 40. sailor without watch
duty |
| 8. on _____
(French gossip) | 43. plague city in a Horn-
blower story |
| 9. <i>H.M.S.</i> _____ | 45. wages |
| 14. obsolete uncle | 46. part of circle |
| 15. Greek letters | 47. night bird of prey |
| 16. <i>H.M.S.</i> _____ | |
| 18. part of the title of a
Hornblower novel | |
| 20. part of the psyche | |
| 21. beat _____ quarters | |
| 26. you, from Marie to
Horatio | |
| 28. alternatively | |
| 29. Barbary city-state | |
| 30. island s. of Admiral
Hornblower's route | |

(Editor's Note: The editor welcomes other CSF related puzzles, such as quizzes or acrostics, and invites submissions.)

The Code of the Duel By Kenneth Stickney

(Editor's Note: Duelling was common during Hornblower's time. Hornblower duels in *Mr. Midshipman Hornblower*. His expedition to the Levant was endangered when the salvage expert was wounded in a duel (*Hornblower and the Atropos*). Such duels were fought according to strict rules, which were codified at various times and places. The following code of 26 rules, adopted for the use of gentlemen throughout Ireland in 1777, has been edited for reasons of space.)

The 26 Commandments

1. The first offence requires the first apology.
2. If both parties would fight on, then after two shots each, the second person may explain first and the first person apologize afterwards.
3. If a doubt exists who gave the first offence, the decision rests with the seconds.
4. When the lie direct is the first offence, the person must either beg pardon in express terms, exchange two shots previous to an apology, exchange three shots followed by explanations, or fire on until a severe hit is received by one party.
5. No verbal apology can be received for the insult of a blow. The offender may hand a cane to the injured party to be used on his back, at the same time begging pardon, fire until one or both parties are disabled, or exchange three shots and then beg pardon.
6. If person A gives person B the lie and B retorts by a blow (being the two greatest offences), no reconciliation can take place until after two discharges each or a severe hit, after which B may beg A's pardon for the blow, and then A may explain the lie.
7. No apology can be received in any case after the parties have actually taken their ground without an exchange of shots.

8. No challenger is obliged to divulge his cause of challenge (if private) unless required by the challenged to do so before their meeting.
9. All imputation of cheating at play, races, etc., are to be considered the equivalent of a blow, but may be reconciled after one shot.
10. Any insult to a lady under a gentleman's care is to be considered as one degree a greater offence than if given to the gentleman personally.
11. Offences originating from the support of a lady's reputation are to be considered as less unjustifiable than others of the same class and as admitting of slighter apologies by the aggressor. This is to be determined by the circumstances of the case, but always favourably to the lady.
12. No dumb firing or firing in the air is admissible in any case.
13. Seconds to be of equal rank in society with the principals they attend.
14. Challenges are never to be delivered at night, unless the party to be challenged intends leaving the place of offence before morning; for it is desirable to avoid all hot-headed proceedings.
15. The challenged has the right to choose his own weapons unless the challenger gives his honour that his is no swordsman.
16. The challenged chooses his ground, the challenger chooses his distance, and the seconds fix the time and terms of firing.
17. The seconds load in the presence of each other, unless they give their mutual honours that they have charged smooth and single.
18. Firing may be regulated, first, by signal; secondly by word of command; or, thirdly at pleasure.
19. In all cases a misfire is equivalent to a shot, and a snap or a non-cock is to be considered a misfire.
20. Seconds are bound to attempt a reconciliation before the meeting takes place or after sufficient firing or hits as specified.

21. Any wound sufficient to agitate the nerves and necessarily make the hand shake must end the business for that day.
22. If the cause of the meeting be of such a nature that no apology or explanation can or will be received, the challenged takes his ground and calls on the challenger to proceed as he chooses.
23. In slight cases the second hands his principal but one pistol, but in gross cases two, holding another case ready charged in reserve.
24. When the seconds disagree and resolve to exchange shots themselves, it must be at the same time and at right angles with their principals.
25. No party can be allowed to bend his knee or cover his side with his left hand, but may present at any level from the hip to the eye.
26. None can either advance or retreat if the ground is measured. If no ground be measured, either party may advance at his pleasure, even to the touch of muzzles.

Source: The Duel: A History of Duelling, Robert Baldick, Chapman and Hall Ltd, London, 1965.



**A Communication From *Mr. Prowse, Purser*
By Steven Roberts, TFS**

During my voyage on the *Hotspur*¹ as purser with 30 years of sea duty and under the command of then Commander Horatio Hornblower, I found many of the recruits, especially those of the press-gang, needed quick instruction in order to survive the considerable elements they were facing. Below are a few of the explanations² I gave them.

"slack water": The situation, lasting about half an hour, at both high and low water when the tide does not flow visibly in either direction.

"Prowse, the acting-master, senior master's mate with an acting warrant": Appointed by the Navy Board, I am an officer with the same rank as Lt. Bush but subordinate to him. I am responsible for navigation and sailing in the ship of war.

"Set a course to weather the Foreland.": "Course" is the point of the compass toward which the ship sails. "Weather" is the side that is toward the wind, i.e. to windward. To "weather a shore" is to pass it to windward. The "lee" side is the one sheltered from the wind.

"Loose the heads'ls.": Heads'ls are any sails that are set between the foremast and the bowsprit.

"Let me have that glass, please, Mr. Prowse.": Commander Hornblower asked me for the spy-glass. "Glass" is the shipboard name for a barometer, sand-glass, and telescope.

"There was a twenty-league gap...": A league is three nautical miles or 3,041 fathoms (when a fathom equals six feet).

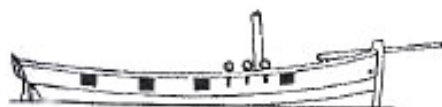
"... and took the speaking trumpet from its becket": A becket is a simple contrivance, often a loop of rope, a hood, or a wooden bracket used to hold loose ropes, tackle, oars, spars, etc.

"Hornblower walked up to the wheel. 'Does she gripe?' he asked": Commander Hornblower needed to know if the changes he had just made in the ballast succeeded. That is, a gripe is a ship that tends to come up into the wind when sailing closed-haul due to deficiencies in ballast, rigging, or structural design.

"... he and his captain might have gone reeling across the deck into the scuppers." One of the many drain openings in a ship's side at deck level that allow water to run back into the sea.

¹ All quotations that follow come from Chapter 3, Hornblower and The Hotspur.

² All definitions are from A Sea of Words, by Dean King, Henry Holt and Company, 1995.



FLYING COLOURS

*A regular column about the Life and Times
of Horatio Hornblower*

Who Was Hornblower's First First Lieutenant?

By Ronald W. Meister, TFS

Erasmus Spendlove

C.S. Forester conceived Horatio Hornblower as "The Man Alone," tortured by introspection, combatting the enemy and the elements by force of his own skills and personality, wholly responsible for the outcome. Hornblower himself came to regard England's battle with Napoleonic France as a personal struggle against a man he had never met¹.

Even the loyal Bush, Hornblower's companion in six ships, his colleague in debauchery ashore, his best man and his fellow fugitive, was rarely allowed a glimpse of Hornblower's thoughts. Bush wasn't even told the *Lydia's* destination after seven months at sea. Compliments from his demanding Captain were extremely rare: one after the battle with *Natividad*² and another when Hornblower leaves *Hotspur*³.

But the young Hornblower wasn't always so taciturn. He cavorted with Midshipman Kennedy aboard the *Indefatigable*⁴. He berated himself in front of Bush for overheating the cannon balls in Haiti⁵. He even showed his personal orders to the uninspired John Jones the Ninth⁶.

Hornblower attributed his later secretiveness to an unfortunate experience with the first lieutenant in his initial command. "When he had first sailed as captain five years ago," he recalled as *Lydia* was about to make landfall, "he had allowed his natural talkativeness full play, and his first lieutenant of that time had come to presume upon the

license allowed him until Hornblower had been unable to give an order without having it discussed."⁷

But who was this "first lieutenant of that time"? Was not Hornblower's first command the *Hotspur*, whose first lieutenant was this selfsame Bush, who was now standing not five yards away from Hornblower on the deck of the *Lydia*? If so, why this odd reference to an apparently different, more presumptuous officer, seemingly so unlike the stolid and loyal Bush?

This apparent contradiction is resolved by a closer look at Hornblower's early career. Indeed, though the details are sketchy, *Hotspur* was not Hornblower's first command. While on the West Indian station after the death of Captain Sawyer, Hornblower was appointed commander into *Retribution*, formerly the *Gaditana*, and 18-gun sloop captured from the Spanish and purchased into the service as described in *Lieutenant Hornblower*. Hornblower readied her for sea, organized her crew, and sailed her to England⁸. His command was short-lived and uneventful, for with the Peace of Amiens his promotion was not confirmed, and he began a forlorn period of unemployment as a half-pay lieutenant.

The *Retribution*, though manned by a "scratch crew⁹," was of the same strength as *Hotspur*, which carried the faithful Bush as its only lieutenant. *Retribution*, too, must have had a first lieutenant, or at least a warrant officer who filled that position. It was presumably he, not Bush, who "came to presume upon" Hornblower's youthful garrulity. Bush cannot be charged with such indiscretion. Indeed, as Forester records, "it says much for Bush's feelings towards Hornblower" that he arose at dawn to watch from the deck of the *Renown* as *Retribution*, with Hornblower and the unknown lieutenant aboard, sailed for home.

¹ At least until 1848. "The Last Encounter," in *Hornblower During the Crisis*.

² "Very good, indeed, Mr. Bush. I am both astonished and pleased at the work you have accomplished . . . Sunday or no Sunday, you have done magnificently, Mr. Bush." *Beat to Quarters*, ch. XVIII.

³ "Mr. Bush . . . There couldn't be a more perfect first lieutenant." *Hornblower During the Crisis*, ch. I.

⁴ "Hornblower and the Man Who Felt Queer," in *Mr. Midshipman Hornblower*.

⁵ *Lieutenant Hornblower*, ch. X.

⁶ *Hornblower and the Atropos*, ch. III.

⁷ *Beat to Quarters*, ch. I.

⁸ *Lieutenant Hornblower*, ch. XVII.

⁹ *Ibid.*



Another Appearance of Hornblower

by Rodney J. Payton, TFS

Lieutenant Payne

Students of the life and times of Horatio Hornblower will be pleased to learn that another appearance of Hornblower in works of fiction by authors other than C.S. Forester can be added to the list which William Carpenter provides for The C.S. Forester Society web page and that further insight into his momentous career can be learned in the pages of a French naval adventure series.

Les Voyages d'Hazembat is a series of three novels, *Marin de Gascogne* (1984), *Le Prisonnier de Trafalgar* (1985), and *Vents et Marées* (1986, all published by Flammarion) which tell the story of Bernard Hazembat, an untutored young Frenchman who was swept into the French navy by the Revolution and the subsequent Napoleonic wars. It is probable that the author, Robert Escarpit, is drawing on family records in his fictional reconstruction for his own family name figures in the story.

Whatever the sources, the historical reconstruction is excellent. Escarpit knows well how restricted a view of the world the French peasantry had before military service began to show them the wider world and his depiction of the relationships and passions of life in a small village in Gascony almost have an anthropological precision about them. His naval history is equally as good and most readers will learn something new on many pages.

Students of Forester probably will enjoy *Le Prisonnier de Trafalgar* most. In it, Bernard Hazembat serves at the battle of Trafalgar on board *Algésiras*, the flagship of Rear Admiral Charles-René Magon, who so bitterly opposed what he took to be Villeneuve's timidity. Hazembat is taken prisoner when *Algésiras* surrenders and is transported

to the prison hulks at Portsmouth. Again, Escarpit's research is precise and his depiction of the treatment of prisoners accords very well with the sources I have read including *The Adventures of John Wetherell*, the non-fictional autobiography of an English sailor who spent years in French prisons (the 1994 Michael John edition of *The Adventures of John Wetherell* has an introduction by Forester himself).

As was common, Hazemat is allowed to seek employment ashore which because of the labor shortage caused by the war was easy to obtain. Hazemat becomes a waiter at a famous gambling house, the Long Rooms, which will be familiar to readers of Forester because Hornblower was employed in the same establishment when his commission as commander was not confirmed by the Admiralty after his voyage on H.M.S. *Retribution*.

One day, Hazemat notices a young naval officer (this is my translation) . . .

whom everybody treated with deference. He had a fine face, a bit timid which reminded Hazemat of Sven, but the bellicose arc of his nose and his thick eyebrows gave him a settled and reserved expression that inspired respect. He was playing with Lord Faversham against a ginger-haired army major and one of the young lieutenants employed by the Marquis de Sainte-Croix. His game was methodical and, by all appearances, efficient, because, when the hand was finished, he slipped an impressive bundle of chips into his pea-jacket. He took a small sip of madeira and said to the young lieutenant:

"I hope I have not hung you out to dry, Fanshawe."

"To play with you is a honor that cannot be too expensive, sir."

"But it's necessary to survive. I know what it's like. During the Peace of Amiens, when the fleet was paid off, I was on the beach without a ship. My promotion to commander wasn't confirmed, but, since for three months I had received commander's pay, the Admiralty took back their overpayment by retaining my half-pay as lieutenant for eight months! I got by, working as you do, for the Marquis of Sainte-Croix. I narrowly avoided bankruptcy, but I always kept ten pounds safely by as a reserve. I hope that you are as prudent."

"I have twenty pounds, sir," replied the lieutenant, wide eyed at the idea that his hero was ever an insignificant, and hungry, lieutenant.

"It's a wise precaution. But I believe that you are joining *Conqueror* soon. Gossip has it that you passed your lieutenant's examination brilliantly last month."

"I had a lucky break, sir. They asked me to define the points of the compass and that was what I had reviewed that morning."

"But you, Hornblower," asked Lord Faversham, "were you brilliant when you passed your examination?"

"Me, milord? I would have failed if unforeseen circumstances had not interrupted the examination."

Hornblower recounts his farcical examination for Lieutenant and recites the difficult question which Black Charlie Hammond put to him and which he never did answer (see *Mr. Midshipman Hornblower*). Hazebat, who had been a petty officer on *Algésiras*, blurts out the answer to the question which wins Hornblower's approval and this turns out to be the key to Hazebat's future.

Later in the book Hazemat is commanding a yacht off Scotland and encounters Hornblower on his way to the Baltic in Nonsuch. Bush and the young officers we all met in *Commodore Hornblower* all figure in the reunion.

These novels have not been translated into English, but Escarpit's French is very clear and even with my minimal command of the language I was able to read them with only occasional recourse to a dictionary. One of the most interesting things about them is the obvious regard in which Escarpit holds Forester's work. The inclusion of Hornblower here is without doubt intended as a tribute and, since there is no explanation given as to who Hornblower is, I conclude that Escarpit expected him to be recognized by French readers, implying that our favorite author has a following even among Hornblower's erstwhile opponents.



The Victualling Yard

This is the place where you can advertise CSF and Hornblower related books and other merchandise for sale, request that missing volume you need, sell your full size replica of *H.M.S. Atropos*, or notify members of merchandise available elsewhere. Please forward items for this column to the editor; no charge is made for this service.

A great source for nautical fiction, and those hard-to-find Hornblower short stories, is Tall Ships Books. The quite interesting catalog/newsletter costs \$3.00 (U.S.) which is refundable on the first order.

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