

MILITARY AND NAVAL DEFENCES

For most of the 18th century defence was mainly provided by Landguard Fort on the Suffolk side of the mouth of the harbour. In times of war Harwich was also an important port for the embarkation and landing of troops before and after expeditions. In the late 1770s and early 1780s troops were regularly encamped at Harwich. The town was particularly important as a military base during the French Revolutionary and Napoleonic Wars when its defences were substantially added to and it was heavily garrisoned.

In 1708 and 1709 two Acts were passed allowing for the purchase of lands and premises in Portsmouth, Chatham and Harwich by the Crown.¹ The local acquisitions, which came at a cost of £9,149 13s. 2d., comprised 134 a. of land, including the marshland lying between Harwich and Dovercourt and farmland on the cliffs to the south-east, as well as a windmill, 27 dwelling houses and 20 other plots of land in Harwich housing various storehouses, stables, boatbuilders' sheds and similar.² The intention was to refortify the town, including Rudland's Quay and Custom House Quay, and the entrance to the town, to also include a small fort on Beacon Hill.³ In the event the cessation of Great Britain's involvement in the War of the Spanish Succession in 1713 meant that refortification was deferred indefinitely. In 1715 the sum of £940 out of the proceeds from the sale of land to the Government was used by Harwich Corporation to buy a farm at Beaumont, while in 1717 the remainder was invested in South Sea Company stocks; the latter investment was lost in the Bubble three years later.⁴ Thus, an Elizabethan fortification running in a southerly direction from near the Town Gate to the Beacon Hill cliffs, another fortification running in an easterly direction on Beacon Hill and the remnants of the town walls, originally described in Silas Taylor's account of 1676, were still extant c.1750.⁵ According to Revd Dr Gower, quoted by Philip Morant, the walls were pulled down shortly afterwards.⁶

The first Landguard Fort had been completed in 1627–8, but this was superseded by a redoubt built on the same site between 1716 and 1720 at a cost of £2,975 12s. 9d.⁷ Also in 1716, following the failure of the fortification scheme for Harwich, eight houses and a wharf in the town were occupied by the lieutenant governor, gunners and storehouse keepers of Landguard Fort as a temporary barracks.⁸ Harwich was important as a port of embarkation

for soldiers and also for their temporary accommodation. For example, in 1716 Dutch troops were dispatched from Harwich to Scotland to oppose the Jacobites and on their return they were billeted in the dockyard's empty storehouse.⁹ In 1719 some 2,000 Dutch and Swiss soldiers were returned home via Harwich.¹⁰

Initially there were only 20 guns at Landguard Fort, but another 20 were added in 1731–3.¹¹ Other improvements in the early 1730s included the building of an additional storey on the barracks, a new drawbridge and new breakwaters.¹² In 1745 the walls of the fort were rebuilt and a further ten 18-pounder guns were installed.¹³ A garrison was ordered to be built at Harwich in 1741 as Great Britain was engaged in the War of the Austrian Succession.¹⁴ In 1744 the Navy Board ordered that the frigate HMS *Winchester* be sent to Harwich to operate as a floating battery and the Privy Council that the Harwich Lights be extinguished to avoid aiding the French.¹⁵ Dutch troops invited to Britain to defend against invasion were returned via Harwich in 1744.¹⁶ In 1745 seven impressed men escaped from HMS *Winchester*, but were recaptured at Manningtree, Colchester, Witham and Stratford.¹⁷ In the same year over 50 men who had been held as prisoners in the siege at Ostend, then part of the Austrian Empire, returned to London via Harwich after being released.¹⁸ Captured vessels were often taken into Harwich as prizes, as in 1744 when two vessels were taken in separate incidents and in February and March 1745 when two French privateers were taken by HMS *Falcon*.¹⁹ In 1744, when the HMS *Colchester* man-of-war, which had been built at Harwich, ran aground between the Long Sand and Kentish Knock, 365 people were rescued and taken to Harwich but 29 died.²⁰ Transports in and out of Harwich were frequent in the years 1746 to 1748.²¹

During the Seven Years' War Harwich was one of the main ports used to transit soldiers and horses to and from the Continent.²² In 1756 an attempted mutiny by about 60 men on board the tender HMS *Delight* resulted in the deaths of five men who were trying to escape.²³ The following year three Harwich vessels, the *John and Philip*, the *Frederick and William* and the *Robert and Martha*, were captured by the French and held to ransom.²⁴ In 1758 the *John and Alice*, of Harwich, was taken by French privateers.²⁵ In 1763 three deserters from the cutter HMS *Spy* were recaptured by soldiers in Colchester.²⁶ The lieutenant governor of Landguard Fort Philip Thicknesse was publicly reprimanded in 1765 having been found guilty of allowing soldiers to disobey their officers and promoting disharmony among his officers; he

left his post the following year. He had already served three months in prison having been found guilty of libel against Lord Orwell.²⁷

Recruitment to the Royal Navy was a particular concern for the inhabitants of Harwich. In April 1755 the corporation ordered that an additional bounty of two guineas be paid to able bodied seamen and one and a half guineas to ordinary seamen enlisting before June. This order was made despite the mayor having already impressed 15 men.²⁸ In 1770 a Privy Council order decreed that 'lurking' seamen in the local area be rounded up and sent to Harwich.²⁹ Impressment of men also occurred at Harwich itself in the same year and in 1778 and 1779. On the last of these occasions 30 men were secured.³⁰ In 1780 offices were required to be established at certain ports, including Harwich, under an Act of Parliament in order to keep a record of seamen mustered.³¹ The outbreak of war with France in 1792 brought greater demands on the part of naval recruitment. From January 1793 Lieutenant Collins was based at Harwich as the regulating officer responsible for recruitment at the House of Rendezvous, known as the 'Crimp House'.³² In the years 1793 and 1794 a total of 74 seamen (plus another three landmen) were recruited in Harwich costing a sum of £364 10s. in bounty money.³³ In 1795 a further 144 men were required to be raised in Harwich under a new Act of Parliament, yet by April only 14 had been recruited by the churchwardens and overseers.³⁴ The bounty offered in 1796 was 20 guineas to the first seven men to submit themselves to the overseers of the parish of St Nicholas in order to serve in the Royal Navy.³⁵

Repairs and improvements were made to Landguard Fort in both 1770 and 1778, while the artillery mounted there was replaced where necessary in 1781.³⁶ Harwich port remained an important departure point for military vessels, as in 1775 when 17 transports travelled to Stade (Germany) to collect Hanoverian troops bound for Gibraltar and Menorca.³⁷ Military recruits from overseas arrived at Harwich in 1775 and on several occasions in the years from 1776 to 1780; apparently they were all destined to serve in the American War of Independence.³⁸ It was reported in 1776 that there was an attempted mutiny on board HMS *Polly* in Harwich harbour, involving several of the recruits bound for America.³⁹ At about the same time a similar attempted desertion in Colchester of five Hessian soldiers resulted in them being returned to Harwich.⁴⁰ In 1779 eight impressed men escaped from the HMS *Charlotte* tender stationed in Harwich harbour.⁴¹

In 1778 a cantonment was established at Harwich consisting of a battalion of the East Norfolk regiment, with two battalions also stationed at Landguard Fort.⁴² A company of grenadiers arrived at Harwich later in the same year and a company of the 25th regiment was also based there until May 1779.⁴³ In 1780 a troop of light horse was based at Harwich and a battalion of the Royal Lancaster Volunteers was quartered in a cantonment. Part of the Pembrokeshire regiment stayed in the winter of 1780–1 before going to Landguard Fort, with the light infantry and 1st companies of the same regiment replacing them at Harwich.⁴⁴

With war against the Dutch imminent in late 1780, an embargo was placed on their vessels entering Harwich harbour.⁴⁵ Also, in 1781 it was arranged for a floating battery called HMS *Royal Charlotte* to be stationed upon the Rolling Ground outside Harwich harbour.⁴⁶ In February 1781 a total of 41 Dutch sailors were detained at Harwich and taken to Chatham.⁴⁷ An encampment of 6,000 soldiers, consisting of the West Middlesex and East Norfolk (replaced over the winter by the Merioneth) regiments and soon to be joined by the West Essex regiment, was held at Harwich in 1781.⁴⁸ Another encampment was organised in 1782 when the regiments stationed at Harwich were the East Essex (which regiment also encamped at Landguard Fort), East Yorkshire, Merioneth, West Kent, Yorkshire West Riding 2nd Regiment and Caernarvonshire (transferred from Landguard Fort for the winter).⁴⁹ The Royal Bermudians, a regiment from America, wintered in Harwich.⁵⁰ A system of defences, including redoubts and batteries, surrounding Landguard Fort was completed in 1782 though they appear to have been used mainly as barracks.⁵¹ In 1782, after a particularly strong gale grounded HMS *Britannia* on the Kentish Knock leading to the loss of 44 lives, the HMS *Kite* sloop of war and a fishing vessel brought the 11 survivors into Harwich.⁵² In 1785 the Harwich-based Royal Navy cutter HMS *Rambler* sank in the Swin during a gale with only six survivors who were in a separate boat at the time.⁵³ As early as 1787 there were plans to build extensive barracks at Harwich, but this did not apparently happen until 1803.⁵⁴

The commencement of the French Revolutionary Wars in 1792 meant that Harwich and Landguard Fort became even more strategically important and heavily defended. The West Norfolk regiment was quartered in Harwich in early 1793 and a camp was established on Beacon Hill, when the West Kent, East Middlesex, Bedfordshire and East Suffolk regiments and part of the South Lincolnshire regiment were stationed in Harwich.⁵⁵ The Bedfordshire regiment remained over the winter and again encamped in the same place in 1794, when they

were joined by the North Lincolnshire regiment.⁵⁶ Part of the Cambridgeshire regiment was also based at Harwich over the winter of 1794–5.⁵⁷

With Great Britain at war with France privateering became a renewed problem. In February 1793 three French privateers were brought into Harwich harbour by HMS *Ferret*, and again the following month when six boats were captured in a week by HMS *Lizard*.⁵⁸ Around 40 French prisoners, possibly involved in the above incidents, were taken from Harwich to Chelmsford at around the same time.⁵⁹ In the same year the corporation paid 20 guineas to supply extra clothing to troops on the Continent, to include seamen in selected cases.⁶⁰ In 1794 a Harwich resident, Colonel James E. Urquhart, took command of the newly created Loyal Essex Regiment of Fencible Infantry which served in the Irish Rebellion of 1798.⁶¹ There were plans in 1794 to have a squadron of frigates stationed off Harwich ‘for the purpose of effectually blocking up Dunkirk’.⁶² In 1795 some 94 women and children, apparently attached to the British Army, arrived at the port on two separate occasions having been previously taken prisoner while abroad and, similarly, 80 English prisoners were conveyed from Dunkirk (France) in the following year.⁶³ Harwich also once again became a major point of embarkation for troops, horses and equipment to and from the Continent.⁶⁴

Based at the Harwich camp in 1795 were the 19th and 78th Regiment of Foot and the Nottingham and West Kent regiments while the East Suffolk regiment were quartered in Harwich the following winter.⁶⁵ In 1796 the Hertfordshire regiment stayed at the camp for the summer and part of the regiment remained in Harwich for the following year.⁶⁶ Between 50 and 60 foreign recruits arrived at Harwich in December 1796 on board the *Prince of Wales* packet.⁶⁷ Also landing at around the same time were 107 Dutch, Portuguese and Prussian prisoners, captured in the *Madam Christiana* brig by HMS *Ranger* off the coast of Holland.⁶⁸ In 1797 the Huntingdonshire regiment were stationed at Harwich, to be joined by the West Norfolk (replaced later in the year by the West Suffolk regiment) and Cambridgeshire regiments (replaced by another detachment of the West Norfolk).⁶⁹ In the same year there were five gun vessels stationed in the harbour while the following year HMS *Braakhel* gunship was stationed off the Wallet.⁷⁰ In early 1798 Lieutenant Cooper and three privates of the East Essex militia, together with the watermen, were drowned on their passage from Harwich to Landguard Fort.⁷¹ In the summer of 1798 the Cambridgeshire regiment returned to the camp together with the West Lothian regiment; in 1799 the West Norfolk regiment

were encamped in Harwich and in 1800 the Leicestershire, Hertfordshire and Westmoreland regiments were based there.⁷² Foreign vessels captured in the North Sea were often brought into Harwich as in 1799 when French and Dutch ships were transported there and in 1801 when Danish, Dutch and French vessels were taken on separate occasions.⁷³ Harwich was a key port for the transport of supplies and troops for the Helder Expedition of 1799.⁷⁴

As part of a plan to defend the Essex coast during the wars with France several measures were implemented. In 1797 the North Sea buoys were taken up and provision made for the Harwich Lights to be extinguished so as not to provide any navigational assistance to enemy vessels.⁷⁵ A signal station was established at Harwich in 1798 (though the building was taken down in 1802 following the Peace of Amiens) and also a semaphore telegraph system was in operation at Harwich between 1811 and 1814.⁷⁶ The Sea Fencibles were part of a network of local defence forces formed in 1798 to defend against the threat of French invasion, with Harwich controlling one of the three Essex districts. The force consisted of fishermen and seamen, 50 of whom were from the town of Harwich in 1799 increasing to 414 by 1801.⁷⁷ Also in 1798 the Loyal Harwich Volunteers was formed to defend the locality. There were 135 members under Captain John Hopkins in 1803, falling to 103 by 1811.⁷⁸

In 1795, following the French occupation of the Low Countries and the Rhineland, sick and wounded overseas soldiers were returned to Harwich, with almost 3,000 landing in April followed by five transports of troops in June.⁷⁹ In 1799 the borough housed a contingent of sick and wounded soldiers from the Continent at various storehouses, Hill House, other premises belonging to MP John Robinson and a temporary barracks specially erected to provide a capacity of 250. Wounded officers were attended to at the Three Cups and White Hart inns.⁸⁰ In 1801 a guardship was stationed off Harwich harbour to deter invasion. After hostilities resumed with the French in 1803 this precaution was again implemented with the frigate HMS *Pegasus* guarding the harbour in 1804.⁸¹ A system of fire beacons along the coast was established in 1803 to co-ordinate the actions of the volunteer defences in the event of an attack.⁸²

In 1801 Landguard Fort was the main depot for the whole of the Eastern District as well as for the Royal Navy vessels based in the North Sea.⁸³ In 1803 new barracks costing £70,000 were built on Beacon Hill (which then became known as Barrack Field) on land owned by

Henry Nevill, earl of Abergavenny; they were demolished in 1819.⁸⁴ The first companies to be lodged at the new barracks were the West Essex and Royal Buckinghamshire regiments in 1803.⁸⁵ Substantial troop numbers were stationed at the barracks until 1815: six field officers, 22 captains, 44 subalterns and staff, and 2,000 non-commissioned officers and privates, plus 120 horses.⁸⁶ Improvements to the barracks were carried out in 1805.⁸⁷ Various foreign soldiers passed through Harwich in February and March 1804 having been recruited to aid the war effort, including a German regiment formed in the Isle of Wight, with more arriving later in the year.⁸⁸ The various regiments based at Harwich in the early 19th century included the Royal Buckinghamshire (1803–4), Hertfordshire (1804), West Essex (1803–4), East Middlesex (1804–?), South Lincolnshire (1804–?), South Essex (1804–5), West Middlesex (1804–5), Leicestershire (1805), Royal Westminster (1805–6 and 1807–8), Royal Pembrokeshire (1806), 79th and 92nd Highland (1807), East Essex (1808–9), Royal North Lincolnshire (1809–?), Rossire (1809) and Wiltshire (1809).⁸⁹

Privateer vessels were still causing problems in the North Sea in 1805, as a Dutch one was captured and brought into Harwich in May of that year.⁹⁰ The preparations for the Hanover expedition of 1805–6 involved all the gunships and men of war then stationed at Harwich. Prince Adolphus, duke of Cambridge, sailed from Harwich to Hanover in December 1805 in his role as commander in chief of the King's German Legion, units of which stayed briefly in Harwich in early 1806.⁹¹ In 1807 some 73 soldiers of the 79th Regiment of Foot (Highland) were drowned travelling from Landguard Fort to Harwich, along with Captain Dawson and 24 other passengers.⁹² Major expeditions set out from Harwich in 1807 and 1808 to the Baltic and in 1809 to Walcheren (Holland).⁹³ The latter expedition led to a large contingent of sick and wounded being returned to Harwich, where there was a military hospital.⁹⁴

A circular Redoubt was built on the cliffs overlooking the harbour entrance between 1806 and 1810 at an estimated cost of £36,467 and mounted 24-pounder guns. It represented a much larger version of the Martello Towers, two of which protected the Suffolk side of Harwich harbour and 11 more defended the coast of Tendring Hundred.⁹⁵ Stockading and fencing was added at the foot of the glacis of the Redoubt.⁹⁶ The fort enclosed a courtyard surrounded by brick-vaulted chambers and was built for six officers and 250 men.⁹⁷ Improvements and alterations were made to Landguard Fort in 1806 and the stores moved to a new depot at Harwich.⁹⁸ A new storehouse in Harwich was completed in 1809.⁹⁹ Quarters

for the storekeeper and clerk of works and offices for the engineer and storekeeper's departments were constructed from 1809 at an estimated cost of £3,066 13s. 2 $\frac{1}{4}$ d.¹⁰⁰ Also in 1809 a retaining wall was built from the Redoubt to the esplanade, as well as a new guard house.¹⁰¹ Lord Abergavenny's former residence Government House was converted into shops for the military and accommodation for clerks in the Engineers Department.¹⁰² In 1810 the area known as the Pound was taken over by the Board of Ordnance and the cage and lookout were relocated.¹⁰³ Further new buildings were erected in 1811 at both Harwich and Landguard Fort.¹⁰⁴ A German depot was transferred from Lymington (Hants) to Harwich in 1814.¹⁰⁵

A series of batteries were also constructed in Harwich. The Angel Gate Battery in the north-east corner of the town was built in 1810 for six 24-pounders.¹⁰⁶ It had to be rebuilt in the following year as a five-gun battery after the original site was destroyed in a gale soon afterwards.¹⁰⁷ The building of the smaller Bathside Battery at the entrance of the Stour estuary was started in 1810 and it was supplied with three 24-pounders, though these were removed in 1817.¹⁰⁸ Beacon Hill Battery for five 12-pounders was built in 1812 but lost to coastal erosion in the early 1820s.¹⁰⁹

The regiments based at Harwich from 1810 included the 3rd West Yorkshire (1810), East Essex (1810–11), Cumberland (1811), West Norfolk (1811–12), Sussex (1812), Staffordshire (1812–?), 33rd Waterford (1811?–12), Clare (1812–13), 2nd West Yorkshire (1813–?), 73rd Regiment of Foot (1813), North Yorkshire (1813–?), Kilkenny (1813–14), 1st Royal Veterans (1812 and 1814), Wexford (1814), 55th (1815) and Westminster (1815–?).¹¹⁰ Between 1810 and 1812 and also in 1814 soldiers were transported to and from Ireland on a frequent basis.¹¹¹ In 1811 several men escaped from prison in Verdun (France), some of whom had been held for over eight years, and made their way to Harwich.¹¹² The following year, 14 Harwich seamen arrived back in the United Kingdom having been freed from prison in Verdun.¹¹³ In 1811 there arrived at Harwich on two separate occasions four French army deserters and over 30 Westphalian soldiers who had changed sides in the Napoleonic War.¹¹⁴ Captured vessels were often brought into Harwich, as in the case of three Dutch fishing boats in 1810 and a French privateer of 14 guns in 1811.¹¹⁵ Major expeditions to the Continent departed from the port in 1813–15.¹¹⁶ In January 1814 a total of 25 lives were lost on the gunship HMS *Bedford* when another ship ran into her while she lay at the entrance to the

harbour.¹¹⁷ In 1814 Harwich received 600 sick and wounded soldiers from Williamstadt and 1,200 Piedmontese soldiers were returned home in the same year via the port.¹¹⁸

¹ An Act for Appointing Coms to Treat and Agree for Such Lands, Tenements and Hereditaments as shall be Judged Proper to be Purchased for the Better Fortifying Portsmouth, Chatham and Harwich, 1708, 7 Anne, c. 26; An Act for Vesting Certain Lands, Tenements and Hereditaments in Trustees, for the Better Fortifying and Securing the Harbours and Docks at Portsmouth, Chatham and Harwich, 1709, 8 Anne, c. 21.

² TNA, MR 1/356; T 54/24, warrant, 11 Apr. 1717.

³ Ibid. MPH 1/337; PC 1/2/118; *VCH Essex* II, 293; C. Trollope, 'The defences of Harwich', *Fort. The International Jnl of Fortification and Military Architecture* 11 (1983), 18.

⁴ HTC, 98.5 E, mins, 28 Sept. 1715, 3 June 1717; L.T. Weaver, *The Borough of Harwich, 1318-1974: A Short Civic Hist.* (1974), iv.

⁵ ERO, D/DU 557/1; Dale, *Harwich and Dovercourt*, 20. The foundations of a castle and fortifications were uncovered by a very low tide in 1784, according to *The Harwich Guide* (1808), 37.

⁶ Morant, *Essex*, I, 499.

⁷ TNA, PC 1/3/45; J.H. Leslie, *The Hist. of Landguard Fort, in Suff.* (1898), 3, 68; Trollope, 'The defences of Harwich', 11. Some sources state the amount to be £2,975 15s. 9d.

⁸ TNA, CRES 2/1636; T 54/24, warrant, 11 Feb. 1717.

⁹ Ibid. ADM 106/697/291, 106/704/253, 106/704/255, 106/705/314; G.O. Rickword, 'Dutch troops in Essex', *ER* 44 (1935), 125.

¹⁰ TNA, ADM 106/724/76; SP 41/5/141.

¹¹ Leslie, *Hist. of Landguard Fort*, 69; Trollope, 'The defences of Harwich', 11.

¹² TNA, MPH 1/703/3-7, 9.

¹³ Leslie, *Hist. of Landguard Fort*, 70; Trollope, 'The defences of Harwich', 8.

¹⁴ *IJ*, 7 Feb. 1741.

¹⁵ Ibid. ADM 354/125/268; PC 1/5/84.

¹⁶ Anon., 'Allied troops in Colch.', *ER* 55 (1946), 162.

¹⁷ TNA, ADM 106/1003/126, 106/1003/129, 106/1003/135, 106/1021/128.

¹⁸ *IJ*, 7 Sept. 1745.

¹⁹ TNA, HCA 32/155/25; *IJ*, 13 Oct. 1744, 2 Mar. 1745.

²⁰ F. Hervey *et al.*, *The Naval Hist. of Great Brit.* (1779), IV, 243; *IJ*, 27 Oct. 1744.

²¹ *IJ*, 31 Jan. 1746, 14 Mar., 25 Apr. 1747, 27 Feb., 19, 26 Mar., 24, 31 Dec. 1748.

²² TNA, ADM 354/152/144, 354/164/164, 354/164/175, 354/164/343, 354/171/12, 354/171/51, 354/171/75, 354/171/90, 354/171/105–6, 354/171/119, 354/171/165; *IJ*, 8 July 1758, 5, 19, 26 Feb., 5, 12 Mar. 1763.

²³ TNA, ADM 354/153/62–3; *IJ*, 26 June 1756.

²⁴ *IJ*, 7 May 1757.

²⁵ *Ibid.* 4 Mar. 1758.

²⁶ TNA, ADM 106/1127/108–9.

²⁷ Leslie, *Hist. of Landguard Fort*, 70–6; *IJ*, 18 Feb. 1764.

²⁸ TNA, ADM 2/700, 25 Feb. 1755; HTC, 98.6 F, mins, 15 Apr. 1755.

²⁹ ERO, Q/SBb 263/11.

³⁰ *IJ*, 29 Sept. 1770, 28 Mar., 11 Apr. 1778, 26 June, 3 July 1779.

³¹ *Rep. from the Cttee Appointed to Consider Whether by any, and by what Means, more Effectual Encouragement can be Given to Volunteers to Enter on Bd His Majesty's Ships of War* (Parl. Papers 25 Nov. 1779–8 July 1780, xxxii), p. 16.

³² *IJ*, 12 Jan. 1793.

³³ *An Account of all Bounty Money paid to Seamen and Landmen, from the 1st Jan. 1793 to the 1st Jan. 1795* (Parl. Papers 30 Dec. 1794–27 June 1795, xcvi).

³⁴ *A Bill [as Amended in the Cttees and on the Rep.] for Requiring the Owners and Masters of Ships Belonging to Great Brit. to Furnish a Certain Number of Men* (Parl. Papers, 30 Dec. 1794–27 June 1795, xcv), p. 3; HTC, 98.17, 14, 17, 21 Apr. 1795.

³⁵ *IJ*, 10, 17, 24, 31 Dec. 1796.

³⁶ *Ibid.* 1 Sept. 1770, 3 Oct. 1778, 6 Jan. 1781.

³⁷ *Ibid.* 30 Sept. 1775.

³⁸ *Ibid.* 6 Jan., 17 Feb., 30 Mar., 6, 13 Apr., 11 May, 20 July, 31 Aug., 26 Oct., 2, 9 Nov., 7 Dec. 1776, 5, 26 Apr., 19 July, 27 Dec. 1777, 7 Mar. 1778, 23 Oct., 27 Nov. 1779, 1 July, 16 Sept. 1780.

³⁹ *Ibid.* 27 July 1776.

⁴⁰ *Ibid.*

⁴¹ *Ibid.* 22 May 1779.

⁴² BL, Add MS 15533; *IJ*, 6, 13, 27 June, 25 July, 15 Aug. 1778. For a drawing of one of the camps: ERO, I/Mp 170/1/4.

⁴³ *IJ*, 15 Aug. 1778, 8 May 1779.

⁴⁴ BL, Add MS 15533; *IJ*, 1 July, 28 Oct., 4 Nov. 1780, 10 Feb. 1781.

⁴⁵ *IJ*, 30 Dec. 1780.

⁴⁶ *Ibid.* 6 Jan., 10 Feb. 1781.

⁴⁷ *Ibid.* 24 Feb., 3 Mar. 1781.

⁴⁸ BL, Add MS 15533–4; ERO, T/P 86/32; *IJ*, 28 Apr., 5, 19, 26 May, 2, 9 June, 10 Nov. 1781.

⁴⁹ BL, Add MS 15533; Add MS 23660, f. 31; *IJ*, 23 Mar., 18 May, 8, 29 June, 6, 13, 27 July, 10 Aug., 12 Oct., 16 Nov. 1782.

⁵⁰ *IJ*, 16 Nov. 1782.

⁵¹ Leslie, *Hist. of Landguard Fort*, 79; *IJ*, 8 June 1782.

⁵² *IJ*, 19 Jan. 1782.

⁵³ *Ibid.* 15 Oct. 1785. The vessel was subsequently raised and sold after a refit.

⁵⁴ *Ibid.* 7 Apr. 1787; below, this sect.

⁵⁵ TNA, HO 42/24/127, f. 308; BL, Add MS 15534; HTC, 242/WC 43; *IJ*, 16, 23 Feb., 27 Apr., 11, 25 May, 1, 22, 29 June, 6 July 1793.

⁵⁶ *IJ*, 24 May, 6 Sept. 1794.

⁵⁷ *Ibid.* 1 Nov. 1794, 9 May 1795.

⁵⁸ *Ibid.* 2, 30 Mar. 1793.

⁵⁹ *Ibid.* 25 May 1793.

⁶⁰ HTC, 98.7 G, mins, 5, 6 Dec. 1793.

⁶¹ G.O. Rickword, ‘The loyal Essex fencible infantry’, *ER* 55 (1946), 207; *IJ*, 10 Jan. 1795; https://military.wikia.org/wiki/List_of_British_fencible_Regiments (accessed 22 July 2021).

⁶² *IJ*, 5 Apr. 1794.

⁶³ *Ibid.* 9, 23 May, 12 Sept. 1795.

⁶⁴ *Ibid.* 19 July, 30 Aug. 1794, 9 May 1795.

⁶⁵ *Ibid.* 13 June, 4, 11 July, 24, 31 Oct. 1795.

⁶⁶ *Ibid.* 23, 30 Apr., 18 June, 16 July, 17 Sept., 15 Oct. 1796.

⁶⁷ *Ibid.* 31 Dec. 1796.

⁶⁸ *Ibid.* 17 Dec. 1796.

⁶⁹ Ibid. 13 May, 24 June, 30 Sept., 28 Oct., 30 Dec. 1797.

⁷⁰ Ibid. 30 Dec. 1797, 20 Oct. 1798.

⁷¹ Ibid. 24 Mar. 1798.

⁷² Ibid. 12 May, 16 June, 28 July, 18 Aug., 6 Oct. 1798, 13 July, 7 Sept., 5 Oct. 1799, 10 May, 1, 29 Nov. 1800.

⁷³ Ibid. 9 Mar., 4 May, 12 Oct., 7 Dec. 1799, 14, 21 Feb., 31 Oct. 1801.

⁷⁴ Ibid. 10, 17 Aug., 19 Oct., 23 Nov. 1799.

⁷⁵ TNA, PC 1/38/121; Caird Libr., XJOD/3, diary of Phillip Bromfield, 6, 7 June 1797.

⁷⁶ TNA, ADM 106/1974, letters, 21 Dec. 1802, 30 Jan. 1803, 3 Dec. 1814, 11 Jan. 1815; *IJ*, 17 Feb., 3 Mar., 14 Apr., 12 May 1798, 8 Aug. 1812.

⁷⁷ TNA, HO 42/42/37, ff. 81–8C; *VCH Essex II*, 303, citing BL, Add MS 34918, f. 84; *IJ*, 17 Feb., 24 Mar., 1798.

⁷⁸ ERO, L/DTp 1, 24; T/P 86/14, notes taken from MS bk in possession of Colonel A.J.H. Ward; HTC, 150/2; *IJ*, 12 May 1798.

⁷⁹ *IJ*, 4 Apr., 13 June 1795.

⁸⁰ Ibid. 5, 26 Oct., 2 Nov. 1799.

⁸¹ Ibid. 18 July, 5 Sept. 1801, 31 Mar. 1804.

⁸² P.B. Boyden, ‘Fire beacons, volunteers, and local militia in Napoleonic Essex - 1803–1811’, *EAT*, 3rd ser., 15 (1983), 114–5.

⁸³ TNA, WO 30/59, p. 186.

⁸⁴ Ibid. CRES 2/284, rep., 17 Jan. 1814; Lindsey, *Season at Harwich*, 65; *IJ*, 6 Aug. 1803.

⁸⁵ *IJ*, 26 Nov. 1803. The Royal Buckinghamshire regiment were also encamped at Harwich in the summer of 1803: *IJ*, 25 June 1803.

⁸⁶ Lindsey, *Season at Harwich*, 65.

⁸⁷ *IJ*, 31 Aug. 1805.

⁸⁸ Ibid. 4, 11, 18 Feb., 24, 31 Mar., 21 July, 18 Aug., 8, 15 Sept., 6, 27 Oct., 10, 17 Nov., 15 Dec. 1804.

⁸⁹ Ibid. 3 Sept., 26 Nov. 1803, 9, 30 June, 7, 14, 28 July, 18 Aug., 15 Sept., 6 Oct., 10 Nov. 1804, 20 Apr., 8, 15 June, 31 Aug., 23 Nov. 1805, 11 Jan., 7 June, 26 July, 1 Nov. 1806, 7 Feb., 25 Apr., 2, 23 May, 11, 25 July, 29 Aug. 1807, 3, 24 Sept., 12 Nov. 1808, 7 Jan., 8 Apr., 20 May, 17, 24 June, 19 Aug. 1809.

⁹⁰ Ibid. 1 June 1805.

⁹¹ Ibid. 2 Nov., 21, 28 Dec. 1805, 1, 22 Mar. 1806.

⁹² Ibid. 25 Apr., 30 May 1807.

⁹³ Ibid. 25 July, 1, 8, 29 Aug. 1807, 23, 30 Apr., 7 May 1808, 27 May, 8, 15, 22 July, 5 Aug. 1809.

⁹⁴ Ibid. 9, 23 Sept., 14 Oct., 18 Nov., 9, 23 Dec. 1809.

⁹⁵ TNA, WO 33/25, *Rep. of Cttee on Coast Defences. 1870* (1873), 81; 55/733, letter, 7 Sept. 1806; 55/734, letter, 9 May 1810; *IJ*, 21 June, 2, 9 Aug. 1806. Trollope, 'The defences of Harwich', 20, indicates that the total cost of the Redoubt was £58,851 19s. 6d.

⁹⁶ TNA, WO 55/733, letters, 12 Sept., 3 Nov. 1808.

⁹⁷ NHLE, no. 1187916, Redoubt (accessed 13 May 2021); Trollope, 'The defences of Harwich', 20.

⁹⁸ *IJ*, 26 July 1806.

⁹⁹ TNA, WO 55/734, letter, 5 May 1809.

¹⁰⁰ Ibid. estimate, 10 June 1809.

¹⁰¹ Ibid. letter, 23 Feb. 1809, and rep., 19 July 1809.

¹⁰² Ibid. letter, 7 Nov. 1809.

¹⁰³ HTC, 98.7 G, mins, 17 May 1810. A new lookout was established at Angel Gate in 1812: HTC, 98.7 G, mins, 20 Nov. 1812.

¹⁰⁴ *IJ*, 2 Mar. 1811.

¹⁰⁵ Ibid. 8, 29 Oct. 1814.

¹⁰⁶ TNA, WO 55/734, letter, 16 July 1810; *IJ*, 20 Oct. 1810.

¹⁰⁷ Trollope, 'The defences of Harwich', 22, citing TNA, WO 55/734.

¹⁰⁸ S. Godbold, 'A Napoleonic coastal gun battery; excavations at Bathside Bay, Harwich 1990–91', *EAT*, 3rd ser., 25 (1994), 198, citing TNA, WO 44/540, 47/2477, 55/734.

¹⁰⁹ Trollope, 'The defences of Harwich', 18, citing TNA, WO 55/735.

¹¹⁰ *IJ*, 10 Mar., 14 Apr., 5 May, 17 Nov., 8 Dec. 1810, 12 Jan., 30 Mar., 4 May, 22 June, 14 Dec. 1811, 7 Mar., 25 Apr., 6 June, 15 Aug., 10 Oct., 21, 28 Nov. 1812, 2 Jan., 20 Feb., 29 May, 12 June, 24 July, 14 Aug. 1813, 26 Feb., 2 Apr., 14 May, 16 July 1814, 28 Jan., 15 Apr., 26 Aug. 1815.

¹¹¹ Ibid. 30 June, 7 July 1810, 2 Feb., 3, 10, 24 Aug., 14 Sept., 5, 12, 26 Oct., 9, 16, 23 Nov., 7 Dec. 1811, 15 Feb. 1812, 1 Oct. 1814.

¹¹² Ibid. 16 Mar. 1811.

¹¹³ Ibid. 9 May 1812.

¹¹⁴ Ibid. 26 Oct., 16 Nov. 1811.

¹¹⁵ Ibid. 14 Apr. 1810, 16 Mar. 1811.

¹¹⁶ Ibid. 15 May, 19 June, 3, 10, 17, 24 July, 11, 18, 24 Dec. 1813, 26 Mar., 17, 24 Sept. 1814, 25 Mar., 15 Apr., 17 June, 15 July 1815.

¹¹⁷ Ibid. 22 Jan. 1814.

¹¹⁸ Ibid. 2 Apr., 18 June 1814.