

The Royal Navy 1793 1815 Battle Orders

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By the end of the Napoleonic Wars in 1815 Britain was the undisputed master of the seas, owing to the power and strength of the Royal Navy. Its fleets, comprising ships of the line, frigates, and gunboats, had doubled in size since the outbreak of the French Revolutionary Wars in 1793, totalling almost a thousand capital vessels.

~~The Royal Navy 1793-1815 (Battle Orders)—Amazon.co.uk—~~

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The author provides a detailed study of the number of frigates available to the Royal Navy, where they were obtained, and the costs of their construction and repair, during the period of the study. He concludes that the Royal Navy managed an impressive accomplishment in maintaining a large number of frigates in service despite limited resources.

~~The Frigate Situation of the Royal Navy 1793-1815~~

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With the beginning of the war with Revolutionary France in 1793, parliament decreed that the manpower in the Royal Navy should increase to 45,000 (the population of England before the first census of 1801 was estimated at 8.6 million).

~~The British Navy, 1793-1802—napoleon.org~~

Royal Naval Pay from 1793 to 1815 Royal Naval Pay from 1793 to 1815 References: Royal Maritime Society; Broadside; Craig V. Fisher; Naval Chronicle; Brian Lavery, Nelson's Navy; Blake & Lawrence, The Illustrated companion to Nelson's Navy.

~~Royal Naval Pay from 1793 to 1815—Blogger~~

During 1793-1815, Britain had one of the biggest navies in the world; they were seen as the 'rulers of the waves' due to their military prowess, and France wanted to overthrow them.

~~How accurate is it to say that the Royal Navy ruled the—~~

The Royal Navy (RN) is the United Kingdom's naval warfare force. ... (1793–1801) and Napoleonic Wars (1803–1814 & 1815) saw the Royal Navy reach a peak of efficiency, dominating the navies of all Britain's adversaries, which spent most of the war blockaded in port.

~~Royal Navy—Wikipedia~~

Roy Costello (Black Salt) and Charles Foy have done much work on the presence of sailors of African origin in the Royal Navy before, during and after the Napoleonic Wars of 1793-1815.(1) I would recommend their work to anyone with an interest in the subject. The Battle of Trafalgar and Black Sailors in the Royal Navy.

~~Black sailors in the Royal Navy during the Napoleonic Wars—~~

Royal Navy Officers List (1793-1815) For nearly two decades Patrick Marioné has been collecting information on the commissioned sea officers of the Royal Navy of the French Revolutionary and Napoleonic Wars 1793–1815, known to the British participants simply as the Great War.

~~Patrick Marioné | The 1805 Club~~

The Age of Nelson. The Royal Navy in the Age of Its Greatest Power and Glory, 1793-1815 G. J. Marcus

~~The Age of Nelson: The Royal Navy in the Age of Its—~~

French Revolutionary and Napoleonic Wars (1793-1815) The French Revolutionary Wars of 1793-1802 and the Napoleonic Wars of 1803-15 saw the Royal Navy reach a peak of efficiency, dominating the navies of all Britain's adversaries.

~~History of the Royal Navy (after 1707)—Wikipedia~~

The early Restoration period (1660–77) This list includes several earlier ships which were rebuilt for the Royal Navy in this period—specifically the first-rate Prince Royal (in 1663), the second-rate Victory (in 1666), the third-rate Montague (in 1675) and the fourth-rates Bonaventure (in 1663) and Constant Warwick (in 1666). The process, which generally involved the dismantling in dry ...

~~List of ships of the line of the Royal Navy—Wikipedia~~

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With few exceptions, existing research in British social and maritime history has never focused on the presence and role of Scotsmen in the Royal Navy of the French Wars era (1793-1815), on their identification and self-presentation within this institution, and on attitudes towards naval warfare in Scotland more generally.

~~Scotland, Scottishness, British Integration and the Royal—~~

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These records, from series ADM 196, are the service records of officers who joined the Royal Navy between 1756 and 1931. They include service records for commissioned officers joining the Navy up to 1917 and warrant officers joining up to 1931. They also feature the records of Royal Marines officers commissioned between 1793 and 1925.

By the end of the Napoleonic Wars in 1815 Britain was the undisputed master of the seas, owing to the power and strength of the Royal Navy. Its fleets, comprising ships of the line, frigates, and gunboats, had doubled in size since the outbreak of the French Revolutionary Wars in 1793, totalling almost a thousand capital vessels. This book examines the commanders, men, and ships of the Royal Navy during the French Revolution and Napoleonic Wars, and discusses the Navy's command structure (from the Admiralty down to ship level) and its organization at sea. The tactics employed in action by a fleet, squadron, and individual ship, respectively are also discussed, as are the medical services providing a fascinating insight into the navy that ruled the waves.

The Office of Ordnance has been ill-served by previous accounts of its role in arming the Royal Navy during the French Revolution and Napoleonic Wars. Cole offers an in-depth examination of its organizational structure and demonstrates how the department responded to the pressures of war over an extended period of time.

Naval Engagements explores the role of the Royal Navy in eighteenth-century political culture. This was the legendary age of sail, in which heroic commanders such as Admiral Nelson won great victories for Britain. Timothy Jenks reveals the ways in which these battles and the heroes who fought them were deployed in British politics.

During the French Revolutionary and Napoleonic Wars, the technology employed by the British navy changed not just the material resources of the British navy but the culture and performance of the royal dockyards. This book examines the role of the Inspector General of Naval Works, an Admiralty office occupied by Samuel Bentham between 1796 and 1807, which initiated a range of changes in dockyard technology by the construction of experimental vessels, the introduction of non-recoil armament, the reconstruction of Portsmouth yard, and the introduction of steam-powered engines to pump water, drive mass-production machinery and reprocess copper sheathing. While primarily about the technology, this book also examines the complementary changes in the industrial culture of the dockyards. For it was that change in culture which permitted the dockyards at the end of the Wars to maintain a fleet of unprecedented size and engage in warfare both with the United States of America and with Napoleonic Europe.

An examination of the Royal Navy's Victualling Board, the body responsible for supplying the fleet.

An assessment of the work of the contractors who were commissioned by the Victualling Board to provision the fleet in this period.

The perfect guide to Nelson's Navy for all those with an interest in the workings of the great fleet.

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