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# ROYAL NAVAL BIOGRAPHY;

OR,  
*Memoirs of the Services*

OF ALL THE  
FLAG-OFFICERS,  
SUPERANNUATED REAR-ADMIRALS,  
RETIRED-CAPTAINS,  
POST-CAPTAINS,  
AND COMMANDERS,

Whose Names appeared on the Admiralty List of Sea Officers at the commencement of the year 1823, or who have since been promoted ;

Illustrated by a Series of  
HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the  
NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,  
FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,  
TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

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BY JOHN MARSHALL (B),  
LIEUTENANT IN THE ROYAL NAVY.

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“ Failures, however frequent, may admit of extenuation and apology. To have attempted much is always laudable, even when the enterprise is above the strength that undertakes it. To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted the undertaking without end, and perhaps without improvement. I saw that one enquiry only gave occasion to another; that book referred to book, that to search was not always to find, and to find was not always to be informed; and that thus to pursue perfection, was, like the first inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he seemed to rest, was still beheld at the same distance from them.” *Johnson.*

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SUPPLEMENT.—PART I.  
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1827.

*tempore* to the Pallas frigate, and proceeded in her to Walcheren with the grand expedition under Lord Chatham and Sir Richard J. Strachan, the latter of whom reported him as having been "particularly attentive to the public service" during the short time that elapsed previous to his being superseded by Captain G. F. Seymour, for whom he had been acting.

Captain Dobbie's next appointment was, in the spring of 1814, to the Ethalion 42, in which frigate he served on the coast of Ireland, until ordered to be paid off in Sept. 1815. On the 15th Jan. in the following year, he was appointed to the Pactolus 46, fitting for the Halifax station, from whence he returned previous to the expiration of the usual term of service in peace, the dry rot having rendered his ship unserviceable. She was put out of commission in Aug. 1817, and Captain Dobbie has not since been professionally employed. We have already intimated that he holds a commission of the peace, and a Deputy Lieutenancy for the county of Essex.

The officer of whose long and arduous services we have now given an outline, married, Aug. 8, 1808, Agatha Shedden, third daughter of Bartlet Goodrich, of Saling Grove, Essex, Esq. and has a family of eleven sons and daughters. His only brother, George Dobbie, Esq. was educated for the medical profession, and joined the 75th regiment, in 1793. He served about eighteen months in India, and there fell a victim to the climate.

*Agents.*—Messrs. Goode and Clarke.

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### WILLIAM FURLONG WISE, Esq.

*A Companion of the Most Honorable Military Order of the Bath:*

SON of George F. Wise, of Woolston, near Kingsbridge, co. Devon, Esq. by Jane, sister to the late Vice-Admiral James Richard Dacres.

This officer was born at Woolston, Aug. 21, 1784; entered

the naval service Feb. 7, 1797; obtained the rank of Lieutenant May 1, 1804; was made a Commander, into the Elk sloop of war, Nov. 1, 1805; and posted into the Mediator 44, on the Jamaica station, May 18, 1806. A gallant exploit performed by a detachment of seamen and marines under his directions, at Samana, in Feb. 1807, has already been described at p. 973 of our second volume.

From this period we lose sight of Captain Wise, until his appointment to the *Granicus* frigate, in 1813. On the 2d Dec. 1814, he captured the *Leo*, American privateer, of 6 guns and 76 men, near Cape Spartel.

Captain Wise was re-appointed to the *Granicus*, Oct. 27, 1815; his dashing conduct at the battle of Algiers is thus handsomely noticed by a contemporary writer:—

“The *Granicus* and *Hebrus* frigates, and the smaller vessels (except the bombs) being considered in the light of a corps-de-reserve, had not had any particular stations assigned to them, but were to bring up abreast of any openings they could find in the line of battle. Impelled onward by the ardent desire of filling the first of these openings, the *Hebrus* got becalmed by the heavy cannonade, and was obliged to anchor a little without the line, on the *Queen Charlotte’s* larboard quarter. The *Granicus*, finding herself shooting fast ahead, hove to, with the intention of waiting until her companions had taken their stations. As, owing to the dense smoke which prevailed, nothing beyond the distance of a cable’s length could be seen, except the *Queen Charlotte’s* mast-head flag, Captain Wise allowed 10 minutes to elapse for the ships to anchor. The *Granicus* then filled, let fall her fore-sail, set top-gallant-sails, and, soon gaining fresh way, steered straight for a beacon that, phoenix-like, seemed to live in the hottest of the fire. With a display of intrepidity and of seamanship alike unsurpassed, Captain Wise anchored his frigate in a space scarcely exceeding her own length between the *Queen Charlotte* and *Superb*; a station of which a three-decked line-of-battle ship might justly have been proud\*.”

The *Granicus*, on this brilliant occasion, sustained a loss of 16 killed and 42 wounded; amongst the latter were Lieutenant Henry Augustus Perkins, and Messrs. Lewis Dunbar Mitchell, Lewis Tobias Jones, George R. Glennie, and Dacres Furlong Wise, Midshipmen. On the second day after the battle, the following correspondence took place between her crew and the *Superb’s*:—

\* James’s *Nav. Hist.* 2d. edit. Vol. VI, p. 578. *et seq.*



“The ship’s company of the *little frigate* that had the honour to lay between the Queen Charlotte and Superb, on the glorious 27th of August, 1816, beg leave to express their high admiration of the noble fire kept up by these ships on that glorious day, by which, in a great measure, the enemy’s fire was drawn from his Majesty’s ship Granicus.”

*Superb’s Answer.*

“The ship’s company of the Superb returns their many thanks to the ship’s company of the *little frigate*, for the high compliment they have been pleased to pay them, and have only to hope that should they ever again go into action, they may have a Granicus to support them.”

Captain Wise was nominated a C. B. Sept. 21, 1816, and appointed to the Spartan frigate, Jan. 6, 1818.

In the course of the latter year, the Genoese ship *Misericordia* having been plundered by the Algerines of considerable property, and the Genoese Vice-Consul treated with great indignity, previous to his being dismissed, a complaint was made to the British government of this violation of the treaty which had been concluded by Lord Exmouth. On this representation, the Spartan was despatched from England to demand an explanation, and to remonstrate against these violent proceedings. Captain Wise appears to have been completely successful in the object of his mission. Immediately on his arrival at Algiers, he entered, in conjunction with H. M. Consul, into a negociation with the Dey, the result of which was, the payment of 35,000 dollars as a compensation for the property plundered on board the *Misericordia*, and an unqualified disavowal, on the part of the reigning Dey, of the act of his predecessor (who died of the plague, Mar. 1, 1818) in sending away the representative of his Sardinian Majesty.

In 1819, the Spartan visited Madeira, Dominica, Vera Cruz, Jamaica, Barbadoes, and Halifax; in July 1820, she conveyed Lord Combermere from Barbadoes to England; and we subsequently find her proceeding to the Havannah, Charlestown, and New York; from whence she returned to England, for the purpose of being paid off, in Jan. 1821\*.

The subject of this sketch married, June 16, 1810, Fanny, only daughter of W. Grenfell, Esq.

\* Captain Wise conveyed 2,000,000 dollars from Vera Cruz to Jamaica, and 500,000 from the Havannah to Charlestown, besides bringing smaller sums from Barbadoes and New York to England.