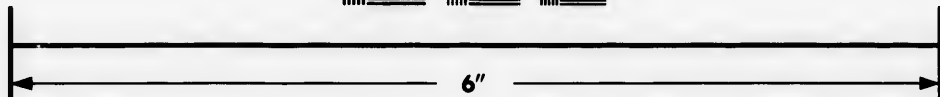
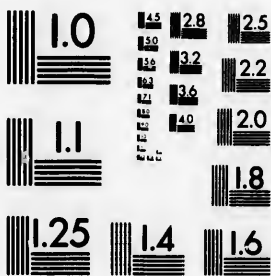


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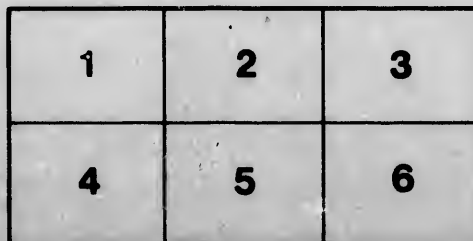
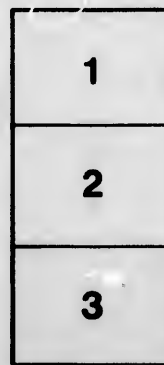
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*With Lady O'Donnell's best Wishes*

A  
M E M O I R

OF

THE LATE CAPTAIN

FRANCIS RAWDON MOIRA CROZIER,  
R.N., F.R.S., F.R.A.S.,

OF

H. M. S.  
T E R R O R .

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*“ The North-west Passage to the Indies!—that Golden Dream,  
“ as fatal to the English valour as the Guiana one to Spanish—  
“ and yet, hardly, hardly, to be regretted, when we remember the  
“ seamanship, the science, the chivalry, the heroism unequalled in  
“ the history of the English nation, which it has called forth  
“ among those our later Arctic voyagers, who have combined the  
“ knight-errantry of the middle age with the practical prudence  
“ of the modern, and dared for duty more than Cortes or Pizarro  
“ dared for gold.”*

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# MEMOIR

OF THE LATE

CAPTAIN F. R. M. CROZIER, F.R.S., F.R.A.S.

*Of H. M. S. Terror.*

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CAPTAIN FRANCIS RAWDON MOIRA CROZIER, R.N., F.R.S., F.R.A.S., was son of the late George Crozier, Esq., of Banbridge, in the County of Down, Ireland, and was born in that town in September, 1796. He entered the Royal Navy in June, 1810, as Midshipman, and served successively in H. M. S. Hamadryad, Briton, Meander, Queen Charlotte, and Dottrell.

Whilst in the Briton, under the command of Sir Thomas Staines, he sailed to the Pacific; and in the year 1814 visited Pitcairn's Island, when the interesting discovery was made, that the island was peopled by the descendants of the Mutineers of H. M. S. Bounty, Captain Bligh.

In the year 1821, he was appointed to H. M. S. Fury, and accompanied Sir W. E. Parry, in three, out of four of his celebrated voyages to the Arctic regions. For these services Mr. Crozier was made Lieutenant in 1826, and was employed as first-lieutenant of the Stag, frigate, on the coasts of Spain and Portugal until the year 1835. He then volunteered to act as first-lieutenant

of H. M. S. Cove, under the command of his old and valued friend and messmate Captain (now Admiral) Sir James Clark Ross, when dispatched, in the depth of winter, across the Atlantic—a most arduous and hazardous service—to the assistance of the Whale ships frozen up in Davis's Straits.

On his return from this expedition, his reputation for science, seamanship, and fertility of resource, procured for him at once promotion to the rank of Commander.

Captain Crozier, in H. M. S. Terror, again served as second in command to Sir James Clark Ross, during the expedition sent to the Antarctic Regions, at the recommendation of the Royal Society and British Association, for the purpose of scientific research and geographical discovery. For the first year's successful operations of this voyage, he received the well-earned reward of Post rank. The extremely valuable information obtained by this expedition and the perilous adventures of those engaged therein, are fully detailed in the published narrative of the Voyages of H. M. S. Erebus and Terror.

Shortly after his return from the Antarctic Regions, the national importance of having a further expedition to the Arctic seas, for the discovery of the long sought *North-west Passage*, and for the purpose of making magnetic and other scientific observations, was strongly urged upon the Government by the Royal Society, the British Association, and other public bodies. In the Spring of 1845 it was determined to send out an expedition for this purpose. Captain Crozier was privately offered, by Lord Haddington, then first Lord of the Admiralty, the chief command, but this he declined; subsequently, however, at the urgent solicitation of his friend Sir John Franklin—who fully appreciated his noble character



and skilful seamanship—he was induced to accept the post of second in command, and as Captain of H. M. S. Terror, sailed from the Thames on the 22nd May, 1845, in company with H. M. S. Erebus, Sir John Frankiin.

Thanks to the untiring zeal and devotion of Lady Franklin, it has recently been ascertained by Captain Francis Leopold M'Clintock, R. N., of the Fox, that on the lamented death of Sir John Franklin, in June, 1847, Captain Crozier succeeded to the chief command, and promoted Commander Fitzjames, to be Captain of the Erebus, as his second.—When compelled to abandon the ships in 1848, he conducted the survivors to the coast of America, and thence to the Great Fish River.

He was thus the *first* to prove a continuous water communication between the Atlantic and Pacific Oceans—the long sought for “North-west Passage,”—Captain M'Clure not having accomplished it until the year 1851; and Captain M'Clintock is the person who has given us the knowledge of the circumstances, under which the members of the Franklin Expedition, laid down their lives in the completion of this crowning act of Arctic enterprise and heroism.

In the Obituary of the Royal Society, Captain Crozier is described as “having been distinguished for devotion to his duties “as an Officer, for zeal for the advancement of science—for his “untiring assiduity—and for the exactness of his magnetic and “other observations.”

In conclusion we may remark, that Captain Crozier was of an amiable and cheerful disposition, and his unbending integrity and truthfulness, invariably won the affection and respect of those he commanded as well as the admiration and firm friendship of all

those officers under whom he had served. His firm and unwavering confidence in that Almighty power, whose interposition had been so frequently manifested in his preservation through numberless dangers—when no other power could save—enabled him at all times to meet with calmness and firmness, every impending danger. And we doubt not that his Christian Faith—always simple and sincere—was his comfort and source of peace in the last sad moments of his existence.

