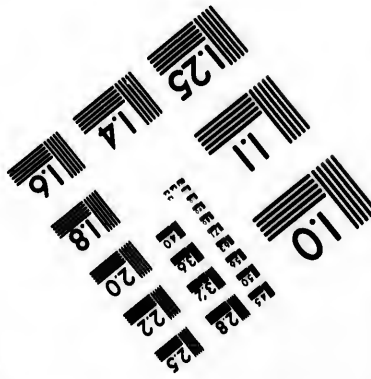
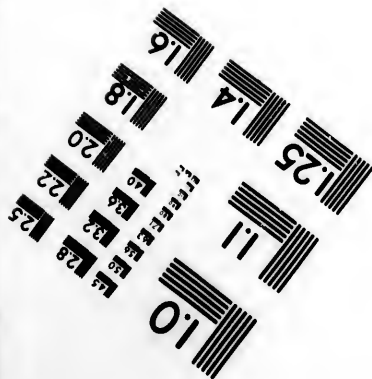
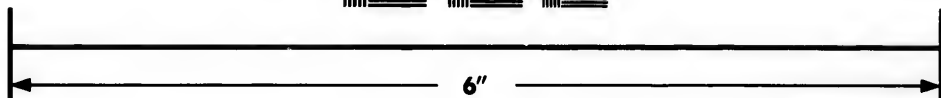
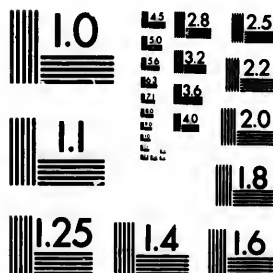


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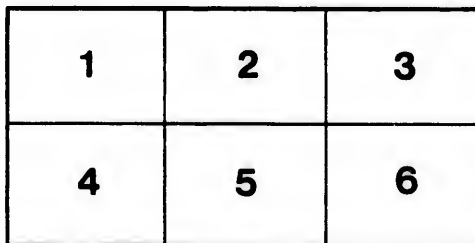
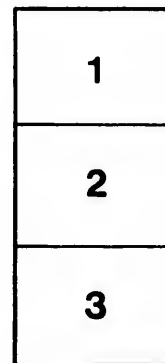
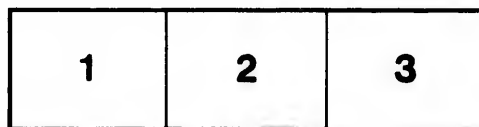
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# ROYAL NAVAL BIOGRAPHY;

OR,

*Memoirs of the Services*

OF ALL THE

FLAG-OFFICERS,  
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LIEUTENANT IN THE ROYAL NAVY.



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**VOL. IV.—PART II.**  
—◆—

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1835.



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## ERRATA.

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- P. 8, line 7 from bottom, *after Russell insert were.*  
— 14, — 16 —————, *for flag read flags.*  
— 2, — 14 —————, *after America, insert Subsequently we find her employed on the Lisbon station.*  
— 44, — 4 —————, *for Piedro de Niembo read Pietro de Nimbo.*  
— 106, — 14 —————, *for Loving read Loring*  
— 120, — 16 —————, *for ten able read ten were able*  
— 144, — 12 —————, *for 7th read 27th*  
— 238, — 16 —————, *for Helcher read Peard*  
— 252, — 10 —————, *dele the present Sir Frederick L. Maitland.*  
— 347, — 3 —————, *for JAMES read JOHN*  
— 416, *between lines 21 and 22 insert Vice-Admiral of the White.*
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## ERRATA IN FORMER VOLUMES.

- Suppl. Part II., p. 378, lines 22 and 23, *dele Mrs. Fowler died in 1816.*  
————— IV., p. 291, lines 4 and 3 from bottom, *dele first in 1801, Miss Watts, of Newchurch, in the Isle of Wight; and, secondly,*  
Vol. III. Part I. p. 284, line 3 from bottom, *dele Is said to be related to the Earl of Bristol.*

# ROYAL NAVAL BIOGRAPHY.

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## COMMANDERS.

(Continued.)

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### SIR EDWYN FRANCIS SCUDAMORE STANHOPE, BART.

SON of the late Admiral Sir Henry Edwyn Stanhope, Bart., (who died on the 14th of December, 1814), by Margaret, daughter of Francis Malbone, of Newport, Rhode Island, North America, Esq.

This officer served as midshipman on board the *Surveillante* frigate, Captain (afterwards Sir George R.) Collier; passed his examination for lieutenant in July 1811; and was promoted into the *Castor* 32, Captain Charles Dilkes, Oct. 9th following. His advancement to the rank of commander took place August 27th, 1814.

In 1821, pursuant to an order of the Lord Chancellor, Sir Edwyn F. Stanhope, and the other co-heirs of the late Dowager Duchess of Norfolk, took possession of the mansion-house and premises at Holme Lacy, Herefordshire. In 1826, he assumed the additional surname and arms of *Scudamore*, being the lineal descendant of Mary, wife of Sir Giles Bridges, of Wilton Castle, in the above county; daughter of Sir James Scudamore, Knt.; and sister to John, first Viscount Scudamore. He married, January 20th, 1820, Mary, daughter of Major Thomas Dowell, late of the Commissary Department, Bengal establishment, by whom he has several children.

### JAMES M'DOUALL, Esq.

OBTAINED his first commission on the 22d of April 1802; and was senior lieutenant of the Queen Charlotte 120, bearing the flag of Admiral Lord Keith, commander-in-chief on the Channel station, in 1813 and 1814. He was promoted to the rank of commander, October 12th, in the latter year; and appointed to the ordinary at Portsmouth, in 1816.

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### MONTAGU MONTAGU, Esq.

COMMANDER Montagu obtained his present rank on the 13th of June, 1815. We cannot but express our surprise that this officer, who has had the honor of holding a naval commission for twenty-eight years, should be ignorant that he is not entitled to a superior appellation; the King in Council having commanded, in 1824, that only "*officers appointed to command ships of the sixth rate and upwards should in future be styled Captains.*"

Had Commander Montagu, when replying to a letter written to him on the 4th of February 1834, addressed us in courteous terms, we should have felt pleasure in *privately* referring him to the New Naval Regulations, Chapter II. Sect. IV. Art. I.; and to the "Classes and Denominations of His Majesty's Ships," as given in the "Navy List, published by Authority."

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### EDWARD HOLLINGWORTH DELAFOSSE, Esq.

ENTERED the royal navy under the patronage of his present Majesty, and first embarked on board the Cruiser 18, Captain (afterwards Sir James) Brisbane, in which sloop he was present at the battle of Copenhagen, April 2d, 1801. From that vessel, he followed Captain Brisbane into the Saturn 74, bearing the flag of Rear-Admiral Totty; which ship was paid off, on her return from the West Indies, in 1802. He then joined the Africaine frigate, Captain (now Rear-Admiral) Thomas Manby, under whom he served on the North Sea station until 1805, when he was removed to the Blenheim

74, flag-ship of Sir Thomas Troubridge, whose melancholy fate he escaped sharing, by being placed on board the Fox frigate, Captain the Hon. A. Cochrane, to prevent his remaining idle while the former ship was undergoing repair at Pulo-Penang, after getting aground at the entrance of the Straits of Malacca.\* When about to sail from Madras for the Cape of Good Hope, Sir Thomas wrote to his young friend as follows :

“ Dec. 23d, 1806.

“ In the event of my other letters not reaching you and Captain Cochrane, I have requested him to discharge you to Madras, and from thence, if I am sailed for the Cape, you must follow with the convoy and join me. I regret that, having served your time, you are not now on the spot, as I have some vacancies. Your sincere friend,

(Signed)

T. TROUBRIDGE.”

Mr. Delafosse next joined the Concorde frigate, Captain John Cramer (now Sir Josiah C. Coghill) ; and, on his return home the York 74, Captain Robert Barton, in which ship he was present at the occupation of Madeira, by the naval and military forces under Sir Samuel Hood and Major-General Beresford, December 24th, 1807. In February following, he was appointed acting lieutenant of the York ; and on the 9th of April in the same year, confirmed. In 1809, he assisted at the reduction of Martinique and Walcheren. In March 1811, he exchanged into the Cerberus frigate, Captain Henry Whitby, on the Mediterranean station ; and in January 1813, being then first lieutenant, (and serving under Captain Thomas Garth,) commanded her boats at the capture of an armed trabaccolo, deeply laden with corn and flour, bound to Corfu. In March following, he cut out another vessel of the same description from under a battery near Brindisi ; and a few days afterwards, assisted in dismantling a tower and destroying a battery and several vessels, in a creek between the towns of Bari and St. Vito. On the 11th of April 1813, two boats of the Cerberus, in company with three others belonging to the Apollo frigate, took temporary possession of Devil's Island, near the north entrance of Corfu, where they

\* See Supp. Part I. p. 281, *et seq.*



captured two vessels laden with grain. On the 14th of the same month, Lieutenant Delafosse was wounded in another boat affair at the island of Melera. We next find him first of the *Wye 24*, bearing the flag of Rear-Admiral Sir Thomas F. Fremantle, on the Guernsey and Jersey station, in 1815. His subsequent appointments were,—Jan. 20th, 1816, to the *Dover troop-ship*, Captain Robert H. Rogers, at Sheerness; and April 11th, 1816, to the *Hebrus 36*, Captain Edmund Palmer, C. B., of which frigate he was senior lieutenant at the memorable battle of Algiers. His promotion to the rank of commander took place Sept. 16th, 1816.

In 1828, this officer was appointed by his royal patron, then Lord High Admiral, an Inspecting Commander of the Coast Guard, in Dorsetshire. On the 3d January 1831, the following testimony was borne to his activity and zeal while employed on that service:—

“The magistrates of Christchurch having been on all occasions, during the late disturbed state of the country, readily attended to, and their wishes anticipated in more instances than one, for the preservation of the public peace, by the officers and men of the Preventive Service, are happy to take this opportunity of offering their best thanks to both; particularly to Commander Delafosse, Lieutenants Franklin, Prowse, and Butcher, and Mr. Bennett, for their distinguished zeal and alacrity in co-operating with them on the measures adopted for the security of the peace and property of his Majesty's subjects.”

On the completion of his period of service in the Coast Guard, April 1831, Commander Delafosse received a letter, couched in very handsome terms, from the Comptroller-General. He has ever since been enjoying the blessings of half-pay, although periodically requesting employment.

This officer married, Aug. 12th, 1820, Sophia, daughter of the Rev. George Young, M. A., of Lambeth Terrace.

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### DOUGLAS COX, Esq.

Son of an old officer of the army, who was in the artillery with General Burgoyne, at the unfortunate convention of Saratoga, Oct. 17, 1777,\* previous to which he had been

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See Vol. 1. Part II. p. 210.

severely wounded; and who, after returning from America, had a company for many years in the 21st regiment (Royal North British Fusileers).

Mr. Douglas Cox's godfather was Colonel William Douglas, brother to that most excellent officer and worthy man, the present Vice-Admiral John Erskine Douglas, under whose protection he first entered the navy, May 6th, 1800, as midshipman on board the *Boston 32*, which ship was very actively employed on the Halifax station, till towards the close of 1804, when she returned home and was put out of commission. \*

On the 20th Dec. 1804, Mr. Cox joined the *Circe 32*, Captain Jonas Rose, from which frigate he was removed to the *Northumberland 74*, flag-ship of the Hon. Sir Alexander Cochrane, commander-in-chief at the Leeward Islands, July 10th, 1806. We next find him, in Mar. 1807, serving as sub-lieutenant of the *Attentive* gun-brig, on the same station, where he was frequently engaged in boat attacks, and on one occasion, with only five companions, most gallantly boarded and captured a large guarda-costa, of two long six-pounders, and thirty-five men. We can nowhere find any printed record of this very dashing affair, but have been favoured by a friend with the following particulars:—

“The details of the various boat affairs in which Mr. Cox was engaged, I cannot at this length of time recollect, except one while he was serving under Lieutenant Robert Carr, in the *Attentive*. The boats of that vessel had cut out from a small port near *Trinity*, on the north side

\* “The true picture of a ship of war of the old school is to be found in *Roderic Random*. Such it continued to be in 1782, and was not much improved in 1792. The store-rooms were a chaotic mass of most things requisite for a ship, although nothing was to be found when wanted. The first instance we can remember of their being arranged in that beautiful order, now so generally observed in the service, was on board the *Boston*, when commanded by the present Vice-Admiral John Erskine Douglas. This was done by the carpenters of the ship, under the direction of the captain: the advantages soon became so apparent, that many captains followed the good example; and government, receiving into its counsels some of the most active and influential officers in the navy, adopted the mode of fitting store-rooms throughout the service, and great are the benefits derived from it.”—*Brenton's Naval History*, III. p. 141.

of Martinique, two drogers, on board one of which there was an English negro, who gave information that a sloop, loaded with sugar, was lying in a harbour a few miles to windward, and unprotected; at the same time offering to pilot the boats in. Mr. Cox immediately volunteered his services, and left the *Attentive* at night-fall, with two jolly-boats under his command, containing in the whole twelve persons. He unexpectedly met with a strong adverse tide, and did not enter the harbour until the dawn of day, when a large armed vessel was suddenly discovered, moored across the anchorage, having the sloop between her and the shore. About fifteen minutes previous to this, Mr. Cox had detached his other boat in pursuit of a small craft; notwithstanding which, and that he saw the whole of the *guarda-costa's* crew, armed with muskets, drawn up on her deck from stem to stern, and two long guns pointed directly at him, so great was his confidence in the fine fellows with him, that the enemy was instantly boarded, and, after a slight resistance, carried: in less than twenty minutes she was under sail; and in about two hours after he re-joined the *Attentive*, with only one man slightly wounded."

On the 17th October, 1807, the *Attentive* captured, between Tobago and Trinidad, the Spanish privateer *Nuestra Senora del Carmen*, of two guns and sixty-three men, three of whom were wounded during the chase. A few days afterwards, Mr. Cox was appointed acting lieutenant of the *Port d'Espagne 16*, Commander James Pattison Stewart; whom we find him following into the *Snap* sloop, Nov. 13th, 1808. His first Admiralty commission bears date Mar. 10th, 1809.

Mr. Cox served as senior lieutenant of the *Snap* at the reduction of the French and Dutch West India islands, in 1809 and 1810; was attached to the military force, under Brigadier Harcourt, at the capture of St. Martin's; and continued in the same vessel, under several commanders, until paid off, Feb. 15th, 1811. Between Mar. 6th and June 10th, 1811, he was first of the *Lynx 18*, Commander Thomas Perceval, on the North Sea station; and from the latter date, until July 21st, 1814, we find him serving under his early and constant patron, Captain John E. Douglas, in the *Bellona 74*, and *Prince of Wales 98*, which last-named ship formed part of the fleet under Lord Exmouth at the surrender of Genoa in April 1814. His subsequent appointments were, August 8th following, to the *Alpheus 36*, Captain

George Langford, with whom he proceeded to the East Indies and China; and, Jan. 29th, 1817, to the *Primrose* 18, Captain George B. R. Phillott, fitting out for the Jamaica station; where he was serving when promoted to the command of the *Shearwater* sloop, by commission dated on the 9th July in the same year. He continued in that vessel for a period of two years and seven months; and is now (1834) employed as Inspecting Commander of the Coast Guard at Carrickfergus, where he has lately seized the *Rob Roy* yacht, belonging to a gentleman residing near Belfast, laden with contraband tobacco.

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### WILLIAM ALLAN HERRINGHAM, Esq.

Was wounded while serving as midshipman on board the *Colossus* 74, Captain (afterwards Sir James Nicoll) Morris, at the memorable battle of Trafalgar. He passed his examination in Nov. 1809; obtained a lieutenant's commission on the 2d Nov. 1810; and was second of the *Java* frigate, Captain Henry Lambert, in her long and well-fought action with the United States ship *Constitution*, Dec. 29th, 1812.\* He afterwards served for four years in the *Tigris* frigate, Captain Robert Henderson; had the honor of steering *H. R. H. the Duke of Gloucester*, when on a visit to the flagship at Plymouth, in 1817; and attained his present rank on the 16th January, 1818.

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### JOHN M'ARTHUR LOW, Esq.

ON the 8th Feb. 1817, this officer forwarded to the Admiralty a memorial, of which the following are extracts:—

*“ To the Right Honourable the Lords Commissioners for executing the office of Lord High Admiral of Great Britain.*

*“ The Memorial of Lieutenant John M'Arthur Low, late acting commander of H. M. sloop *Cameleon*,*

*“ HUMBLY SHEWETH,*

*“ That your memorialist has been upwards of eighteen years engaged*

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\*See Vol. III. Part I. pp. 247—253.

in a constant course of active service in his Majesty's navy, as midshipman, lieutenant, and acting commander; having in the early part served on the coast of Africa and among the West India islands, and during the last fourteen years in the East Indies.

" That, during ten years of the above time, viz. from Dec. 1798, until Jan. 1809, he served as midshipman in H. M. ships *Magnanime*, *Lapwing*, *Albion*, and *Culloden*; under Captains Taylor, Rotheram, and Ferrier, and the flag of Vice-Admiral Sir Edward Pellew.

" That, during the next seven years, viz. from Jan. 1809, at which time he was appointed acting lieutenant, until Jan. 1816, when he was appointed acting commander of H. M. sloop *Cameleon*, he served in his Majesty's ships *Arrogant*, *Minden*, *Theban*, and *Revolutionnaire*; with Captains Flint, Reynolds, Hoare, Skene, Woolcombe, and Leslie; and part of the time in Sir Samuel Hood's flag-ship.\*

" Further, that for a considerable part of the last period, your memorialist had acting orders to command H. M. ships *Arrogant* and *Minden*; also the governments of the forts at Anjer and Marrack, in the island of Java; having previously been engaged in the reduction of *Siringan*, the defence of the temporary establishment at *St. Nicholas's Point*; and he was likewise, under Captain Hoare, zealously, arduously, and usefully employed in conciliating the Bantamese, supporting the cause of *Achmet*, *Pangorang* of *Bantam*, and procuring, through his power and influence in that kingdom, supplies for the naval and military forces employed in the *Java* expedition.

" That, in Sept. 1810, when your memorialist was appointed to command the *Minden* (74), at *Bombay*, that ship was intended to carry the flag of Vice-Admiral *Drury*, then commander-in-chief; the *Russell*, his flag-ship, being found unserviceable. The *Minden's* speedy equipment became, therefore, a matter of great importance, connected with the other preparations for the subjugation of *Java* and its dependencies; but all the ships of the squadron that could be rendered effective, being then required off the *Mauritius*, your memorialist was left without the assistance of any officers or seamen, notwithstanding which, on the Admiral's return from the *Isle of France*, in *January* following, to such a state of forwardness had the ship been brought by your memorialist's own resources, and the help of some *Lascars*, hired at his own risk, with a few men impressed from *India* ships, that she was ready for sea, and actually sailed in two days after the flag-captain, with the crew of the *Russell* transferred. The exertions of your memorialist on this occasion were thought so meritorious, that he was continued in the ship, as one of her lieutenants, to be promoted if an opportunity offered; but the fair prospects of your memorialist were suddenly darkened by the lamented death of Vice-Admiral *Drury*.

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\* His promotion to the rank of lieutenant took place May 4th, 1810.

" That, in June, 1812, your memorialist, having returned to England, second lieutenant of the *Minden*, after serving ten years in India, had the honor of submitting to Lord Viscount Melville his claims for promotion, and therewith produced various documents relative to conduct, character, abilities, and services; those claims were considered so just and weighty, that the Lords Commissioners of the Admiralty were, in consequence, graciously pleased to recommend your memorialist to Vice-Admiral Sir Samuel Hood, for promotion. He was accordingly sent back to the East Indies, as lieutenant of the same ship (*Minden*) in which he had, previous to his return home, served nearly two years in that capacity; she being destined to bear the flag of Sir Samuel Hood.

" That the constitution of your memorialist being materially injured by the length of his former services in that unfavourable climate, but particularly by sufferings and exposure on the Java expedition, he, on returning again to that station in 1812, became an unhappy victim to every disease with which Europeans are assailed; and although the severity and well-known nature of his complaints, with the repeated injunctions of friends, and the advice of medical men, pressed strongly for his removal to a more temperate latitude, or to his native land, yet your memorialist, under a thorough conviction that whenever it came to his turn on the Admiralty list, and a vacancy offered, the purpose for which he was sent to India would be answered: and also considering, that in case of returning to England, or quitting the station, he might afterwards, on preferring claims for promotion, be regarded as one who had by such act thwarted the good intentions of the Admiralty towards him, he continued faithfully to serve, and patiently to suffer.

" That, having arrived at the head of the list for promotions, after thus long serving and suffering, in anxious expectation of advancement in a profession to which he is, and ever has been, zealously and entirely devoted, your memorialist was appointed, by Commodore Sayer, acting commander of H. M. sloop *Cameleon*, at Bombay; and that he was subjected to very serious expenses in joining the said vessel, from the necessity of quitting his former ship, the *Revolutionnaire*, in the Straits of Malacca, and waiting two months at Pulo-Penang and Madras, before his appointment was received, and opportunity to join the *Cameleon* offered; also expences in purchasing a chronometer, books, charts, and sundry equipments for his cabin and table, amounting to more than triple his pay during the time he commanded the *Cameleon*.

" That your memorialist, on a fair consideration of all circumstances, was led to consider himself a commander in H. M. navy, from the day he was appointed to the *Cameleon*, or rather that the confirmation of his appointment, like every one by which it had been preceded, would be a mere matter of course: for, if any known fact had justified his entertaining and expressing a doubt on the subject, he would have been provided with such recommendations and testimonials, from the different governments of India, as well as from men in high public situations, as

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would probably have superseded the necessity of troubling your Lordships with this memorial, and saved him from that severe and inexpresible anguish of mind to which he has been exposed by the disappointment of those hopes which he had every reason, at one time, to flatter himself were well founded.

“ That your memorialist, in proof of his disinterested zeal for the public service, begs leave to advert to one circumstance which occurred soon after he had been appointed to the *Cameleon*, and which gained him not only the commendations of his superior as well as brother officers on the station, but also the approbation of Earl Moira and the Supreme Council at Calcutta. In April 1816, H. M. sloop *Challenger* having arrived at Madras, with 600,000 dollars on board, consigned to the government of Bengal, and treasure to a great amount for the merchants of Calcutta, and the senior officer being under the necessity of detaining the said sloop, that her commander might sit as a member of a court-martial then about to be assembled for the trial of Captain Robert O'Brien, \* your memorialist volunteered to receive on board the *Cameleon* all the treasure in the *Challenger*, and convey the whole to its destination, without benefit or participation whatever for freight-money allowed by Government, or the East India Company, which he accordingly executed, as appears by the correspondence herewith produced.

“ That your memorialist, although never wounded in battle, has received severe hurts in the service, having had his collar-bone broken by an accident on board the *Albion*, and his right leg broken, in erecting sheers on board the *Arrogant*, at Bombay; your memorialist being then charged with the duty of equipping the said ship for the purpose of masting the *Minden*, at the time she was ready to be launched.

“ That your memorialist, from such long servitude in the East Indies, has been of late years afflicted with a chronic disease of the liver, and is at this time in a state of extreme debility, owing to a severe attack with which he was seized on his arrival at Portsmouth. Without trespassing further on your Lordships' time, he refers them to three certificates transmitted herewith, from Dr. Wright (physician at Haslar), Mr. Morrison (acting surgeon of the *Cameleon*), and Mr. Rowe (surgeon at Portsmouth).

“ Your memorialist, therefore, humbly trusts your Lordships will take all the circumstances of his services and claims for promotion into your favourable consideration; and your memorialist, as in duty bound, will ever pray.

(Signed) “ JOHN M'ARTHUR LOW.”

Six days after the date of the above memorial, a letter was laid before the Board of Admiralty, signed by George Spain, of East Cowes, in the Isle of Wight, accusing Lieutenant

\* See Vol. II. Part II. p. 881, *et seq.*

Low of tyrannical conduct, and indirectly charging him with murder; in consequence of which representation he was officially informed that their Lordships could not "hold out hopes to him of early promotion."

On the 10th April 1817, a court-martial was assembled in Portsmouth harbour, to investigate the serious charges thus exhibited against Lieutenant Low. The first of the only two witnesses called by his accuser, although seven had been summoned, and were in attendance, was Mr. Robert Morrison, late acting surgeon of the *Cameleon*, who deposed that he had attended the punishment of George L. Spain, junior,\* for theft, drunkenness, and other offences, on the 14th June 1816; that the young man denied being guilty of theft, but acknowledged that he had drank part of some wine stolen from his commander's cabin lockers, by the person doing duty as clerk; who, so far from attempting to exculpate himself, or to implicate Spain, candidly avowed his own criminality, and, as far as his testimony went, completely exonerated the other culprit. This witness also deposed, that Spain appeared rather dejected after his punishment; and that he believed he had deserted from the *Cameleon*, in Simon's Bay, Cape of Good Hope, on the 6th Sept. 1816, until informed that his body was discovered floating alongside of the *Horatio* frigate on the morning of the 19th, the very day the *Cameleon* quitted that anchorage. On Mr. Morrison's cross examination, however, it appeared, that he had not reported the punishment (fifty-five lashes) as severe at the time of its infliction, and that Spain was not in consequence put on the sick list; that he had not been put on it subsequently for any affection of the mind; that he knew not of any harshness or cruelty towards him practised by acting Commander Low; and that the clerk's confession of guilt, and acquittal of Spain, was after the latter had been punished.

The evidence of the prosecutor's other witness, Lieutenant David Bolton, went to shew, that several persons were examined in the presence of Spain and the clerk, prior to the

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\* Son of complainant.



punishment, and proved that they had been drinking together in the commander's cabin ; that Spain was punished for theft and *other* offences ; and that he confessed himself, in part, guilty.

William Willett, private marine, one of the few witnesses called by Lieutenant Low, deposed, that Spain had confessed to him his share in the robbery, offered to replace the wine stolen, and bribe him to conceal the fact. He accurately described the state of the commander's cabin, on the morning after the robbery ; and was not very delicate in speaking of the effects which the claret had apparently produced on the stomachs of the parties concerned in the theft. His testimony went farther to shew that Spain was not harshly treated after his punishment, that he joined in the amusements of the crew, and took the part of *Serjeant Kite*, in a play called the *Recruiting Officer* ; that every body believed he had deserted at the Cape ; and that the greatest part of his effects were either smuggled on shore, sold for grog, or otherwise disposed of, previous to his desertion. This witness distinctly proved every circumstance stated by Lieutenant Low in his defence, and went to a much greater extent. The sentence delivered was as follows :

“ The Court is of opinion, that the charges of cruel and tyrannical conduct to George L. Spain have not been proved against Lieutenant John M'Arthur Low, but that the information upon which the prosecutor grounded the complaints, stated in his letters to the Lords Commissioners of the Admiralty, was totally unfounded ; and doth adjudge the said Lieutenant John M'Arthur Low to be most fully acquitted thereof : and the said Lieutenant John M'Arthur Low is hereby *fully acquitted* accordingly.”

This officer was advanced to the rank of commander, Jan. 20th, 1818. His brother, Archibald, is a solicitor at Portsea ; and he has a sister married to Mr. George Rowe, surgeon R. N., now practising at Chelsea.

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### HENRY CHARLES PEMBERTON, Esq.

SON of Dr. Christopher Robert Pemberton, physician extraordinary to his late Majesty George IV.

This officer served as midshipman in the Pomone frigate, Captain Robert Barrie; and was appointed acting lieutenant of the Hibernia 120, bearing the flag of Sir W. Sidney Smith, on the Mediterranean station, Oct. 26th, 1812. His first commission bears date Jan. 25th, 1813. We next find him, in Aug. 1813, joining the Glasgow frigate, Captain the Hon. Henry Duncan, in which ship he continued until paid off, Sept. 1st, 1815\*. He was third lieutenant of the Minden 74, Captain William Paterson, at the battle of Algiers; after which he proceeded in the same ship (destined to receive the flag of Sir Richard King) to the East Indies; and from thence returned home, acting captain of the Melville 74, in Dec. 1817. He obtained the rank of commander, Jan. 20th, 1818; and married, Aug. 31st, 1822, Caroline Ann Augusta, daughter of the late Captain Nixon, a veteran army officer.

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### BARTHOLOMEW BONIFANT, Esq.

Is a native of Corsica, and was at school with Napoleon Buonaparte. He obtained the rank of lieutenant in the British navy, Mar. 14th, 1809; served under Captain (now Sir Thomas J.) Cochrane, in the Ethalion frigate, on the West India station; afterwards under the flag of Rear-Admiral Francis Pickmore, in the Mediteranean; commanded for some time a ship employed in conveying bullocks, &c. from Barbary to Minorca and the fleet off Toulon; received an appointment to the Impregnable 98, fitting out for the flag of Sir Josias Rowley, in Mar. 1815; and was flag-lieutenant to Vice-Admiral Pickmore from Feb. 12th, 1817, until the demise of that worthy officer, at St. John's, Newfoundland, Feb. 24th, 1818. His promotion to the rank of commander took place on the 20th April following.

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\* See Vol. II. Part II. p. 999, *et seq.*

**WILLIAM DEVEREUX EVANCE, Esq.**

Is a son of Mr. Evance, of the firm of Suttaby, Evance, and Co., booksellers, Stationers' Court, Fleet Street, London. He passed his examination in Dec. 1812; obtained a commission, appointing him lieutenant of the Heron sloop, Captain Francis Charles Annesley, Sept. 3d, 1814; and afterwards served in the Tigris frigate, Captain Robert Henderson. On the 7th Nov. 1816, he was appointed flag-lieutenant to Rear-Admiral Plampin, then preparing to assume the naval guardianship of Napoleon Buonaparte:—on the 15th Aug. 1818, he was promoted to the rank of commander:—and in Oct. following we find him in the Redpole sloop, on the St. Helena station. He married, April 19th, 1825, Harriet, youngest daughter of Job Dyer, Esq. of Chigwell, co. Essex.

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**ROBERT DEANS, Esq.**

SECOND son of the late Admiral Deans, of Huntington, North Britain, who died in 1815. This officer entered into the royal navy, as midshipman on board the Woodlark sloop, on the North Sea station, in 1804; and afterwards served under the flag of Vice-Admiral (afterwards Sir Edward) Thornbrough, Lord Collingwood, and Sir Charles Cotton, in the Mediterranean. His first commission bears date June 15th, 1811; and was presented to him by the Right Hon. Charles Yorke, as a reward for his gallant conduct in an unsuccessful attack, by the boats of the Cherokee, Clio, and Bellette sloops (of which former vessel he was then acting lieutenant) upon some galliots lying at Egersund, in Norway; on which occasion he had two fingers shot off, and was otherwise severely wounded.

After remaining a few months at sick-quarters, Lieutenant Deans was appointed to the Venerable 74, Captain Sir Home Popham, employed in co-operation with the patriots on the north coast of Spain; where he occasionally landed in command of a division of small-arm men. During the pursuit of the enemy from St. Ano Castle to the town of Santander,

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he was in the act of receiving orders from Sir George Collier, when that officer and Captain (now Sir Willoughby T.) Lake, were wounded\*. In Feb. 1813, he followed Sir Home into the Stirling Castle 74, fitting out for the reception of Earl Moira (afterwards Marquis of Hastings), Governor-General of India, by whom he was highly complimented for his exertions in saving the lives of two seamen, who fell overboard during the voyage to Bengal. From May 1815 until Sept. 1818, on the 9th of which latter month he was made a commander, we find him serving as flag-lieutenant to Sir Home Popham and Sir William J. Hope, in the river Thames and on the Leith station. In 1817, he won the silver bugle given by the royal company of Scottish archers, with whom he did duty, as one of King George IV.'s body guard, during his Majesty's gracious visit to Scotland.

In 1820, when the spirit of radicalism was raging in the west of Scotland, Commander Deans joined the Edinburgh yeomanry cavalry, of which corps Viscount Melville, then First Lord of the Admiralty, was colonel. On the 30th April, 1827, he obtained the command of the Clio sloop; and on the 12th Nov. following, was tried by a court-martial for having run that vessel on shore, off Coquette Island, on the coast of Northumberland, whereby she lost her rudder and two anchors and cables. The charge was specially grounded on the first article of the fifth section of the new naval instructions, viz. :

“ On all occasions, where a ship is in pilot-water, or in the neighbourhood of the land, of rocks, or of shoals, the captain is to take particular care that the hand-lead be kept constantly going, whether the pilot, or the master, thinks this precaution necessary or not; and if it shall appear that a ship has been brought into danger of running on shore, or has been wrecked, by a neglect of this precaution, the captain will be held responsible for it.”

The Court having heard Commander Deans' narrative, and evidence of all the circumstances, agreed, that the charge of a neglect of this instruction had been proved against Commander Deans; but in consideration of his high character in

\* See Vol. I. Part II. p. 707, *et seq.*

the service, and his attention to every other part of his duty, did adjudge him only to be reprimanded, and admonished to be more careful in future. Mr. Sam. Birt, master of the *Clio*, was afterwards tried for a neglect of the 22d article of his instructions, which also refers to keeping the lead going in pilot-water; when he was, in consideration of the good character given him by his commander, only reprimanded, and admonished to be more careful in future.

In Nov. 1829, Commander Deans was appointed to the *Childers* sloop, on the North Sea station; and in Jan. 1831, he and his first lieutenant appeared before a court-martial on charges, the nature of which will be seen by his

#### DEFENCE.

*“ Mr. President and Gentlemen of this Honourable Court :—*I stand before you as the commander of one of his Majesty’s ships of war, on my trial, on charges brought forward by the friends of a midshipman, late belonging to the *Childers*, under my command, for tricing him up in the main-top, and for subsequently putting him in irons; which charges, I allow, of themselves imply cruelty and oppression; but I trust I shall not fail to make it appear, that a disposition to be cruel, overbearing, or oppressive towards those placed under my command, is wholly foreign to my feelings, and cannot with justice or truth be maintained against me—proved not only by those officers and men lately under my command in the *Clio*, but most fully so by the officers and men of the *Childers*.

*“* I trust that this Hon. Court will be of opinion that such a step as that I was compelled to adopt towards Mr. Collymore, midshipman, was absolutely required, in justice to the maintenance of the necessary discipline of the service, caused not only by his mutinous manner and gestures at the time of his misconduct, but also for his repeated acts of insubordination and contempt of orders previously; one of which, with the permission of this Hon. Court, I beg leave to state :—When H. M. ship *Childers* was at anchor off Harwich, in the month of April of last year, on or about the 12th day of that month, I directed a boat to be sent at night, under the command of Mr. Donaldson, the gunner, with Mr. Collymore, and six men, along the coast to look out for smugglers; and it blowing very hard, the boat was obliged to land. At daylight the party returned on board. On the evening of the following day, a person respectably dressed as a farmer came on board the *Childers*, and complained to me that his house had, the previous night, been attacked by three men and an officer, and that his windows had been broken, and his premises had sustained other injury, and that the party had put himself and his family in bodily fear. He suspected the men

belonged to the Childers, and therefore came to complain of the outrage committed. I immediately sent for Mr. Collymore and the boat's crew, who in the presence of the complainant and my officers, most positively denied any knowledge of the transaction; and then, not doubting the word of Mr. Collymore, I dismissed the complaint. Two days afterwards, while I was on shore, a constable came on board the Childers, with a deposition, taken on oath, before a county magistrate, relative to the above case; and on Mr. Collymore being closely interrogated on the subject by Lieutenant M'Donald, the then commanding officer, he unhesitatingly acknowledged the facts, as I have now stated them to this Hon. Court, and admitted that he had committed the outrage complained of. Hereupon Lieutenant M'Donald, accompanied by Mr. Collymore, immediately appeared before the magistrate, at Felixton, who, in consideration of Mr. C.'s youth and inexperience, mitigated the severity of the fine for this outrage, by reducing it to five pounds, which Mr. C. paid. On Mr. C.'s return to the Childers, I judged it necessary to express to him my sincere regret and astonishment at his ungentlemanly and unofficerlike conduct on this occasion. I pointed out to him how greatly at variance such behaviour was with his station in life; and, Gentlemen, I reminded him of the untruth he had spoken—that I hoped his future conduct would be correct. Mr. President and Members of this Hon. Court, I beg you will mark the sequel: instead of improving his conduct by the advice I had given him, he still proceeds in a course of inattention to his duty, and immediately afterwards commits serious acts of insubordination. The first to which I beg to call the attention of this Hon. Court was on the evening of the 2d April last. Mr. Collymore, in company with Mr. Free, also a midshipman of the Childers, quitted the ship without leave, and did not return on her until day-light the following morning. After giving them a severe lecture, and resorting to the minor punishment of stopping their leave, I was induced to forgive them this offence, assuring them that a repetition of conduct so unofficerlike and ungentlemanly would not fail to meet with its deserts, as I would not again overlook such glaring acts of misconduct. But, Mr. President and Gentlemen of this Hon. Court, instead of this admonition having the effect I hoped it would have had, Mr. Collymore, accompanied by Mr. Free, before-mentioned, during the time Mr. C. had charge of the watch on board the Childers, took a boat and went on shore, and did not return until day-light the following morning. When this disgraceful act was reported to me, I sent for these young gentlemen (not wishing to resort to severe measures, which might have proved injurious to their future prospects in life), and desired them to apply to the Admiralty for their discharge from the Childers, for private reasons, thereby giving them an opportunity of rejoining the service when any officer might be disposed to receive them. After these repeated acts of forbearance and kindness, as well as the fatherly advice I had given these misguided

youths (particularly Mr. Collymore), I appeal to the breasts of this Hon. Court if the charge of cruelty can for a moment be substantiated against me.

“ Mr. President and Gentlemen, I come now to the period when the offence of tricing up into the main-top is alleged against me; this occurred while lying at the Little Nore, and when the letters of these young gentlemen, applying for the discharge from the service, were under the consideration of the Board of Admiralty. I acknowledge the correctness of that part of the evidence as regards the tricing Mr. Collymore up in the main-top, which measure I beg to assure this Hon. Court I was compelled to resort to, in consequence of his direct disobedience of my orders, in the presence of the whole of my officers and ship’s company. And here I beg to state, that I consider it as a principle due to the discipline necessary to be maintained on board all of H. M. ships, that the opposition of an inferior to a superior, cannot be permitted without striking at the very root of discipline; and I have further to observe, that such a course of punishment has been, and still continues to be, customary in the service. I was induced to order the first lieutenant to see him seized to the rigging, in deference to his feelings, because he was yet in the situation of an officer.

“ I now beg to state to you, Mr. President and Gentlemen of this Hon. Court, the circumstance of my ordering Mr. Collymore to be placed in irons. I have stated in the outset of my defence, Mr. Collymore had frequently quitted the ship without leave, and I considered he would do so again, in opposition to all the advice and the orders I had given to him; I also conceived his mutinous behaviour and gestures exhibited towards myself on this occasion, called for great severity of punishment; I was therefore compelled to order him, repugnant as I felt it was to my feelings at the moment, to be placed in irons, the severity of which order was far more in idea than in reality, for it appears by the sworn evidence of Serjeant Lees, that he was so confined for the space only of four hours and a half, namely, from 4 p. m. to half-past 8 p. m. of the same evening, thereby disproving his charge that he was confined in irons one night and part of two days. Here, sir, allow me to remark, that Mr. Collymore had, by his disgraceful behaviour in the Childers, forfeited the good wishes and opinions and respect of all the officers and ship’s company, who had witnessed, in so many instances, his insubordinate and unofficerlike conduct, and who had heard him acknowledge having committed the outrage I have described, which he, but a few hours previously, in their presence, denied all knowledge of.

“ Mr. President and Gentlemen, I beg to observe, that I am no aware that I am deprived, as a commander of one of H. M. ships of war, of the power of putting any petty officer or seaman in irons, whose conduct, from disobedience of the positive orders of his superior, amounts to a species of mutiny, and consequently demands severity of punishment.

“ And now, Mr. President and Gentlemen of this Hon. Court, unassisted by the talents of counsel, or the opinions of any legal adviser, I have thus laid before you these statements, founded in facts. I only request the patience of this Hon. Court for a short time, during the examination of witnesses, if the Court should deem it necessary to examine them, in corroboration of my assertions. I merely ask, would either of you have acted differently to what I have, had your orders been set at defiance on the quarter-deck of either of your respective ships, by a midshipman whom you had brought into the service, as I had Mr. Collymore, and whom you had fostered, as I had him, in every respect as a son.

“ Mr. President and Gentlemen, I have served in H. M. navy twenty-seven years, upwards of twelve years of that period as a commander, with a character unsullied, with a character respected by every officer and man I have served with; and though I have unceasingly studied to act up to what I consider to be the true discipline of the naval service, my conscience acquits me of ever having conducted myself towards any one subordinate to me with undue severity. I have been severely wounded in H. M. service, and have lost two fingers from my left hand in action, and have a musquet-ball now in my right arm. Sir, my father was in H. M. navy fifty-nine years, and died an admiral of the red squadron. I mention this merely to shew, that I am not unworthy the rank and situation I hold in the service. Sir, on the justice or injustice of the charges brought against me this Hon. Court are, I am sensible, fully competent to determine; and I beg to avow, that I have the highest respect for this Court, and that I have every reliance on its justice, and perfect confidence in the rectitude of my own conduct. With these sentiments, Sir, I close my defence, and shall cheerfully bow to your decision.”

The Court was then cleared, and after some few minutes deliberation was again opened, when they declared their opinion to be, that no charge had been proved against Lieutenant Worsfold, his evidence therefore was admissible if Commander Deans should think proper to call upon him.— I should wish, said the latter, that Lieutenant Worsfold be called, to state to the court the general conduct of Mr. Collymore, for the last three months he served in the Childers.— The lieutenant was then sworn, and deposed as follows:—

“ The day previous to Mr. Collymore being hauled up into the main-top, I had mustered the ship's company at divisions, with their scrubbed hammocks, and directed Mr. Collymore, as the midshipman of the second division, to take a list of the hammocks that were returned, fresh marked or repairing. On the following day, on inquiring for this list, I sent to Mr. Collymore for it, which was brought to me by the quarter-



master of the watch. It was written in pencil, as I conceived, not in a proper manner to be sent to me; I accordingly sent for him on deck, and desired him to repeat over the names that were not legible to me; he then told me that he had not done it himself, but that one of the master's assistants of the same division had done it; I reprimanded him for not obeying my orders, which he appeared to take no notice of whatever; I then ordered him to go to the mast-head; he still continued to treat my orders with contempt, and in fact turned himself round, his back partly towards me, looking about as if insensible it was to him I was addressing myself; I moved towards him and repeated my orders three or four times more, but when I asked him the question whether he meant to attend to what I had said, he replied no. I immediately went down below and told Commander Deans of the circumstance; he followed me on deck and ordered Mr. C. to go to the mast-head; he still continued to treat Commander D. as he had already done me; I was then desired by Commander D. to send for the main-top men, who adjusted a half-inch rope under his arm and hauled him up into the top; I was then desired to go up and see him secured to the topmast rigging, and after a great resistance by his nearly knocking me out of the top, he was seized to the rigging by the elbows, with his face towards the mast; I then sent the men below, and went myself to report to the commander, that Mr. Collymore was secured. Shortly afterwards, Commander Deans went on shore, and I went below, but came upon deck in about ten minutes, and looking aloft, I found that Mr. Collymore was out of the top; I immediately sent for the serjeant, and desired him to bring Mr. Collymore on deck to me, judging he was below in his berth; he came, when I asked him if he had leave to come down? he told me no; I ordered him to go aloft again; finding he still persevered in the same line of conduct he had previously observed, I ordered the serjeant to take him below, and put a sentry at his berth-door, and told him he was to consider him (Mr. C.) as a prisoner under arrest. Shortly afterwards, considering it too great an indulgence for him to be below in his berth, I desired the serjeant to bring him up and put him on the poop with a sentinel over him. On Commander Deans coming on board after four o'clock, he questioned me how he came there; I told him about his coming down from the top, when he ordered him to be placed in irons under the poop; about eight o'clock he was removed to his hammock in the steerage. The next morning he was brought up under the poop and placed under the sentry's charge; about nine o'clock he was sent with a sentinel below to his berth under arrest, where he remained for three days, during the investigation that took place by Sir Jahleel Brenton, on board the Donegal. Two or three days afterwards he was discharged from the ship.

“Commander Deans.—State to the Court his general conduct for the last three months. Lieutenant Worsfold.—He was in general inattentive to his duty; he left the ship twice at night time, without permission,

returning at day-light in the morning; the last time he left the ship it was his watch on deck.

“Commander Deans.—State to the Court my general treatment of the officers and men on board the Childers. Lieutenant Worsfold—Commander Deans has expressed his wish frequently that the officers and ship’s company should be made as comfortable as possible. No person could do more than he did to make them so.

“Lieutenant Gordon G. Macdonald, second lieutenant of the Childers, was then called, who corroborated the above evidence of Lieutenant Worsfold, and stated that Mr. Collymore was extremely inattentive to his duty, so much so that he frequently expostulated with him, and advised him to pay more attention to it. On the evening of the 14th April last, a man, having the appearance of a farmer, came on board the Childers, and made a complaint, when the commander sent for Mr. Collymore and the boat’s crew. The farmer said his house had been attacked, the windows broken, his family had been put in bodily fear by the threats of a party, who, when asked what they came for at that time of night, answered, they were in search of smuggled goods; that he was induced to open the door, and allow them to come in; that they soon after departed; and the next morning he discovered that one of his gates had been broken, which he strongly suspected to have been done by them. Hereupon Commander Deans immediately inquired of Mr. Collymore and the boat’s crew if they were the aggressors, all of whom positively denied having any knowledge of the transaction. Two days afterwards, Lieutenant Macdonald was commanding officer, when a constable came on board, with a warrant to take Mr. Collymore before a county magistrate. Lieutenant Macdonald sent for Mr. Collymore, and mentioned to him his suspicions that he and the boat’s crew were the parties alluded to in the deposition made by the farmer, and advised him immediately to acknowledge it, if it was so. After some little hesitation, Mr. Collymore acknowledged that he was the person who had attacked the house. Lieutenant Macdonald immediately wrote a note to the magistrates, to say that he would appear, with the young gentleman (Mr. C.) the next morning; which he did. The fact was then acknowledged by Mr. Collymore before the magistrate, which he had previously denied. He then expressed contrition for what had occurred, and, after a severe admonition from the magistrate, he was fined five pounds; which he paid. Lieutenant Macdonald then bore testimony to the treatment of Mr. C. by Commander Deans, which he said was kind and indulgent to such a degree as the service could possibly admit of.

“John Taylor, master’s assistant, was then called, who swore to the fact of Mr. Collymore having left the ship during his (Mr. Taylor’s) watch, about half-past nine or ten o’clock at night; and when he was to have been relieved by Mr. C., the corporal reported that he had gone out of the ship.

“ Commander Deans then stated, that he had no further evidence to bring forward ; when the Judge-Advocate declared that the defence was concluded. The Court was then cleared, and after about two hours deliberation was again opened, and the following sentence delivered :—

“ The Court having read the evidence in support of the charges, &c. &c., and having maturely and deliberately considered the same, &c., is of opinion that in giving an order to Mr. J. R. Collymore to go to the mast-head as a punishment, the said Lieutenant William Worsfold was borne out by the general custom of the service, and the particular circumstances of the case ; and the Court is further of opinion, that the means resorted to, to enforce obedience, by Commander Deans, have also been practised in the service, and were in some degree justified by the previous incorrigible conduct of the said J. R. Collymore. The Court nevertheless cannot but consider that those means are generally unofficerlike and improper ; and although fully sensible that the general conduct of Commander Robert Deans towards the officers and ship's company under his command has been kind and indulgent, the Court feels itself called upon to admonish the said Commander Robert Deans to be more circumspect in his conduct for the future, and he is hereby admonished accordingly, and the Court doth adjudge the said Lieutenant William Worsfold to be acquitted.”

The President then returned Commander Deans his sword, which he said had been often and honourably drawn in defence of his country.

On the 21st June, 1831, the Childers sailed from Portsmouth with despatches to South America. She was paid off in the beginning of 1833.

Commander Deans has never been granted a pension for his wounds, the surgeons not considering him to have sustained injuries in the service equal to the loss of a limb. He is treasurer and a director of the Scottish military and naval academy, and also of the Edinburgh and Leith seamen's friend society. He married, in Feb. 1821, Mary, eldest daughter of the late Richard Clay, of Gloucester Place, Portman Square, London, Esq.

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### GEORGE FRANCIS BRIDGES, Esq.

NEPHEW to the late Lieutenant-General Bridges.

This officer was a midshipman of *le Tigre 74*, Captain B. Hallowell (now Sir Benjamin H. Carew), and employed

in a boat belonging to that ship, at the capture and destruction of a French convoy in the bay of Rosas, Oct. 31st and Nov. 1st, 1809\*. He obtained a lieutenant's commission on the 1st Aug. 1811; and subsequently served under the flag of Rear-Admiral Hallowell, in the *Malta 80*, *Royal Sovereign 100*, and *Tonnant 80*; the former ship on the Mediterranean station, the second fitting out for Channel service, and the latter stationed in the cove of Cork, where he jumped from her ward-room into the sea, and thereby saved the life of an intoxicated man, who had thrown himself overboard, Sept. 30th, 1815. He was advanced to his present rank on the 9th Sept. 1818.

Commander Bridges married, at Milan, May 19th, 1825, Harriet, only surviving daughter of the Rev. D. D. Bergeur, rector of Everley, co. Wilts, and chaplain to Aubrey, seventh Duke of St. Albans.

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### SAMUEL SPARSHOTT, Esq.

*Deputy Comptroller General of the Coast Guard.*

THIS officer passed his examination in May 1809; obtained the rank of lieutenant on the 22d Aug. following; and subsequently served under Captains Robert Preston and William Bowles, in the *Ganymede*, *Aquilon*, *Euphrates*, and *Amphion* frigates. He was advanced to his present rank on the 16th Oct. 1818; and appointed inspecting commander of the coast guard at Yarmouth, in July 1814. We next find him, Sept. 13th 1826, commissioned to the *Nimrod* sloop, which vessel, when on her way from Cork to the river Clyde, having brought up in Holyhead bay during a gale from the N.N.W., drove on shore and was bilged, in the night of Jan. 14th, 1827. On the account of this disaster reaching the Admiralty, a master-attendant was sent round with succours from Plymouth, but, owing to strong easterly winds, he did not arrive at Holyhead until after the *Nimrod* had, by very great exertions on the part of her commander, officers, and crew, been

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\* See Suppl. Part III. p. 157, *et seq.*

floated off the rocks, and placed in a dry dock. She was sold out of the service on the 3d March following; and Commander Sparshott appointed to the office he now holds, on the 16th May in the same year. His younger brother, Edward, is a captain R. N., and a Knight of the Royal Hanoverian Guelphic Order.

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### ALEXANDER BORTHWICK, Esq.

OBTAINED his first commission on the 12th Feb. 1802; and the rank he now holds Dec. 7th, 1818; previous to which he had served as first lieutenant of the *Ramillies* 76, bearing the flag of Sir W. Johnstone Hope, at Leith.

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### WILLIAM RICHARDSON (a), Esq.

A NATIVE of Stonehouse, co. Devon; and nephew to the late Rear-Admiral Richard Raggett.

This officer entered the royal navy in Jan. 1797, as midshipman on board the *Prince George* 98, bearing the flag of Rear-Admiral (afterwards Sir William) Parker, in Jan. 1797; and witnessed the defeat of the Spanish fleet off Cape St. Vincent, on the 14th of the following month. We afterwards find him serving under Vice-Admiral Sir Charles Thompson, the present Sir James Hawkins Whitshed, and the late Sir George Campbell, in the *Formidable* 98, *Queen Charlotte* 110, and *Temeraire* 98, principally on the Channel station. In the early part of 1803, he belonged to the *Victory*, first rate, from which ship he was promoted, by the immortal Nelson, into the *Termagant* sloop, off Toulon, April 30th, 1804. In 1807, he was lieutenant of the *Goshawk* sloop, Captain Alexander Innes, and present at the siege of Copenhagen. He subsequently served as first of the *Bombay*, *America*, and *York*, 74's, *Caledonia* 120, and *Rocheport* 80, commanded by Captains William Cuming, Josias Rowley, Alexander W. Schomberg, and Sir Archibald C. Dickson; from which latter ship, in consideration of his long service as senior lieutenant, and his meritorious conduct

having been often represented, he was promoted to his present rank on the 7th Dec. 1818. The following official letters are extracted from the London Gazette.

“ *H. M. S. Caledonia, off Toulon, June 10th, 1812.* ”

“ Sir,—I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter and its enclosures which I have received from Captain Rowley, of H. M. ship *America*, stating the particulars of a spirited attack upon the enemy’s batteries at Languilla, near Genoa, and the capture of a convoy that had taken shelter under them. I have the honour to be, &c.

(Signed) “ EDWARD PELLEW,

“ Vice-Admiral and Commander-in-Chief.”

ENCLOSURE.

“ *H. M. S. America, off Languilla, May 19th, 1812.* ”

“ Sir,—I have the honor to inform you, that having yesterday, in company with the *Leviathan* and *Eclair*, fallen in with a convoy of eighteen sail of the enemy, deeply laden, which took shelter under the town and batteries of Languilla, and Captain Campbell concurring in opinion with me as to the practicability of bringing them out or destroying them by getting possession of the batteries, the marines of both ships, under the direction of Captain Rea, of the *America*, were landed this morning at day-break to effect it.

“ A party under Captain Owen, R. M., of the *Leviathan*, was detached to carry a battery of five 24 and 18-pounders to the eastward, which he performed in a very spirited and judicious manner, the French officer who commanded falling in the attack: the main body in the mean time, rapidly advancing through a severe fire of grape, carried the battery adjoining the town of Languilla, consisting of four 24 and 18-pounders and a mortar, though protected by a strong body of the enemy posted in a wood, and in several contiguous buildings, upon the latter of which the guns were immediately turned with much effect. The enemy were now driven from the houses lining the beach by the fire of the *Eclair*, and the boats then proceeded to bring out the vessels that were secured by various contrivances to the houses and beach, their sails and rudders being mostly removed on shore: sixteen were towed off, as per enclosed list, which being accomplished, the marines were re-embarked in the most perfect order, under cover of the fire of the *Eclair*, and without molestation from the enemy, though a strong party was advancing from the town of Alassia to reinforce them.

“ I regret to state, that our success has been clouded, and our loss on this occasion much extended, by an unfortunate accident which occurred in landing the party: the *America*’s yawl being sunk by a chance shot from the only gun that could bear on the boats; and before assistance

could be afforded, I lament to say, ten marines and one of the crew were drowned.

“ I have great satisfaction in the favourable report which I feel it my duty to make of the officers, seamen, and marines employed on this occasion: the gallant and able conduct of Captain Rea, who commanded the marines, was very conspicuous, and he reports in the most favorable manner of Captain Owen, and Lieutenants Neame, Cock, Carden, and Hill, and of the orderly good conduct of the whole detachment. To Captain Bellamy I was much indebted for the handsome manner in which the *Eclair* was swept in, and the fire she kept up to cover and protect the troops and boats during their operations; the ships being prevented by the light and baffling winds from getting close enough to act. The services of the boats in landing and embarking the troops, (and being all armed with guns or carronades,) assisting with their fire, and the expedition with which the enemy's vessels were brought out, does much credit to Lieutenant William Richardson, first of this ship, who had the direction of them, as also to Lieutenants John Molesworth and Robert Moodie, of the *America*, and Alexander Dobbs and Richard Hambly, of the *Leviathan*, who were employed in them. I cannot conclude without requesting permission to recommend to your notice Mr. John Harvey, master's mate of this ship, who has particularly distinguished himself, both on the present and other late occasions of boat service. I have the honor to be, &c.

(Signed)

“ JOSEIAS ROWLEY.”

“ *To Vice-Admiral Sir Edward Pellew, Bart., &c. &c. &c.*”

In addition to the sixteen vessels captured and brought out, a settee of four guns was burnt; and another, laden with salt, so much damaged by shot, that she could not be got afloat. The cargoes of the prizes consisted, principally, of brandy, leather, salt, and wine. Exclusive of the heavy loss sustained at the onset of this dashing enterprise, four men were killed and twenty-one wounded:—total killed, drowned, and mortally wounded, sixteen; thirteen severely wounded, and seven slightly. The following order was issued by Captain Rowley previous to his detaching the boats and marines:—

“ Mem.—The detachment of royal marines from the *America* and *Leviathan* are to rendezvous on board the *Eclair* at 2 A. M., and to land under the orders of Captain Rea at the position pointed out between the towns of Languilla and Alassia, Captain Owen with the half of his party to proceed and carry the battery to the west of Alassia, the guns of which he is to spike and otherwise render useless, and then retreat on the original position, and Captain Rea in the mean time to proceed with

the main body for the purpose of carrying the battery of Languilla, which having effected, he is to wait there for further orders, keeping the battery in readiness to turn against the town. The boats having effected the landing of the marines, are to return on board the *Belair*, to receive the orders of Captain Bellamy for their further proceedings; it being intended, in the event of the line-of-battle ships not having sufficient wind to get near the shore, that the *Eclair*, with the assistance of the armed boats, shall dislodge the enemy from the houses, in order to bring off or destroy their vessels. The armed boats to be under the direction of Lieutenant Richardson, of the *America*, subject to the orders of Captain Bellamy.

“ In the event of Captain Rea perceiving a favourable opportunity for proposing a capitulation to save the town from the effects of a cannonade, on condition of the vessels, &c. &c. being delivered up, he is at liberty to propose or accept it, in which case he will shew a flag of truce. The most particular orders are to be given, and enforced in the strongest manner, that no person shall, on any pretence whatever, enter a house, or go into the town.

“ Given on board the *America*, off Languilla, May 18th, 9 A. M.”

Commander Richardson married the niece of Rear-Admiral George M'Kinley. His only brother, John George Richardson, is a captain of the royal marines, quartered at Woolwich.

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### WILLIAM GRINT, Esq.

SERVED as midshipman on board the *Britannia* first rate, bearing the flag of Earl Northesk; and appears to have been wounded at the memorable battle of Trafalgar. We next find him master's mate of the *Latona* frigate, Captain James Athol Wood, at the capture of Curaçoa, Jan. 1st, 1807\*. His promotion to the rank of lieutenant took place on the 27th July following. He was third of the *Anson* frigate, Captain Charles Lydiard, but fortunately absent in a prize, when that ship was totally wrecked in Mount's Bay, Dec. 28th, 1807†. His subsequent appointments were:—about April 1808, to the *Vulture* sloop, Captain Joseph Pearse;—about Nov. 1810, to the *Pompée* 74, Captain J. A. Wood;—

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\* See Vol. I, Part II. note at p. 741.

† See Nav. Chron. XIX. pp. 55, *et seq.* and 452, *et seq.*



and Nov. 20th, 1811, to the *Zenobia* sloop, in which he served under various commanders, until the end of the war. He obtained his present rank on the 7th Dec. 1818.

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**MICHAEL STACPOOLE, Esq.**

WAS made a lieutenant in Jan. 1812; and commander on the 7th Dec. 1818.

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**HENRY FREEMAN YOUNG POGSON, Esq.**

OBTAINED the rank of lieutenant on the 28th April 1798; lost the *Racer*, of 12 guns, in the Gulf of Florida, Oct. 10th, 1814; commanded the *Eagle*, revenue cruiser, on the Sheerness station, previous to his further promotion in Mar. 1819; and was appointed an inspecting commander in the Coast Guard service, April 6th, 1830.

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**JOHN EVELEIGH, Esq.**

DISPLAYED great gallantry whilst serving as midshipman of the *Pique* frigate, Captain Charles B. H. Ross, and employed in her boats at the capture of the Spanish armed schooner *Santa Clara*, off Ocoa bay, St. Domingo, Mar. 17th, 1806. He was made a lieutenant on the 16th May 1809; appointed to the command of the *Whitworth*, revenue cruiser, on the Irish station, in June 1817; promoted to his present rank Mar. 4th, 1819; and subsequently employed as an inspecting commander at Bognor and in the Isle of Sheppy.

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**THOMAS LIPSON, Esq.**

WAS made a lieutenant in June 1809; and commander on the 4th March 1819. In Jan. 1817, the *Lapwing* revenue cutter, then under his command, was driven from her anchorage in Mill Bay, Plymouth, and went ashore high and dry

over a ridge of rocks, with comparatively but little damage.\* He married, July 30th, 1812, Elizabeth, daughter of Mr. William Took, of Weymouth.

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### JOHN HARVEY (*a*), Esq.

A son of Henry Wise Harvey of Harnden, Sandwich, co. Kent, Esq., whose father, Captain John Harvey, one of "the bravest of the brave," was mortally wounded while commanding the Brunswick 74, at the memorable battle of June 1st, 1794†.

This officer was born at Harnden, on the 31st Dec. 1793; and entered the royal navy in Sept. 1804, as midshipman on board the Agamemnon 64, commanded by his uncle, Captain (now Vice-Admiral Sir John) Harvey, under whom he served in that ship and the Canada 74, principally employed on the Cadiz and West India stations, until the latter third-rate was paid off at Chatham, in Jan. 1808. During his first cruise he witnessed the capture of four Spanish merchantmen, laden with sugar, cochineal, indigo, coffee, &c. and having on board specie to a very considerable amount. In the following year, he was present at the capture of two Spanish line-of-battle ships, by the fleet under Sir Robert Calder‡.

On leaving the Canada, Mr. John Harvey joined the Orion 74, Captain Sir Archibald C. Dickson, attached to the Baltic fleet; in which ship he continued until June 1809, when he sailed from Spithead, in the Donegal 74, Captain Edward P. Brenton, to rejoin his uncle, then commanding the Leviathan 74, off Cadiz. In Oct. following, he witnessed the destruction, by their own crews, of two French line-of-battle ships, between Cette and Frontignan||. In Mar. 1811, he followed Captain Harvey into the Royal Sovereign, first rate, on the Mediterranean station, from whence he returned home towards

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\* See Vol. IV. Part I. p. 209.

† See Vol. I. Part II. note at p. 613, *et seq.* From a genealogical account now extant, the Harveys are traced in a direct line from Mr. Richard Harvey, of Filmanstone, who died in 1472.

‡ See Vol. I. Part I. p. 405.

|| See *id.* p. 282, *et seq.*

the end of the same year. We afterwards find him successively serving on board the Sceptre, Marlborough, and San Domingo, third rates, from which latter ship he was promoted into the Success 32, armed *en flute*, Nov. 13th, 1813, His next appointment was, in Jan. 1814, to the Epervier 18, Commander Richard Walter Wales, the capture of which vessel, on the 29th April following, by the United States' sloop Peacock, has been narrated in Supp. Part IV. p. 127, *et seq.* We subsequently find him serving in the Astræa frigate, Captain Edward Kittoe; and as flag-lieutenant to his uncle, Rear-Admiral John Harvey, commander-in-chief on the Leeward Islands station. He obtained his présent rank on the 2d April 1819.

This officer's only brother, Henry Wise Harvey, is a lieutenant in the navy. His eldest sister, now deceased, was married to Commander George Hilton.

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### JAMES BARNWELL TATTNALL, Esq.

Was born in 1790; and entered the royal navy in Sept. 1803, as midshipman on board the Leander 50, bearing the flag of Vice-Admiral Sir Andrew Mitchell, commander-in-chief on the Halifax station, where he was soon afterwards removed into the Boston frigate, Captain (now Vice-Admiral) John Erskine Douglas. He subsequently served under Lord Cochrane, in the Pallas 32, and conducted into port one of the richest prizes taken by that frigate, at the commencement of the Spanish war, in 1805.

On the night of April 5th, 1806, the boats of the Pallas, under Lieutenant John Haswell, captured the French national corvette Tapageuse, of fourteen long 12-pounders and 95 men, lying about twenty miles above the shoals of Cordovan, in the Bourdeaux river, and under the protection of two strong batteries. During their absence, three ships were observed bearing down to the British frigate, making many signals, and soon perceived to be enemies. "In a few minutes," says Lord Cochrane, "the anchor was weighed, and, with the remainder of the officers and crew, we chased

drove on shore, and wrecked, one 24-gun ship, one of 22 guns, and la Malicieuse, a beautiful corvette of 18 guns. All in this ship showed zeal for his Majesty's service. The warrant officers and Mr. Tattnall, midshipman, supplied the place of those commissioned." Other dashing services in which Mr. Tattnall participated are recorded in Vol. IV. Part I. p. 157 *et seq.*

From the Pallas, Mr. Tattnall followed Lord Cochrane into the Imperieuse 38. Towards the close of that year, while in charge of two French luggers, which had been captured off Rochfort, he was driven, through stress of weather, into Belleisle, and obliged to surrender. In Dec. 1809, having succeeded in effecting his escape from Verdun, while deprived of parole, he joined the fleet employed in the blockade of Flushing; and early in 1810, was sent out to the Leeward Islands on promotion. Soon after his arrival on that station, he joined the St. Pierre 18, as acting lieutenant; but, owing to a change in the naval administration, he was not confirmed until April 18th, 1811, at which period we find him appointed to the Racehorse sloop, Commander James De Rippe, on the Cape of Good Hope station, where he witnessed the capture of the French frigate Renommée, and assisted in taking possession of her late consort, la Néréide, together with several merchant vessels, in the month of May following.\*

Lieutenant Tattnall's subsequent appointments were,—to the Portia 14, Commander Henry Thomson, stationed in the North Sea; President frigate, Captain Francis Mason, under whom he served at the siege of St. Sebastian; and Tonnant 80, flag-ship of the Hon. Sir Alexander I. Cochrane, by whom he was successively appointed acting commander of the Sophie 18, Carron 20, and Dictator troop-ship, on the North American station. Whilst belonging to the Tonnant, he served in her boats at the destruction of Commodore Barney's flotilla, in the Patuxent river; commanded a gun-boat at the attack upon Baltimore; and had a boat sunk

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\* See Vol. II. Part II. p. 833, *et seq.*

under him, and the greatest part of his crew killed and wounded, at the capture of five heavy gun-vessels in Lac Borgne, Dec. 14th, 1814\*. His promotion to the rank of commander, however, did not take place until April 14th, 1819; at which period he was acting in the Spey 20, on the Mediterranean station.

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### RICHARD JOHN HEAD, Esq.

OBTAINED his first commission on the 12th June, 1807; served as flag-lieutenant to the late Sir Charles V. Penrose, during the period of that officer's command on the Mediterranean station; and was advanced to his present rank in May 1819. On the 5th July 1827, the officers of the Coast Guard, (Falmouth district), gave him a dinner, on his retiring from the duties of Inspecting Commander. At the same time, they presented him with a snuff-box, of heart of oak, manufactured from a beam of St. Mawe's castle, of 200 years standing, suitably ornamented, and with an inscription commemorative of the deep feelings of respect which they entertained of his public character as an officer, and in grateful testimony of the many courtesies they had individually received.

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### JOSEPH GRIFFITHS, Esq.

WAS made a lieutenant on the 19th August 1795; and served as such under the directions of Lieutenant William Bissell, of the Montagu 74, at the capture of thirteen French merchantmen, which had sought shelter under the batteries in the port of Danenne, Oct. 12th, 1800 †. Since the general peace he has commanded the Musquedobit schooner, on the Irish station. He obtained his present rank on the 12th Aug. 1819.

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\* See Supp. Part IV. pp. 4—7.

† See Vol. III. Part II. p. 380.

PETER SAMPSON HAMBLBY, Esq.

WAS made a lieutenant in Dec. 1805; attached to the Gibraltar flotilla from Sept. 1810, until the spring of 1814; and promoted to his present rank on the 12th Aug. 1819.

MASSY HUTCHINSON HERBERT, Esq.

THIRD son of Arthur Herbert, Esq., of Brewsterfield, near Killarney, co. Kerry (an old family residence), by Barbara, sister of the late Massy Hutchinson, Esq., of Mount Massey, near Macroom. His grandfather, Bastable Herbert, was married to Barbara Fitzgerald, sister of the late, and aunt to the present Knight of Kerry; and he is related to the Pembroke, Powis, and Carnarvon families.

This officer was born at Brewsterfield, in June, 1788; and entered the navy in Oct. or Nov. 1799, as midshipman on board the *Magnificent* 74, Captain (afterwards Admiral) Edward Bower, under whom he served, in company with the Channel fleet, until paid off in the spring of 1802. He then joined the *Neptune* 98, Captain (now Rear-Admiral) Francis W. Austen, stationed as a guard-ship at Portsmouth; and, in Oct. following, the *Loire* frigate, Captain (now Sir Frederick L.) Maitland. On the 17th Aug. 1804, he assisted at the capture of the French frigate-built privateer *Blonde*, of 30 long 9-pounders, and 240 men, after a running fight of fifteen minutes, during which the enemy had two men mortally, and five badly, wounded: the *Loire* two severely and four slightly.

On the night of June 1st, 1805, three of the *Loire's* boats, commanded by her first lieutenant (the late Sir James Lucas Yeo), Mr. Clinch (midshipman), and the subject of this memoir, most gallantly attacked and carried two Spanish privateers, the largest a felucca, armed with three long 18-pounders and four 4-pounder brass swivels; the other, a lugger, with two long 6-pounders; both vessels moored under a 10-gun battery, in the bay of Camarinas, near Cape

Finisterre. In his official report of this dashing enterprise, Captain Maitland says, "the loss on board the lugger,\* cannot be ascertained. When the crew of the felucca was mustered, nineteen out of fifty were missing; some of whom had jumped overboard, but the greatest part were killed by the pike and sabre, there being no other weapons used. When we call to mind the inequality of force, there being not more than 35 of the Loire's, officers included, opposed to 82 Spaniards, with their vessels moored to the walls of a heavy battery, it must be allowed to confer the greatest credit on the officers and men employed on this service,"—in the performance of which the British had not a man slain, and only three wounded.

On the 3d of the same month, Lieutenant Yeo was sent in the captured felucca, with Mr. Herbert and about thirty men, to reconnoitre the Spanish coast. In the performance of this duty, he was attacked by seven armed luggers, which had come out from Finisterre for the express purpose of taking him; but, after a sharp action, this very superior force sheered off, and sought protection under the land batteries.

On the following day, Mr. Herbert assisted at the capture of the French privateers *Confiance* and *Belière*; the former a very long corvette, pierced for 26 guns; the latter a brig with 20 ports; both lying in Muros Road, protected by a fort mounting 12 long Spanish 18-pounders, on travelling carriages, and a 2-gun battery. In the execution of this service, and in partially destroying the fort, the Loire had two officers and 13 men wounded; the enemy twelve killed and 30 wounded. † The *Confiance* was taken into the British service, and Lieutenant Yeo promoted to the command of her as a sloop of war.

On the 24th Dec. 1805, the Loire, in company with the *Egyptienne* frigate, captured off Rochefort, after an action

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\* Boarded by Mr. Clinch, but abandoned by order of Lieutenant Yeo, in order to secure the felucca.

† See Vol. II. Part I. pp. 389—391.

of half an hour, the French national ship *Libre*, of 40 guns and 280 men; twenty of whom were killed and wounded. On this occasion the *Loire*, although the first in action, had not a man hurt; her consort one mortally, two badly, and five slightly wounded.

For other services, in which Mr. Herbert participated while belonging to the *Loire*, we must refer our readers to the memoir of his enterprising and indefatigable captain, whom he appears to have successively followed into the *Volontaire* and *Emerald* frigates. In Mar. 1807, he was removed into the *Hibernia* 110, flag-ship of Earl St. Vincent; and about three months afterwards to the *Confiance*, in which ship he served until Oct. 19th, 1807; when he was promoted to the rank of lieutenant for his gallant conduct at the capture of a privateer on the coast of Spain, which service was thus officially reported by his commander, in a letter addressed to Admiral Lord Gardner, Aug. 18th preceding:—

“ I have the pleasure to acquaint you, that in proceeding to Oporto agreeable to my orders, I received information of a Spanish lugger privateer, lying in La Guardia, that had been committing great depredations on our trade on the coast of Portugal: it being calm, and we within a few miles of that port, I despatched the boats, under the command of Lieutenant William Hovendon Walker, assisted by Messrs. Herbert (master's-mate), and Forder (midshipman), to cut her out, which they performed in a most gallant manner, two forts and the privateer being perfectly prepared to receive them, and the former having opened a heavy fire on our boats long before they reached the vessel, which was moored under them, and from the prisoners' account mounted, the one four long 24-pounders, the other six 18-pounders, with 150 troops. The lugger proves to be *El Reitrada*, of three guns and thirty men, one of whom was killed, several wounded, and the rest jumped overboard. I am happy to add, this service was accomplished without any loss on our side. Lieutenant Walker speaks in the highest manner of Messrs. Herbert and Forder, as also of all the seamen and marines of the party.”

Lieutenant Herbert's first appointment was to the *Cossack* 24, Captain George Digby. On the 22d June, 1808, he was engaged as a volunteer in a very hazardous and important service at St. Andero, on the north coast of Spain, as will



be seen by the copy of an official letter given in Suppl. Part I. p. 384, *et seq.* We next find him most actively employed, during the whole of a long and tempestuous night, in embarking and bringing off the remains of Sir John Moore's gallant army, at Corunna.

In June and July, 1810, the Cossack formed part of a squadron under Captain (afterwards Sir Robert) Mends, whose active operations on the north coast of Spain, between St. Sebastian and St. Andero, have been noticed in Vol. II. Part I. p. 272 *et seq.* and Part II. p. 949 *et seq.* She was afterwards ordered to the Mediterranean, where Lieutenant Herbert continued to serve in her, latterly under Captain Francis Stanfell, until June, 1812, when he applied to be superseded, and was accordingly put on half-pay.

In April 1813, he joined the *Antelope* 50, Captain Samuel Butcher, attached to the Baltic station; and during the summer of that year, he commanded her boats at the capture of several Danish privateers, which attempted by night-time to molest the British trade going through the Great Belt. On one of these occasions, he received a blow of a sword on the head, and was only saved by having a silk handkerchief in his hat, which was cut down to the very brim.

On the 1st Mar. 1814, the *Antelope*, then under the orders of Admiral William Young, commanding the North Sea fleet, forced the channel between Flushing and Cadsand, accompanied by a Russian frigate and the *Resolution* hired cutter, under a heavy fire from all parts of the extensive chain of works which, since the Walcheren expedition, had been thrown up on both sides of the Hondt. Whilst thus running the gauntlet, the *Antelope* received several shot in the hull, and had a few men badly wounded, one of whom was a Dutch pilot, whose comrade, on witnessing his misfortune, lost no time in concealing himself below. The Russian frigate lost no men, nor had she any wounded; but, unfortunately, the *Resolution's* gaff-top-sail sheet was shot away, which occasioned her to fall astern of the ships, instead of continuing a-head, and directing their course by her

soundings. When arrived abreast of Breskins, a thick fog coming on, the marks could no longer be seen. The tide was then setting over on the Cabot; on which, should the ships by any chance have been thrown, inevitable destruction must have been the result. This, together with the wind having occasionally headed them, induced Captain Butcher to approve the suggestion of the master of the fleet, then on board the Antelope, and sanction her being kept on the weather shore. Having, at length, passed the batteries, and had it reported to him that the Antelope was nearly advanced far enough to anchor, to await the arrival of a pilot from one of the frigates at Borselen, Captain Butcher was busily employed on the quarter-deck in reducing the heavy press of sail, which it had been necessary to carry, when all at once the water shoaled from seven to four fathoms. The helm was instantly put a-weather, and the after-sails ordered to be taken off, but before this could be done, or the ship could be influenced by the helm, she grounded on the tail of the Hoogplaat, between two spits of sand, where, notwithstanding every possible exertion, she remained immovable, within range of the enemy's mortar batteries, from about 5 P. M. on that day until 10 A. M. on the third, a period of forty-one hours. In his official report of this trying accident, Captain Butcher, after acknowledging the very great assistance he received from Captain John Hancock, of the Nymphen frigate; and the zeal, ability, and unbounded exertions of Commanders Payne and Warde, of the Cretan and Banterer sloops, says:—"The constant attention and activity of Mr. Herbert (first lieutenant), and every other officer and person on board the Antelope, can never be surpassed. During upwards of thirty-six hours, not an individual had a moment's relaxation from the severest toil, even to admit the taking of the smallest sustenance; and at the expiration of that time two hours only (while waiting the return of tide) until, on the third, the ship was hove off."

In Oct. 1814, the Antelope being then at Quebec, Lieutenant Herbert volunteered to take the command of a party of seamen going to Lake Ontario, where he joined the St.

Lawrence 98, bearing the broad pendant of Sir James Lucas Yeo. In Oct. 1815, he was appointed by Sir Edward W. C. Owen, then commodore on the Canadian Lakes, to act as commander of the *Star*, which brig-sloop he paid off at Kingston in Sept. 1816. On his return home, as passenger on board the *Prevoyante* store-ship, he failed in obtaining promotion; nor was he advanced to the rank of commander until Aug. 12th, 1819.

This officer married, Feb. 24th, 1827, Elizabeth, daughter of the late Major Edward Orpen, of Killowen, co. Kerry, by whom he has issue. His eldest brother, Bastaple, is vicar of Kilgaroon, co. Kerry. Another, Emanuel Hutchinson, who died in India, and to whose memory a monument has been erected by his brother officers, "as a mark of their esteem," was a cadet in the Hon. E. I. C. service. Another, named Arthur, junior to himself, was a lieutenant in H. M. 3d regiment of foot, and killed at the battle of Albuera. The next in succession, Robert, is a lieutenant, R. N., and his youngest brother, Edward, in holy orders. His eldest sister, Hannah, is unmarried. The second, Barbara, is widow of the late Captain David Murphy, of the Kerry militia. The third, Lucinda, is married to Francis Christopher Bland, Esq., of Derriquin Castle, co. Kerry, who was called to the Irish bar. The fourth, Margaret Agnes, to Captain William Hilliard, of the Limerick militia. And the youngest, now alive, is the lady of the Hon. Colonel Philip Cocks, formerly of the Guards, brother to Earl Somers.

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### CALEB JACKSON, Esq.

THIS officer, the third son of George Vernon Jackson, Esq., was born in the county of Surrey, Jan. 3d, 1791; and first embarked as midshipman, on board the *Vengeance* 74, Captain George Duff, at Portsmouth, previous to her sailing for the *Baltic*, in the spring of 1801. On her return from that station, the *Vengeance* became one of the squadron under Rear-Admiral George Campbell; which, after cruising

for some time off Rochefort, was sent to Bantry Bay, for the protection of that part of Ireland; and subsequently to Jamaica, to watch the movements of the armament sent from France, to attempt the recovery of the French part of St. Domingo from the usurped government of the Blacks. Previous to her proceeding thither, Mr. Jackson witnessed the mutinous conduct of the Bantry Bay squadron, and the execution of the ringleaders at Spithead.

On his return from the West Indies, in the peace of 1802, Mr. Jackson went again to school; where he continued until Mar. 1806, and then joined the *Edgar 74*, flag-ship of Lord Keith, in the Downs. In this ship he served, under Captains Robert Jackson and James Macnamara, until May 1809; when he was removed into the *Antelope 50*, bearing the flag of Vice-Admiral John Holloway, governor of Newfoundland; by whom he was, in the course of the same year, appointed acting lieutenant of the *Comet* sloop, Captain Richard H. Muddle, then on that station. His first commission bears date Dec. 11th, 1810.

In the early part of 1812, Lieutenant Jackson was successively appointed to the *Valiant 74*, Captain Robert Dudley Oliver, and *Herald 18*, Captain George Jackson; in which latter ship he continued, under the command of Captain Clement Milward, until removed to the *Argo 44*, bearing the flag of Rear-Admiral William Brown, on the Jamaica station, in Aug. 1814. He subsequently acted for two months as commander of the *Shark*, receiving-ship at Port Royal; and on coming home, after being superseded, was ordered to return thither in the *Warrior 74*, temporary flag-ship of Rear-Admiral John E. Douglas, from whom he received no less than four acting orders, neither of which, however, was confirmed. He returned home acting commander of the *Emulous 16*; paid off that sloop, at Deptford, in June 1816; and has not since been employed afloat. He obtained his present rank on the 12th August, 1819.

Commander Caleb Jackson married, in 1828, Ursula, widow of Captain Andrew Dudie, H. M. 44th infantry. His eldest and only surviving brother, George Vernon Jackson,

is a commander. Three others lost their lives in the naval service, viz., Thomas Vernon, died in 1809, from a cold caught when lieutenant of the *Isis*;—William, purser of the *Delight* sloop, perished with all his shipmates, off the Isle of France, in Feb. 1824; and Charles Reynolds, midshipman of the *Redwing* sloop, shared a similar fate while in charge of a prize, in Nov. 1825.

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### CHARLES BELFIELD LOUIS, Esq.

YOUNGEST son of the late Rear-Admiral Sir Thomas Louis, Bart., K. F. M., &c., and brother to the present Captain Sir John Louis, Bart., one of H. M. naval aides-de-camp.

This officer was educated at the Royal Naval College, made a lieutenant in Aug. 1811; and promoted to the rank of commander on the 12th Aug. 1819. He married, in 1825, Mary, eldest daughter of the Rev. P. Mallock, of Cockington Court, co. Devon.

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### HENRY BOTELER, Esq.

SECOND surviving son of the late William Boteler, Esq., F. S. A., of Eastry, co. Kent, by his second wife, Mary, daughter of Captain John Harvey, who commanded the *Brunswick 74*, and was mortally wounded on the glorious 1st of June, 1794.\*

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\* See Vol. I. Part II, note at p. 613. The Botelers were resident at Eastry for many generations until in 1814, only four years previous to his demise, the above mentioned gentleman, who was the last heir male of the family, both of Heronden and Eastry, went to reside at Canterbury. Throughout his life, he was much attached to the study of antiquities, and he made considerable collections for the history of his native parish, and the neighbouring parts of East Kent. The substance of these collections was communicated by him to Mr. Hasted, who acknowledged, in the most handsome manner, the assistance he received from him in the compilation of his "History of Kent." As a further testimony of such assistance, Mr. Hasted dedicated the ninth volume of the second edition of that work to Mr. Boteler, stating that it was to him that the public

Mr. HENRY BOTELER entered the navy in Oct. 1804, as midshipman on board the *Agamemnon* 64, commanded by his maternal uncle, Captain (now Vice-Admiral Sir John) Harvey, under whom he served in that ship and the *Canada* 74, principally employed on the Cadiz and West India stations, until the latter ship was paid off, at Chatham, in Jan. 1808. During his first cruise, he witnessed the capture of four Spanish merchantmen, laden with sugar, cochineal, indigo, coffee, &c., and having on board specie to a very considerable amount. In the following year, he was present at the capture of two Spanish line-of-battle ships, by the fleet under Sir Robert Calder. \*

On leaving the *Canada*, Mr. Boteler joined the *Orion* 74,

were in a great measure indebted for whatever pleasure and information they might receive from the perusal of that part of the history. Mr. Boteler, after he went to reside at Canterbury, obtained leave of the Archbishop and Archdeacon to arrange the papers in their Registry. In this employment, which he felt was of great public utility, at the same time that it was a source of great amusement to himself, he spent much of his time, until his increasing infirmities would no longer admit of his leaving home. By his indefatigable exertions, aided by his intimate knowledge of the history of the county, the papers in the Registry are now arranged in an order, probably not to be seen in any other Court. Mr. Boteler, was a man of strict honour and integrity. As a magistrate, he was zealous and active; as a husband, father, and friend, he was affectionate and kind; his loss will long be deplored by his widow and children, and regretted by a numerous and respectable circle of acquaintance. His first wife was Sarah, youngest daughter and co-heiress of Thomas Fuller, of Statenborough, in the parish of Eastry, Esq., by whom he had three sons, two of whom died infants, the other, William Fuller Boteler, Esq., barrister-at-law, is Recorder of Canterbury, and of the towns and ports of Sandwich, New Romney, and Deal. By his second marriage, Mr. Boteler had sixteen children, of whom five died young.

In Hasted's History of Kent (folio edit. iv. 219), this branch of the family of Boteler is particularly mentioned, and their descent traced from Pincerna, probably so called from his office of Chief Butler to King John, whence his successors assumed the name of Butler, alias Boteler, sometimes spelt Botiller, &c., and in allusion to their office bore for their arms one or more covered cups, differently placed and blazoned; also a grant of arms to Richard Boteler, in 1470, temp. Edw. IV.

\* See Vol. I. Part II. p. 405.

Captain Sir Archibald C. Dickson, attached to the Baltic fleet; in which ship he continued until June 1809, when he sailed from Spithead, in the *Donegal 74*, Captain E. P. Brenton, to rejoin his uncle, then commanding the *Leviathan 74*, off Cadiz. In Oct. following he witnessed the destruction, by their own crews, of two French line-of-battle ships, between Cette and Frontignan.\* In Mar. 1811, he followed Captain Harvey into the Royal Sovereign, first rate, employed in the blockade of Toulon; and on that ship being ordered home, in Nov. following, he was received on board the *Caledonia 120*, bearing the flag of Sir Edward Pellew (afterwards Viscount Exmouth), from whom he received his first commission, bearing date Sept. 18th, 1812.

After serving for a short time as supernumerary lieutenant under the flag of Sir Edward, Mr. Boteler joined the *Scout 18*, Captain Alex. R. Sharpe, in which sloop he continued until Aug. 1813; and then exchanged with the first lieutenant of the *Nautilus 18*, Captain Thomas Dench. In Dec. same year, his health requiring change of climate, he again exchanged, into the *Eclair 18*, Captain John Bellamy, in which sloop he returned home, and was subsequently employed on the Irish station. His last employment afloat was, Aug. 22d, 1815, to be senior lieutenant of the *Antelope 50*, fitting out at Portsmouth, for the flag of his uncle, then about to assume the chief command on the Leeward Islands station, from whence he returned to England, and was put out of commission, in April 1819, at which period he had been rather more than fourteen years and a half in constant and active employment. He obtained his present rank on the 12th Aug. 1819; and is now an Inspecting Commander of the Coast Guard.

This officer married, in Dec. 1829, Henrietta, youngest daughter of the late Alan Bellingham, Esq., of Castle Bellingham, county Louth, Ireland. One of his brothers, Lieut.-Colonel Richard Boteler, R. E., served under the Duke of Wellington throughout the whole of the Peninsular war,

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\* See Vol. I. Part I. p. 282 *et seq.*

during which he was wounded on three several occasions. He latterly commanded the Royal Engineers at Halifax, N. S., from whence he was returning home, passenger on board H. M. packet Calypso, when that vessel met with her untimely fate, early in 1833\*. Another brother, Thomas, who was first lieutenant and assistant-surveyor in the Barracouta sloop, Comm. Vidal, during the extensive survey executed on the coasts of Africa, under Captain W. F. Owen, in the years 1822, 3, 4, 5, and 6; and who, under the auspices of his present Majesty, when Lord High Admiral, was appointed to the command of the Hecla sloop, for the purpose of examining the coasts, rivers, and harbours included between Cape Spartel and the line, as also of the islands in the Bight of Biafra, died near the Calabar river, Nov. 28th, 1829, having been carried off, together with the greater part of his officers and crew, by the malignant fever peculiar to these latitudes †. His surviving brothers are—John Harvey, a commander in the royal navy;—Edward, fellow of Sidney Sussex College, Cambridge, M. A., curate of Cliffe rectory, near Rochester;—and Robert, a first lieutenant, R. E. One of his sisters, Eliza, is married to the Rev. Charles James Burton, M. A., vicar of Lydd, co. Kent.

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### ROGER HALL, Esq.

PASSED his examination in Jan. 1810; obtained the rank of lieutenant on the 26th Sept. 1811; served as such, under Captain Edward Brace, in the Berwick 74, on the Mediterranean station; and Impregnable 98, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers. He was promoted to the command of the Carnation sloop, at Halifax, Nov. 10th, 1819; and put out of commission, at Plymouth, in the autumn of 1821.

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\* A correct account of Lieut. Col. Boteler's services appeared in the "United Service Journal" for April 1834.

† † Some lines to Comm. T. Boteler's memory, by Sir Thomas Elmsley Croft, Bart. were published in the above periodical, Jan. 1831.



**JOHN M'DOUGALL (b), Esq.**

A SON of the late Patrick M'Dougall, Esq. of Dunolly Castle, in the county of Argyle, by Louisa, youngest daughter of John Campbell, Esq. of Ashalader, a well known classical scholar, and sister to the late Generals Sir Alexander Campbell, commander-in-chief at Madras, and Archibald Campbell, governor of Fort Augustus, North Britain. His father's family are the undisputed lineal representatives of M'Dougall, Lord of Lorn, or of Argyle, and are the admitted chiefs of that surname.

This officer was born at Edinburgh, in 1791 ; and entered the navy in Dec. 1802, as midshipman on board the Cruiser sloop, Captain John Hancock. In the course of the following year, he was five times in action with the enemy, between Calais and Flushing. In 1804, he was removed to the Doris 36, Captain Patrick Campbell, which ship, after being repeatedly engaged with land batteries, and capturing two French gun-vessels, was set on fire and abandoned near the mouth of the Loire, Jan. 15th, 1805, in consequence of having struck upon a sunken rock, in the vicinity of Quiberon, and sustained so much damage as to render it impossible to save her.

After this disaster, Mr. M'Dougall joined the Hero 74, Captain the Hon. Alan Gardner, under whom he served in Sir Robert Calder's action with the combined fleets of France and Spain, July 22d, 1805.

On the 18th Oct. 1806, Mr. M'Dougall, then belonging to l'Unité frigate, Captain P. Campbell, stationed in the Adriatic, commanded one of that ship's boats in an attack upon five vessels under a battery, near the town of Omago. Ten days afterwards, he assisted in storming a battery, and capturing several sail of merchantmen near Point Salvooy. On the 28th April 1807, he was present at the reduction of the island of St. Piedro de Niembo. On the 12th June following, he commanded a division of boats at the capture of several vessels in the river Po, and the destruction of three signal posts. On the 12th Jan. 1808, he participated in a successful attack

upon a French privateer, near Ancona. On the 24th Mar. in the same year, l'Unité's eight-oared cutter, under his command, and unassisted by any other boat, captured a privateer of 2 guns and 36 men, after a sharp engagement. On the 5th May, he was engaged in cutting out several vessels from under batteries. On the 4th June, he was second in command of the boats at the attack and capture of three Turkish ships and several coasting vessels, under Cape Palero, on which occasion the enemy made a desperate resistance, and did not yield until thirty Mahometans were slain, and several of the assailants killed and wounded. On the 12th Jan. 1807, he led to the attack of six vessels in the harbour of Vieste, where they were protected by two batteries, and secured by cables from their masts' heads to the shore; which, together with their rudders being unshipped, rendered it necessary to abandon them after they had been fairly carried. On the 23d April, he commanded in an attempt to cut off some vessels full of troops, from the island of l'ano, near Corfu, under a heavy fire of musketry from the shore. On the 30th July, the boats, again under his command, sustained considerable loss in cutting out two large merchantmen from under the fort of Calanova.

In addition to the above, Mr. M'Dougall, while serving as master's-mate and acting lieutenant of l'Unité, assisted at the capture of a French national xebec and three Italian brigs, each of the latter mounting sixteen brass 32-pounder carronades, and destined to become British sloops of war\*. Altogether he was eighteen times engaged with the enemy, and bore an active part in the storming of a fort and three batteries.

On l'Unité being ordered home, Mr. M'Dougall was strongly recommended by Captain Campbell to Lord Collingwood, and for his conduct as a volunteer at the capture and destruction of a French convoy in the Bay of Rosas, Nov. 1st, 1809, he was promoted by his lordship into the Ville de Paris 110, from which ship, upon the demise of that gallant chief,

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\* See Suppl. Part III. p. 269.

he exchanged into *P'Unité*, then again on the Mediterranean station, under the command of Captain Edwin H. Chamberlayne. His first commission bears date Jan. 3d, 1810.

On the 4th July 1811, the light boats of *P'Unité*, under Lieutenant Joseph William Crabb, captured in Port Hercule, on the coast of Rome, the *St. François de Paule*, a brig of eight guns, partly laden with ship-timber, and Lieutenant M<sup>c</sup>Dougall, in the launch, successfully co-operated with his messmate in bringing her out, under showers of grape, from a battery on the beach. Towards the end of Nov. following, while in charge of a large detained Austrian ship, and on his way to Malta, Lieutenant M<sup>c</sup>Dougall fell in with three French men-of-war, when, "with a judgment and zeal which did him infinite credit," he immediately resolved upon putting back, to acquaint the senior officer in the Adriatic that he had discovered the enemy. The result was the capture of *la Pomone* frigate, mounting 44 guns, with a complement of 322 men, and *la Persanne* of 26 guns and 190 men, both ships partly laden with iron and brass ordnance for the squadron and garrison at Trieste. His conduct on this occasion was highly eulogized both by the senior officer, (Captain Murray Maxwell) and his own commander. On the 16th June 1812, he commanded the boats of a frigate squadron at the capture and destruction of three vessels and several field pieces in a small port near Cape Otranto.

On the 22d. Dec. 1813, Lieutenant M<sup>c</sup>Dougall was appointed first of the *Leander* 50, Captain Sir George Ralph Collier, under whose command he was several times in action with the enemy on the coast of North America. He served as third of the *Superb* 74, Captain Charles Ekins, and received two wounds at the memorable battle of Algiers, on which occasion he was the senior officer capable of carrying on duty at the close of that sanguinary conflict. In the spring of 1818, when his friend, Sir George Collier, was appointed commodore on the coast of Africa, he applied for him to be his first lieutenant, in the *Tartar* frigate; but a flag-lieutenancy being at the same time offered him by the late Rear-Admiral Donald Campbell, then just nominated commander-

in-chief at the Leeward Islands, he, in accordance with the recommendation of the former distinguished officer, closed with the latter proposal, accompanied the Rear-Admiral to the West Indies, and was, on the occasion of his demise, advanced to the rank of commander, by commission dated Feb. 9th, 1820. In the preceding year, being at the island of St. Thomas during a hurricane, he saved the crew of a Danish vessel, after several unavailing attempts had been made from the shore; for which service he received the thanks of the King of Denmark, conveyed to him through the British Admiralty.

Commander M'Dougall was appointed to the *Nimrod* 20, on the Lisbon station, Aug. 27th, 1833. In the beginning of 1834, the boatswain and thirteen of that ship's crew unfortunately perished by the swamping of one of her boats, whilst employed in attempting to carry an anchor and cable to the Spanish frigate *Lealtad*, which had been driven on shore, in a gale of wind, near Santander, from whence Commander M'Dougall returned to Plymouth on the 23d Jan., with intelligence of recent important political changes at Madrid. The same following, he accompanied the *Stag* frigate, having on board the Portuguese *Infant*, *Dom Miguel*, from the neighbourhood of Lisbon to Genoa.

This officer married, Aug. 22d, 1826, *Sophia*, only daughter of Lieut. Charles Sheldon Timins, R. N., many years commander of an East Indiaman. His elder brother was killed at the storming of Ciudad Rodrigo, in 1812. One of his younger brothers is in the army, and another in the law.

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### JOHN BRANFORD, Esq.

WAS made lieutenant into the *Swiftsure* 74, Captain Edward S. Dickson, on the Mediterranean station, April 3d., 1813. At the end of the war with France, in 1814, he was serving on board the *Milford* 74, Captain Westby Percival (late flag-ship of Rear-Admiral, afterwards Sir Thomas F. Fremantle), employed in the Adriatic. During the usurpation of Napoleon, in 1815, he was flag-lieutenant to the latter

officer, at Jersey. His subsequent appointments were, July 23d, 1316, to the *Rivoli* 78, Captain (now Sir Charles) Ogle, guard-ship in Portsmouth harbour; and Aug. 26th, 1818, to resume his former office under Sir Thomas F. Fremantle, on whose demise he was promoted to the rank of commander, by commission dated Mar. 1st, 1820.

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### EDWARD AUGUSTUS FRANKLAND, Esq.

SECOND son of the late Rev. Roger Frankland, rector of Yarlington, and vicar of Dulverton, both in Somersetshire; a canon-residentiary of the cathedral church of St. Andrew, Wells, by Catherine, sister to Vice-Admiral Lord Colville.\*

Mr. Edward A. Frankland was born at Yarlington, May 23d, 1794; and entered the royal navy as midshipman on board the *Repulse* 74, Captain the Hon. (now Sir Arthur K.) Legge, which ship he joined off the Dardanelles, in the summer of 1807. He subsequently served under Captain Edwin H. Chamberlayne, in *l'Unité* 38, stationed in the Adriatic; and was removed from that frigate into the *Caledonia* 120, bearing the flag of Sir Edward Pellew (afterwards Viscount Exmouth), commander-in-chief of the Mediterranean fleet; by whom he was successively appointed acting lieutenant of the *Edinburgh* 74, Captain the Hon. George H. L. Dundas; and *Curaçoa* 36, Captain John Tower; in which latter ship he continued (his appointment to her having been confirmed by the Admiralty, Mar. 16, 1814) until paid off in the summer of 1815. He subsequently made a tour in

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\* The Rev. Roger Frankland was the youngest son of Admiral Sir Thomas Frankland, Bart., M. P., proprietor of the borough of Thirsk, co. York, in which county his paternal relatives have been established ever since the Conquest. One of his ancestors, the second Baronet, became possessed of considerable property at Chiswick, co. Middlesex, and in other counties, by the gift of his maternal uncle, the Earl of Fauconberg, on his marriage to that nobleman's niece, a grand-daughter of Oliver Cromwell. Another stood high in the estimation of Queen Elizabeth, in whose reign he greatly distinguished himself at the capture of Berwick-upon-Tweed.

France and Switzerland; after which we find him serving as private secretary to his cousin, Commodore Bowles, on the South American station.

This officer has two brothers in the army and one in the navy, viz.—Frederick William, now possessing the paternal estate, Muntham, co. Sussex;—Charles Colville, a commander;—and George, surveyor-general in Van Diemen's Land;—his youngest brother, Arthur, is colonial aid-de-camp at the Mauritius. His uncle, Lieut.-Col. William Frankland, was secretary to the Duke of Portland, during his Grace's administration, and afterwards a Lord Commissioner of the Admiralty.

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### THOMAS GEORGE WILLS, Esq.

WAS made a lieutenant in Jan. 1806; and promoted to the rank of commander, while employed in the Sussex coast blockade service, by commission dated May 27th, 1820. His last appointment was, July 6th, 1830, to be an inspecting commander in the coast guard.

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### GEORGE HARNAGE, Esq.

(Formerly *George Blackman*.)

THIS officer is the eldest son of Sir George Harnage, Bart., and grandson-in-law of the late Admiral Sir Edmund Nagle, K. C. B.

He entered the royal navy, May 1st, 1807, as midshipman on board the *Penelope* 36, Captain John Dick, under whom he served off Ferrol, on the Halifax station, and at the reduction of Martinique\*. From Sept. 26th, 1810, on which day the *Penelope* was put out of commission at Plymouth, we find him in the *Defiance* 74, Captain Richard Raggett, on the North Sea and Baltic stations, until promoted to the rank of lieutenant, Aug. 12th, 1813. His subsequent appointments were,—Feb. 4th, 1814, to the *Hamadryad* frigate,

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\* See Vol. II. Part II. p. 559, *et seq.*

Captain Edward Chetham, fitting out for the Newfoundland station, from whence she returned in the beginning of the following year;—April 11th, 1815, to be flag-lieutenant to Rear-Admiral Sir Israel Pellew (Captain of the Mediterranean fleet), which situation he held until June 29th, 1816;—and Aug. 4th, 1818, to the Salisbury 58, Captain John Wilson, in which ship he served under the flags of Rear-Admiral Donald Campbell, and his successor, the late Sir William Charles Fahie, on the Leeward Islands station, until promoted to the command of the Raleigh sloop, at St. Kitt's, June 19th, 1820. He was subsequently employed under the orders of Rear-Admiral Sir Charles Rowley, on the Jamaica station, from whence he returned to Spithead, bringing home 320,000 dollars, Dec. 18th, 1821. The Raleigh was paid off at Chatham on Jan. 14th, 1822.

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#### WILLIAM FINLAISON, Esq.

WAS made lieutenant in April 1811; appointed to the Tartar frigate, Commodore Sir George Collier, Nov. 4th, 1819; and promoted to the command of the Morgiana sloop, on the African station, Sept. 9th, 1820. While there, he received a letter of thanks from the merchants of the English colony on the river Gambia, for the very able manner in which he brought to an amicable conclusion the differences between the native chiefs and the British interests. He is now (1834) inspecting commander of the Coast Guard at Skibbereen, in Ireland.

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#### ALEXANDER STEVENSON PEARSON, Esq.

OBTAINED his first commission in Dec. 1814; served as flag-lieutenant to Rear-Admiral Plampin, during the period of that officer's command at St. Helena (1817 and following years); and was promoted to his present rank on the 3d Oct. 1820.

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### ROBERT GORDON, Esq.

ENTERED the royal navy in 1810; obtained his first commission in Sept. 1816; was appointed to the *Iphigenia* frigate, Sept. 6th, 1819; and acting commander of the *Confiance* sloop, on the Jamaica station, July 13th, 1820; which appointment was confirmed by the Admiralty, Oct. 3d following. He returned home in the *Confiance*, Sept. 8th, 1821; commanded the *Herald*, diplomatic yacht, from Nov. 20th, 1830, until paid off, Jan. 22d, 1831; and is now serving on the North American and West India station, in command of the *Pearl 20*.

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### DIGBY DENT, Esq.

SON of the late Commander Dent, R. N., who died on the 15th Nov. 1798, leaving a widow and eight children.

This officer entered the navy a short time previous to the battle of Trafalgar, on which memorable occasion he was a youngster on board the *Achille 74*, Captain (now Sir Richard) King, under whom he appears to have served the whole of his time as midshipman. He passed his examination, at Portsmouth, in Mar. 1811; obtained a lieutenant's commission in Feb. 1812; joined the *San Josef 120*, bearing the flag of his patron, about May 1813; was second of the *Minden 74*, Captain William Paterson, at the battle of Algiers; and subsequently flag-lieutenant to Sir Richard King, on the East India station. His promotion to the rank of commander took place Oct. 30th, 1820. He married at Jersey, in 1821, the daughter of Colonel Hawker. One of his brothers, Charles Calmady, is also a commander; another, Arthur Philip, now deceased, was a purser in the navy.

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### JOHN POPHAM BAKER, Esq.

THIS officer obtained his first commission in Oct. 1802. While serving as senior lieutenant of a line-of-battle ship,



off Toulon, in 1809, he had the misfortune, through extreme fatigue, to bring on a rupture. In 1815, he was appointed first of the *Leander 60*, Captain William Skipsey, fitting out at Woolwich; and, in Dec. 1818, to the *Newcastle*, a similar ship, fitting out for the flag of Rear-Admiral E. Griffith, commander-in-chief on the Halifax station. His advancement to the rank he now holds took place on the 29th Jan. 1821\*.

The out-pension of Greenwich Hospital was granted to Commander Baker in July 1829.

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### WILLIAM CHASMAN, Esq.

Was made a lieutenant in Oct. 1805; and distinguished himself as second of the *Kent 74*, Captain (afterwards Rear-Admiral) Thomas Rogers, at the capture of a French gun-vessel and ten sail of deeply laden coasters, in the Gulf of Genoa, Aug. 1st, 1808 †. He was promoted to his present rank, while serving as first of the *Superb 78*, Commodore Sir Thomas M. Hardy, on the South American station, Jan. 29th, 1821 ‡.

Commander Chasman married, in 1826, the only daughter of the late W. Ireland, Esq., H. M. dock-yard at Devonport.

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### JAMES GORDON (*a*), Esq.

Was made a lieutenant in Dec. 1808; and promoted to his present rank, while serving as first of the *Leander 60*, flag-ship of the Hon. Sir Henry Blackwood, on the East India station, Jan. 29th, 1821 §.

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\* The first anniversary of the accession of King George IV. See Vol. III. Part II. note at p. 32.

† See Suppl. Part III. p. 364.

‡ See Vol. III. Part II. note at p. 32.

§ See *id. ib.*

### THOMAS ROBERT BRIGSTOCKE, Esq.

Was wounded while serving as midshipman on board the *Eurotas* 38, Captain (now Sir John) Phillimore, in action with *la Clorinde*, French frigate, Feb. 25th, 1814\*. He passed his examination in June following; obtained his first commission on the 29th Nov. in the same year; became flag-lieutenant to Admiral Sir George Campbell, at Portsmouth, Feb. 18th, 1818; and was promoted to his present rank Jan. 31st, 1821. He has since been employed as inspecting commander of the Coast Guard at Calbourne, Isle of Wight.

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### JOHN SAMUEL WILLES JOHNSON, Esq.

ELDEST son of the Rev. Charles Johnson, Prebendary of Wells, rector of South Stoke, near Bath, and vicar of South Brent and Berrow, co. Somerset, by Miss Willes, daughter of the late Archdeacon of Wells, and grand-daughter of the late Bishop of Bath and Wells †.

This officer was born at South Stoke, July 3d, 1793; and entered the royal navy in the beginning of Feb. 1807, as midshipman on board the *Vestal* 28, Captain Edwards Lloyd Graham, under whom he served, for nearly two years, off Boulogne, in the North Sea, at the Azores, and on the Newfoundland station.

On the 15th Nov. 1809, the *Vestal* recaptured two English merchantmen—one a ship, named the *Fortitude*, laden with cotton and hides, from Brazil bound to Liverpool; the other a brig, laden with fish and oil, from Newfoundland to Jersey. On the 19th of the same month, being in lat. 45° 40' N., long. 10° 36' W., she fell in with two large frigates, two corvettes, and one brig, steering N.W., wind about east. After keeping company with them about two hours, during which

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\* See Suppl. Part I. pp. 245—249.

† Commander Johnson's paternal grandfather was a London banker. His aunt is the lady of Admiral Sir Davidge Gould, G. C. B.

time several signals were exchanged between them, from which, and their endeavouring to avoid him, no doubt remained of their being an enemy's squadron, Captain Graham despatched Mr. Johnson, then in charge of the *Fortitude*, to Lisbon and Cadiz with the intelligence, keeping to the eastward himself, in hopes of meeting with an English force in pursuit of them. A few hours subsequent to their parting company, the *Vestal* captured the French privateer brig *Intrepide*, and Mr. Johnson, by practising a bold *ruse de guerre*, saved the *Fortitude* from being again taken by the *Dauphin* ketch, which vessel approached so near that her guns and men were distinctly seen from the deck without a glass, but soon hauled to the wind and made off, on seeing her late, but unrecognized, prize, although without a gun on board, brace up, make sail, and stand towards her. When the *Dauphin* first hove in sight, the *Fortitude* was under easy sail, in order to allow the recaptured brig, then in sight astern, to come up and keep company. Had the former been taken, the latter would, in all probability, have shared the same fate.

After delivering his despatches to the flag-officer in the *Tagus*, Mr. Johnson proceeded to England, and on his arrival joined, for a short time, the *Port Mahon* sloop, Commander Villiers F. Hatton. On the 1st Aug. 1810, we find him sailing for the coast of Norway, in the *Pallas* 32, to which ship Captain Graham had been appointed on paying off the *Vestal*. Whilst on that station, he commanded a boat at the capture of four Danish privateers and several sail of merchantmen. One of the former he conducted to Leith Roads, where he arrived the same night that the *Pallas*, then under the command of an acting captain, was wrecked near Dunbar, as stated in p. 69 of *Suppl. Part II.*

Mr. Johnson next followed Captain Graham into the *Southampton* 32, fitting out at Portsmouth for the *West India* station; and from that ship removed with him into the *Alcmene* 38, destined to the *Adriatic*, where he bore a part in several boat actions. On one of those occasions, a *Franco-Venetian trabacolo*, of four guns and thirty men, was captured near the island of *Lessina*, after a most sanguinary

conflict, in which most of the enemy's crew were killed and all the remainder wounded ; whilst on the part of the British four men were slain and twenty-two officers and men wounded, one of the former and three of the latter, in the boat commanded by Mr. Johnson, then master's-mate, whose conduct was officially mentioned in terms of high commendation\*.

On the 8th Dec. 1813, Captain Graham having left the *Alcmene*, Mr. Johnson joined the *Pylades* sloop, Commander James Wemyss, under whom he continued to serve until the surrender of Genoa, April 18th, 1814, when he was ordered to act as lieutenant of the *Caledonia* 120, flag-ship of Sir Edward Pellew, commander-in-chief on the Mediterranean station, which appointment was confirmed by the Admiralty on the 18th May following. During the operations against that fortress, he was landed with a party of seamen commanded by Lieutenant John Bewick, whose head was shot off while standing close to him, just after possession had been taken of the enemy's deserted batteries on the sea line, and their guns turned upon the city †.

In 1815 and the following year, Lieutenant Johnson served on board Lord Exmouth's flag-ships, the *Boyne* 98, and *Queen Charlotte* 108. In the former he accompanied his noble patron to Naples, Marseilles, and the Barbary States ; in the latter he was present, and commanded the fore-castle, at the memorable battle of Algiers †. On the 13th Sept. 1817, he was appointed flag-lieutenant to his lordship, then commander-in-chief at Plymouth, where he continued until promoted to his present rank, on the 6th Feb. 1821.

Commander Johnson married, May 14th, 1821, Eliza, only daughter of the late John De Windt, Esq. of the island of St. Croix, and of No. 74, Gloucester Place, London. In 1827, he published "A Journal of a Tour through parts of France, Italy, and Switzerland, in the years 1823—4." One of his sisters is married to Captain George Gosling, R. N.

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\* See Suppl. Part III. p. 395.

† See Vol. II. Part I. p. 430.

‡ See Vol. I. Part I. p. 224, *et seq.*

## HENRY CREASE, Esq.

WE first find this officer serving as midshipman on board the *Tonnant* 80, Captain William Henry Jervis, stationed off Ferrol, in 1804\*. His promotion to the rank of lieutenant took place on the 31st Jan. 1806. From this period we lose sight of him until the summer of 1813, when he was appointed to the *Menelaus* frigate, Captain Sir Peter Parker. On the 14th Feb. 1814, he assisted at the recapture, near l'Orient, of a richly laden Spanish ship, the *San-Juan-de-Baptista*, mounting twenty guns, and having on board 600,000 dollars in specie.

In August 1814, the *Menelaus*, then under the orders of Vice-Admiral Sir Alexander Cochrane, was sent up the Chesapeake, above Baltimore, to create a diversion in favour of the expedition against Washington. After having frequently dislodged small bodies of American regulars and militia, by landing parties of seamen and marines, Sir Peter Parker was at length drawn into an attack upon a force which proved to be greatly his superior in numbers, and accompanied by artillery. The result is thus stated in an official letter from Lieutenant Crease to the commander-in-chief, dated off Poole's Island, Sept. 1st, 1814:—

“ Sir,—With grief the deepest it becomes my duty to communicate the death of Sir Peter Parker, Bart. late commander of *H. M. S. Menelaus*, and the occurrences attending an attack on the enemy's troops on the night of the 30th ultimo, encamped at Bellair. The previous and accompanying letters of Sir Peter Parker will, I presume, fully point out the respect the enemy on all occasions evince at the approach of our arms, retreating at every attack, though possessing a superiority of numbers of five to one: an intelligent black man gave us information of two hundred militia being encamped behind a wood, distant half a mile from the beach, and described their situation, so as to give us the strongest hopes of cutting off and securing the largest part as our prisoners, destroying the camp, field-pieces, &c. and possessing also certain information that one man out of every five had been levied as a requisition on the eastern shore, for the purpose of being sent over for the protection of Baltimore, and who are now only prevented crossing the bay by the activity and vigilance

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\* See Vol. III. Part I. p. 274.

of the tender and ships' boats. One hundred and four bayonets, with twenty pikes, were landed at eleven o'clock at night, under the immediate direction of Sir Peter Parker, the first division headed by myself, and the second division by Lieutenant Robert Pearce. On arriving at the ground we discovered the enemy had shifted his position, as we were then informed, to the distance of a mile farther. Having taken the look-out picket immediately on our landing, we were in assurance our motions had not been discovered, and with the deepest silence followed on for the camp. After a march of between four or five miles in the country, we found the enemy posted on a plain, surrounded by woods, with the camp in their rear; they were drawn up in line, and perfectly ready to receive us; a single moment was not to be lost; by a smart fire, and instant charge, we commenced the attack, forced them from their position, putting them before us, in full retreat to the rear of their artillery, where they again made a stand, shewing a disposition to outflank us on the right; a movement was instantly made by Lieutenant Pearce's division to force them from that quarter; and it was at this time, while animating his men in the most heroic manner, that Sir Peter Parker received his mortal wound, which obliged him to quit the field, and he expired in a few minutes. Lieutenant Pearce, with his division, soon routed the enemy, while that under my command gained and passed the camp. One of the field-pieces was momentarily in our possession, but we were obliged to quit it from superior numbers.

"The marines, under Lieutenants Beayon and Poe, formed our centre, and never was bravery more conspicuous. Finding it impossible to close on the enemy from the rapidity of their retreat, having pursued them upwards of a mile, I deemed it prudent to retire towards the beach, which was effected in the best possible order, taking with us from the field twenty-five of our wounded, the whole we could find, the enemy not even attempting to regain the ground they had lost; from three prisoners (cavalry) taken by us, we learnt their force amounted to five hundred militia, a troop of horse, and five pieces of artillery; and since, by flags of truce, I am led to believe their number much greater.

"Repelling a force of such magnitude with so small a body as we opposed to them, will, I trust, speak for itself; and although our loss has been severe, I hope the lustre acquired to our arms will compensate for it. Permit me, Sir, to offer to your notice the conduct of Mr. James Stopford Hore, master's-mate of this ship, who on this, as well as on other trying occasions, evinced the greatest zeal and gallantry. In justice to Sub-Lieutenant Johnson, commanding the Jane tender, I must beg to notice the handsome manner in which he has at all times volunteered his services. Herewith I beg leave to enclose a list of the killed, wounded, and missing, in this affair\*. I have the honour to be, &c.

(Signed) "HENRY CREASE, Senior Lieutenant."

\* Total—14 killed and missing; 27 wounded.

In Sept. 1817, Lieutenant Crease was appointed first of the Impregnable 108, bearing the flag of Viscount Exmouth, commander-in-chief at Plymouth, where he continued until promoted to his present rank, Feb. 12th, 1821.

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### JOHN RALPH BLOIS, Esq.

SECOND son of Sir Charles Blois, Bart., by Clara, daughter of Jocelyn Price, Esq. of Camblesworth, co. York.

This officer served as midshipman under Captain William Mounsey, in the Furieuse frigate, on the Mediterranean station; obtained the rank of lieutenant in March 1815; was appointed to the Euryalus frigate, Captain Thomas Huskisson, fitting out for the Leeward Islands station, July 7th, 1818; and promoted to the command of the Bann sloop, at Jamaica, Mar. 6th, 1821. He has since been employed as an Inspecting Commander of the Coast Guard. He married, Feb. 15th, 1827, Eliza Knox, eldest daughter of the Rev. John Barrett, rector of Inniskeel, co. Donegal, Ireland.

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### ROBERT ANDOE, Esq.

OBTAINED his first commission in Jan. 1801; and was appointed senior lieutenant of the Royal Naval College, near Portsmouth, April 26th, 1816. He subsequently held the appointment of Secretary to the Royal Naval Asylum, at Greenwich, where he continued until the incorporation of that establishment with the Royal Hospital, in April 1821. His commission as commander bears date May 30th following.

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### DAVID PEAT, Esq.

Was born near Kirkaldy, in Scotland, June 21st, 1795; and entered the navy under the patronage of the present Admiral Sir Philip C. H. Durham, as midshipman on board the Archer gun-brig, in 1810. After bearing a part in an

affair with some Danish gun-boats, he joined the Mosquito sloop, stationed off Flushing, in which vessel he was repeatedly engaged with the enemy's batteries. He subsequently served in the Dunira, Ajax, and Ganymede, (the latter ship commanded by Captain William M'Culloch,) and was the first officer ever sent on the service now known by the name of the coast blockade. Whilst thus employed, he had several desperate encounters with the Deal smugglers, and received as many letters of approbation from the Admiralty and his various superiors. In consequence thereof, he was made a lieutenant on the 24th Nov. 1817.

In the summer of the following year, Mr. Peat again joined Captain M'Culloch, then commanding the Severn 50, and was stationed by him at Dungeness, where, amongst other affairs with illicit traders, in which lives were lost, he was once attacked singly, in open day, by three desperadoes, against whom he successfully defended himself, killing one on the spot, and, although possessed of no other weapon than his regulation sword, compelling the others to scamper.

An attack of ague having compelled Lieutenant Peat to leave the Dungeness station, he was next employed at Folkstone, in the neighbourhood of which place he on one occasion received two pistol balls through his thigh. On the morning of the 9th June 1821, being then on the cliffs to the eastward, with only three men, he was attacked by a numerous gang of lawless ruffians, no less than sixty of whom were armed. In this extremely unequal conflict he received two musket balls, six pistol balls, and ten slugs; one of his small party, a quarter-master, was shot through in five places, and fell dead at his side; the two other men were also brought to the ground, one having received a ball in the groin, and one being shot in the knee. For his conduct and sufferings, Lieutenant Peat was immediately promoted to the rank of commander; and, in the following year, granted a pension.

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*Died an Admiral 20 June 1879 (Lib 164/31)*



### THOMAS BLAKISTON, Esq.

FOURTH son of the late Sir Matthew Blakiston, Bart., (whose father was Lord Mayor of London in 1760) by Anne, daughter of John Rochford, Esq. of Clogbreenan, co. Carlow, Ireland.

This officer served as midshipman on board the *Magnificent 74*, Captain William Henry Jervis, and was wrecked in that ship, on a sunken rock near Brest, Mar. 25th, 1804\*. He passed his examination in the beginning of Jan. 1810; obtained his first commission on the 11th of the same month; and subsequently served under Sir John Gore, in the *Tonnant 80*, principally employed off Brest, l'Orion, and Rochfort; *Revenge 74*, on the Mediterranean station; and, for upwards of three years, as his flag-lieutenant in the river Medway. He obtained the rank of commander on the 2d July 1821; and married, Aug. 7th, 1827, Harriet, fourth daughter of Lieutenant-Col. Harvey, of Thorpe.

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### WILLIAM MINCHIN, Esq.

BROTHER to Mr. T. A. Minchin, Solicitor at Portsea, was made a lieutenant in Dec. 1796; and wounded on board the *Monarch 74*, Captain James Robert Mosse, at the battle of Copenhagen, April 2d, 1801†. His commission as commander bears date July 19th, 1821.

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### WILLIAM PRICE, Esq.

OBTAINED the rank of lieutenant in Jan. 1799; and was afterwards principally employed in the command of various cutters, gun-brigs, and revenue cruisers. On the 24th April 1805, being then in the *Archer*, and attached to the squadron off Boulogne, under Captain Robert Honyman, he witnessed the

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\* See Vol. III. Part I. p. 274.

† See Vol. I. Part I. note at p. 365, *et seq.*

surrender of seven Gallo-Batavian schuyts, forming part of Napoleon's invading flotilla, altogether mounting eight long 24-pounders, one 12, nine sixes, and one brass howitzer, having on board 174 officers and men. On the following morning, off Cape Grisnez, the Archer captured two gunvessels, each mounting one long 24, and two 12-pounders.

Whilst in command of the Harpy revenue cruiser, since the peace, Lieutenant Price made several valuable seizures. He obtained the rank of commander July 19th, 1821.

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### GEORGE CHEYNE, Esq.

PASSED for lieutenant in Nov. 1810; obtained his first commission on the 25th May 1813; was appointed to the Woodlark sloop, Captain Robert Balfour, Dec. 21st, 1813; and obtained the highest commendations of Rear-Admiral (afterwards Sir Charles V.) Penrose, for his intrepidity in crossing the bar of the Adour, Feb. 24th, 1814\*. He subsequently served under that officer's flag, in the Queen and Albion 74's, on the Mediterranean station. His promotion to the rank of commander took place on the 12th Aug. 1819.

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### WILLIAM HENRY HIGGS, Esq.

COMMENCED his naval career on the 1st Jan. 1796, as volunteer on board the Daphne hired armed lugger, of 18 guns, commanded by Lieutenant Robert Pearson, and employed in keeping up a communication with the French royalists on the coast of Normandy. From Sept. 1st following until April 6th, 1797, he served on board the Bravo 16, Captain D'Auvergne, Prince of Bouillon, commanding the Jersey flotilla. At the latter date he joined the Monarch 74, Captain John Elphinstone, attached to the Channel fleet; and on the 11th July 1797, followed that officer into the Queen

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\* See Supp. Part II. p. 282.

Charlotte first rate, bearing the flag of Lord Keith, in which ship he continued until June 4th, 1798. He subsequently served, for nearly two years and a half, under Captain (now Vice-Admiral) Ross Donnelly, in the Maidstone frigate, principally employed on the West India and North American stations. During this period, he suffered most severe sickness, having had three attacks of yellow fever, and but for the extreme, we may say almost parental, kindness of Captain Donnelly, he could scarcely have survived. In Oct. 1800, we find him proceeding in the Chichester store-ship, Captain John Stephens, and afterwards in the Salaminc brig, Captain (now Rear-Admiral) Thomas Briggs, to rejoin Lord Keith, then in the Foudroyant 80, Captain Philip Beaver, on the Mediterranean station. During the Egyptian campaign, he was removed into the Peterel sloop, in which vessel he served, as master's mate, under Captains Charles Inglis, and John Lamborn, till Mar. 12th, 1802.

On the 7th Dec. 1801, Captain Beaver, then commanding the *Determiné* 24, at Malta, wrote to the sister of Mr. Higgs as follows:—

“ Madam,—Although it be some time since I left Lord Keith's ship, yet he was fortunately in this port when I received your letter concerning your brother William.

“ Captain Aylmer, just appointed to the command of the Peterel, was also here, going to join his ship. Lord Keith readily promised to take care of your brother on his joining the Foudroyant, to which ship I begged Captain Aylmer would send him without delay; so that I trust his promotion is not far distant. Whatever little interest I may have, will ever be readily employed in the service of merit, and I know no one who possesses more than your brother William. I have the honor to be, Madam, with very great respect, your obedient and humble servant,

(Signed)

“ P. BEAVER.”

“ *To Miss Higgs, Dawlish, Devon.*”

Unfortunately for Mr. Higgs, the Peterel was ordered home before he had an opportunity of rejoining the Foudroyant, into which ship, or some other belonging to the Mediterranean station, he then had every prospect of being almost immediately promoted. All his hopes of early advancement thus destroyed, he afterwards passed a few weeks as super-

numery on board the Cambridge 80, flag-ship of the commander-in-chief at Plymouth; and subsequently served for nine months, as Admiralty midshipman of the Hunter sloop, under Captains George Jones and Samuel H. Inglefield, on the West India and Channel stations. In Mar. 1803, he joined the Conqueror 74, Captain (afterwards Sir Thomas) Louis, then fitting out with the greatest expedition in Hamoaze: and May 27th following, the Monarch 74, bearing the flag of Lord Keith, on the North Sea station. His promotion to the rank of lieutenant took place in May 1804, on which occasion he was appointed to the Sulphur bomb, Captain Donald M'Leod, employed off Boulogne, where he witnessed an attempt to destroy the enemy's flotilla, by means of "catamarans," Oct. 2d following\*. His subsequent appointments were,—on the 28th of the latter month, to the Cygnet sloop, then commanded by Captain M'Leod, but afterwards by Captain Robert Bell Campbell, with whom he again went to the West Indies;—Aug. 6th, 1806, at the particular request of Captain Campbell, to be first lieutenant of the Alligator 26, in which ship he returned home from that station;—May 9th, 1807, to the Barfleur 98, Captain Sir Joseph S. Yorke, employed in Channel service; and, June 8th, 1807, to l'Espoir sloop, Captain Henry Hope, fitting out for the Mediterranean; to which quarter he proceeded with the following recommendation from Lord Keith to Rear-Admiral Sir Thomas Louis:—

" June 21st, 1807.

" Dear Louis,—Now that I am a gentleman at large, I must endeavour to push my followers among my old friends. Mr. Higgs, of l'Espoir, may deliver you this. He is a good young man, and was with me in the Queen Charlotte, Foudroyant, and Monarch. If you can shew him any civility, it will very much oblige your faithful and obedient humble servant,

(Signed) " KEITH."

Unluckily, the distinguished officer to whom Lieutenant Higgs was thus strongly recommended, had died previous to

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\* See Suppl. Part 1. p. 45, *et seq.*

the date of Lord Keith's letter\*. On a former occasion, he had met with a similar disappointment, as will be seen by the following letter, intended for Sir Andrew Mitchell, K. B. commander-in-chief at Halifax, but which he never had an opportunity of presenting:—

“ London, Oct. 12th, 1802.

“ Dear Mitchell,—This will be presented to you by a very fine young man, who unfortunately left me when my flag was struck, and went to the West Indies, by which he lost promotion. If you can give him a lift, it will be a very great favor conferred on, my dear friend, your faithful humble servant,

(Signed) “ KEITH.”

“ P. S.—Higgs is my young friend's name.”

On the 26th April, 1808, Mr. Higgs was ordered by Lord Collingwood to act as commander of l'Espoir. “ During the time I commanded that sloop,” says Captain Hope, “ he served as my senior lieutenant, and, upon every occasion, conducted himself very much to my satisfaction, as an officer deserving of promotion.” In the following year, being then under the command of Captain Robert Mitford, he assisted at the capture of the islands of Ischia and Procida; and in April 1810, at the capture and destruction of several Neapolitan vessels on the coast of Italy †. In 1812, l'Espoir formed part of a light squadron employed in the Archipelago, for the purpose of conciliating, as far as possible, the good understanding then subsisting between England and the Sublime Porte, and of affording protection to our commercial relations in that quarter. From April 14th, 1813, until July 7th following, she was again commanded, *pro tempore*, by Lieutenant Higgs. On the 8th Aug. in the same year, then under the command of the late Hon. Sir Robert C. Spencer, she assisted at the attack of Cassis, near Toulon, on which occasion five land batteries, three heavy gun-boats, and twenty-five French merchant vessels, were captured and destroyed ‡.

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\* See Suppl. Part I. note \* at p. 118.

† See Suppl. Part III. p. 123.

‡ See Suppl. Part I. p. 353, *et seq.*

On the 16th Oct. 1813, the Countess Spencer thus wrote to the mother of Lieutenant Higgs:—

“Madam,—It is true that Captain Spencer has informed us of his intention of remaining on the Mediterranean station for some time longer. Consequently, we shall not see him yet awhile, I am sorry to say. But, although my son may remain absent, it does not follow that your’s should, for Captain Spencer tells us that, if P’Espoir should be ordered home, as she probably will, he hopes to be appointed to another vessel in the Mediterranean, thereby giving us to understand that, though P’Espoir may anchor any day at the Mother Bank, yet that it certainly will be commanded by some one besides him. That it may be commanded by your son, Madam, I heartily hope, although, by so hoping, I indulge a wish contrary to my son’s interest and advantage, since in the loss of Mr. Higgs’ advice and assistance he will experience a very considerable one, the abilities of his first lieutenant having been dwelt on by him with great praise, when writing to us about his ship’s company. I am, Madam, with sincerity, &c.

(Signed)

“LAVINIA SPENCER.”

On the 10th Dec. 1813, Captain Spencer, then at Portsmouth, and still commanding P’Espoir, officially certified that Lieutenant Higgs had invariably “conducted himself as an *able, zealous, and good officer*, and much to his satisfaction.” At a subsequent period he invited him to become his first lieutenant in the *Ganymede 26*, but which offer was not accepted.

On the 25th July, 1814, the subject of this sketch was appointed to the *Glasgow 50*, Captain the Hon. Henry Duncan, in which fine frigate he served as first lieutenant until paid off at Chatham, Sept. 1st, 1815. His next appointment was, June 27th, 1818, to the *Liffey 50*, commanded by the same excellent officer, with whom he had been a messmate in the *Maidstone*, and whose favourable notice he had particularly attracted whilst serving in P’Espoir. On visiting the *Liffey*, in the autumn of 1819, his late Majesty, then Prince Regent, paid Captain Duncan and his officers the flattering compliment of saying that he did so “because he had never seen a ship that pleased him so much before\* :” and on the same

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\* See Vol. II. Part II. p. 1000..

occasion, H. R. H.'s private secretary, the Right Hon. Sir Benjamin (now Lord) Bloomfield, was pleased to say to the Liffey's first lieutenant, "I have been on board many of H. M. ships, Sir, but never saw so perfect a man-of-war." In consequence of this royal visit, Mr. Higgs was promoted to his present rank on the 11th Oct. 1819; the twenty-second anniversary of the memorable battle of Camperdown. In a letter subsequently written by Captain Duncan, he says:— "*To every good quality an officer can possess, Commander Higgs adds a mildness of manner to the men beyond what I ever met with.*" We should here state, that his appointments to the Cygnet, Alligator, Espoir, Glasgow, and Liffey, were specially requested by Captains M'Leod, Campbell, Hope, and Duncan; and that Sir Joseph S. Yorke was likewise desirous to have him again under his command. On the 15th Jan. 1830, he received the following communication from Viscount Melville's son and private secretary:—

"Dear Sir,—I delivered your letter to Lord Melville, but he has no recollection of having received the former one. He desires me to say, that your ease and claims are well known to him, but he is sorry that his answer to your letter at present can only be an assurance of his willingness to serve you with as little loss of time as possible, and he will be most happy, whenever he has it in his power, to give you an appointment. I am, Dear Sir, your faithful and obedient servant,

"(Signed) R. S. DUNDAS."

On the 11th June 1831, Commander Higgs was appointed to the *Revenge* 78, Captain James Hillyar, C. B.; but for reasons with which we are unacquainted, he was superseded at his own request on the 20th of the same month.

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### GEORGE CHARLES BLAKE, Esq.

OBTAINED his first commission in April 1806; and was promoted to his present rank, from the *Royal George* yacht, Oct. 11th, 1819. He had previously served as senior lieutenant of the *Rivoli* 74, Captains Graham E. Hamond and Edward S. Dickson, on the Mediterranean station; Pique

frigate, Captain the Hon. Anthony Maitland; Vengeur 74, Captain Thomas Alexander, guard-ship at Portsmouth; and Queen Charlotte 108, flag-ship of Admiral Sir George Campbell, commander-in-chief on that station. He has since commanded the Pearl 20, employed on the coast of Ireland.

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### MARK ROBINSON LUCAS, Esq.

WAS made a lieutenant on the 28th Mar. 1799; and afterwards principally employed in the command of small vessels. On the 24th May 1808, being then off the island of Bornholm, in the Swan hired cutter, mounting ten 12-pounder carromades, he addressed the following to Vice-Admiral Sir James Saumarez:—

“To-day, at noon, I observed a cutter-rigged vessel standing out from the land towards me. I hove to, and hoisted a Danish jack for a pilot, which decoyed her so far from the shore that I was enabled to come up with her before she could reach the land. At two o’clock I gave chase, and at four had the satisfaction of getting within gun-shot of her. She then commenced her fire, immediately on which the battery on the shore opened, we being only about a mile from the beach. The enemy, attempting to get a long gun in her stern to bear upon me, she was caught in the wind, which enabled me to get within musket-shot, and, after an action of twenty minutes, she blew up and sunk. The state of the weather, being nearly calm under the land, the fire of the battery, and several boats coming from the shore, I was under the necessity of quitting the wreck without saving the life of any one of her crew. The Danish cutter appeared to be a vessel of about 120 tons, mounting eight or ten guns, and apparently full of men. I am happy to add, not a man under my command was hurt, nor did the Swan receive the least damage.”

In 1809, Lieutenant Lucas was removed from the Swan to the Censor gun-brig. On the 25th July 1810, his boats cut out from the harbour of Stralsund, a French privateer pierced for four guns, with a crew of forty men, three of whom only were on board. On the 11th Nov. 1811, he captured the French lugger *Heureuse Etoile*, of four guns and twelve men, on the Baltic station. In Sept. 1815, he was appointed to



the Surly cutter; and in 1816, to the Mermaid revenue cruiser. He obtained the rank of commander, July 19th, 1831; and died at Harwich in 1834.

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### HENRY SMITH WILSON, Esq.

OBTAINED his first commission on the 9th Sept. 1799; served as senior lieutenant of the Unicorn frigate, Captain Lucius Hardyman; and commanded the boats of that ship at the capture of the French cutter privateer Tape-a-bord, of four guns and forty-six men, near the island of St. Domingo, May 6th, 1805. He subsequently commanded the Bahama prison ship and Surly cutter. His promotion to the rank of commander took place on the 19th July 1821.

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### SIMON HOPKINSON, Esq.

Was made a lieutenant July 18th, 1801; and commander July 19th, 1821.

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### JOHN LITTLE, Esq.

*Agent for His Majesty's Post Office Steam Packets at Port Patrick.*

Son of the late Mr. Samuel Little, an American loyalist, and a master in the royal navy.

This officer was born at Halifax, Nova Scotia; and first went to sea with his father, in a merchant vessel belonging to that port, in 1791. Early in the following year, he was wrecked on one of the Seal Islands, eight leagues from the west point of Nova Scotia, where he remained, with his parent and thirteen other persons, for fourteen days, with nothing to subsist on but a cat and a dog which fortunately happened to be washed on shore.

In 1793, Mr. John Little embarked on board the colonial brig Earl Moira, tender to the governor of Nova Scotia, commanded by Lieutenant Minchin, and principally employed in cruising against American smugglers. In 1795, he entered

the royal navy as midshipman on board the *Prevoyante* frigate, Captain (now Sir John Poo) Beresford, under whom, and his successors, Captains Charles Wemyss and J. Seater, he continued, on the Halifax, Chammel, and Downs stations, until paid off in 1800. During this period he witnessed the capture of several privateers and many merchantmen, the cutting out of *la Desirée* French frigate from Dunkirk roads\*, (on which occasion he was employed in a boat sent to pick up the crews of the fire-vessels, which had been prepared for the destruction of the enemy's squadron), and the detention of the Danish frigate *Freja* and convoy near Ostend †.

On the *Prevoyante* being put out of commission, Mr. Little joined the *Leyden* 64, Captain (afterwards Vice-Admiral) Bedford, employed in the blockade of Gorce Island, coast of Holland, from which officer he received the following handsome testimonial :

" These are to certify whom it may concern, that Mr. John Little served as master's mate of H. M. ship *Leyden*, under my command, from the 26th September, 1800, to the 15th August, 1801, when I gave him the command of one of the boats to be employed against the Boulogne flotilla, in which he was wounded, and all the crew (fifteen in number) either killed or wounded (except three), and yet he succeeded in making good his retreat; and on my representation of his gallant and judicious conduct on that and other occasions, he was promoted to the rank of lieutenant, and at my particular request appointed lieutenant of the *Leyden*, in which capacity he conducted himself on all occasions as an able seaman and good officer.

(Signed)

" WILLIAM BEDFORD."

On the particular occasion alluded to by Captain Bedford, this officer served under the immediate orders of the heroic Nelson, and succeeded in boarding and carrying a French gun-brig; but in consequence of her being secured by a chain to the shore, and the very severe fire of grape and musquetry kept up by the batteries and troops, he was obliged reluc-

\* See Vol. II. Part I. p. 290, *et seq.*

† See Vol. I. Part II. p. 830.

tantly to abandon her. The general result of the affair was thus officially stated by Lord Nelson, August 16th, 1801 :—

“ Having judged it proper to attempt bringing off the enemy’s flotilla, moored in the front of Boulogne, I directed the attack to be made by four divisions of boats, for boarding, under the command of Captains (Philip) Somerville, (Isaac) Cotgrave, (Robert) Jones, and (Edward Thornbrough) Parker ; and a division of howitzer boats under Captain John Conn. The boats put off from the Medusa \* at half-past eleven o’clock last night in the best possible order, and before one o’clock this morning the firing began, and I had, from the judgment of the officers, and the zeal and gallantry of every man, the most perfect confidence of complete success ; but the darkness of the night, with the tide and half-tide, separated the divisions, and from all not arriving at the same happy moment with Captain Parker, is to be attributed the failure of success ; but I beg to be perfectly understood, that not the smallest blame attaches itself to any person ; for although the divisions did not arrive together, yet each (except the fourth, which could not be got up before day) made a successful attack on that part of the enemy they fell in with, and actually took possession of many brigs and flats, and cut their cables ; but many of them being aground, the moment of the battle ceasing on board them, the vessels were filled with volleys upon volleys of musketry, the enemy being perfectly regardless of their own men, who must have suffered equally with us, it was therefore impossible to remain on board, even to burn them ; but allow me to say, who have seen much service this war, that more determined persevering courage I never witnessed, and that nothing but the impossibility of being successful, from the causes I have mentioned, could have prevented me from having to congratulate their Lordships ; but although in value the loss of such gallant and good men is incalculable, yet, in point of numbers, it has fallen short of my expectations †. \* \* \* \* From the nature of the attack only a few prisoners were made ; a lieutenant, eight seamen, and eight soldiers, are all they brought off.”

Mr. Little’s commission as lieutenant bears date Aug. 18th, 1801. He afterwards served for a short time, during the suspension of hostilities, on board the Zealand 64, Captain William Mitchell, stationed as a guard-ship at the Nore ; and subsequently commanded a Nova Scotia merchantman. On the 26th June, 1803, being then a homeward bound pas-

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\* Nelson’s flag-ship.

† Total, 4 officers and 40 men killed ; 14 officers and 114 men wounded.

senger on board the *Lady Hobart* packet, Captain W. Dorset Fellowes, he volunteered to take charge, as prize master, of a French schooner, laden with salt fish, which vessel he conducted to England, she having happily escaped the fate of her captor, by steering a different course during the night of the 27th \*; on this occasion, he lost the greater part of his property, having taken but a few articles with him when he left the packet.

On his return home, Lieutenant Little was appointed to the *Vulture* sloop, Commander — Green, stationed off Boulogne, where he bore a part in many skirmishes with the enemy's batteries and flotilla. In May 1805, we find him removed to *l'Athenienne* 64, Captain (now Vice-Admiral) John Giffard, which ship was sent out with stores for the fleet at Gibraltar, after Nelson's last glorious victory. She subsequently formed part of the squadron under Sir W. Sidney Smith, employed in the defence of Gaieta, at the capture of the island of Capri, and in making frequent descents on the coast of Calabria. When quitting *l'Athenienne*, Sept. 20th, 1806, in order to assume the command of the *Zealous* 74, Captain Giffard certified that Lieutenant Little had always "conducted himself very much to his satisfaction, and shewed himself an attentive, zealous, deserving officer."

On the 20th Oct. 1806, *l'Athenienne*, then commanded by Captain R. Raynsford, was wrecked on the *Esquerques*, or *Skerki*, a reef of rocks in the Mediterranean sea, the existence of which had long been doubted by some, and as positively asserted by other experienced officers, but which must have been accurately laid down in the charts of that day, as Captain Raynsford observed, one moment before the ship struck, "If the *Esquerques* do exist, we should now be upon them †." The following account of this most melancholy disaster was written by one of *l'Athenienne's* officers.

"H. M. ship *Athenienne*, having 470 officers, men, and passengers on board, sailed from Gibraltar on the 16th Oct., with a fair wind, and

\* See Vol. II. Part II, p. 954, *et seq.*

† See *Brenton's Nav. Hist.* Vol. IV. p. 56.

arrived off Sardinia on the 20th, from whence she proceeded towards Malta, but unfortunately, at 9-30 p. m., when going nine knots, she struck on the Esquerques. It immediately became necessary to lighten the ship, to prevent her from falling over on her broadside, and the masts were cut away for that purpose; but in less than half an hour after, from the violent concussion, she filled up to the lower-deck-ports, and fell over to port on her beam-ends. Captain Raynsford, who, from the first, foresaw the total loss of the ship, ordered the boats to be hoisted out, with an idea that they would be useful in towing a raft that was constructing to leeward, and which might have been the means of saving a great many from destruction; but so soon as the two quarter boats were lowered, and clear of the ship, the men (for there were no officers in them) bore up, and were no more seen by their unhappy ship-mates who staid by the wreck. The cutter and barge, in hoisting out, were stove and swamped, and thirty men, unable to regain the ship, perished. By the fall of the masts several people were killed, and others desperately wounded;—two midshipmen were killed by the spanker-boom crushing them between it and the side. The termination of the sufferings of all appeared fast approaching; and the launch, being the only boat that was not either stove or swamped, was filled with men on the booms, and, without having the means of mechanical power, or the necessity of using it (the sea having at this time covered the whole wreck, with the exception of the poop), she floated off the booms, to the great joy of every one, and escaped the many dangers she had to encounter with the floating pieces of the ship and masts. She afterwards came under the stern, where many, in attempting to swim to her; shared the untimely fate of those who had preceded them. At this time, 11-30 p. m., there being but little hope of the ship holding together till the morning, I urged Captain Raynsford to save himself by swimming to the launch, but in vain—he declaring to me that he was perfectly resigned to his fate, and determined not to quit his post whilst a man remained; but at the same time advising me to do that which I had recommended to him. I accordingly, at the moment the launch (full of people) was bearing up before the wind, leapt into the sea, and succeeded in gaining the boat, and providentially escaped the unhappy catastrophe of the remaining officers and crew, 347 in number, who, I lament to say, most probably perished that night, as the wind continued to increase after she first struck, and the next day it blew stronger. Early on the following morning, we fell in with a Danish brig, and put two officers and some seamen into her, to beat to windward, to endeavour to save as many of the people as might be still clinging to the wreck—but without effect. We afterwards continued our course to Marcimo, and arrived there on the 21st. The next day we started for Trapani, in Sicily; where, finding a small vessel bound to Malta, we embarked, and arrived at Valetta on the 25th, after encountering all the horrors of a shipwreck, as dreadful, perhaps, in its consequences, as was ever experienced.”

The launch had neither sail, bread, nor water, on board. There was a compass; and for sails the officers displayed their shirts, and the seamen their frocks. One of the officers put on board the Danish brig was Lieutenant Little, whose attempt to save more of his shipmates was unhappily frustrated by violent and adverse winds.

In Jan. 1807, Lieutenant Little was appointed first of the *Revenge* 74, Captain Sir John Gore, under whom he served "as an able, zealous, and meritorious officer," until Aug. 1808\*. His next appointment was, in the course of the latter month, to the command of the *Firm* gun-brig, on the Guernsey station, where, under the orders of Commodore D'Auvergne, the nominal Duke de Bouillon, he appears to have been for some time employed in affording succour to persons secretly communicating with the partisans of the house of Bourbon. In Jan. 1809, he captured and destroyed three French vessels, on the coast of Normandy. On the 20th April 1810, the boats of the *Firm*, in concert with those of the *Surly* cutter †, and *Sharpshooter* gun-brig, boarded and brought off from the mouth of Piron, where she had ran on shore, *l'Alcide* privateer, under a heavy fire of musquetry from upwards of 400 troops. In the performance of this service, which was very creditably performed under the direction of Sub-Lieutenant Hodgkin, of the *Firm*, that vessel had her second master killed, and boatswain's mate wounded.

In July 1810, Lieutenant Little saved the life of a marine by jumping overboard in St. Hillier's bay, Jersey. On the 12th Mar. 1811, he witnessed the capture of H. M. sloop *Challenger*, by a French frigate and an armed store-ship near Morlaix; but succeeded in effecting his own escape from the same enemy by beating to windward within a sunken reef. On the 28th of June following, being off Granville, in company with the *Fylla* 22, he attacked two praam brigs which had come out to drive away the boats employed in reconnoitring, and were unable to regain their port; but owing

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\* See Suppl. Part II. p. 482.

† Lieutenant Richard Welch, senior officer.

to their being so flat and drawing very little water, he could not bring the Firm near enough to engage them with effect. On the following night, in wearing round to come out of Cancalle Bay, after discovering that the enemy had run ashore, the Firm took the ground at the top of high water; and all efforts to save her being ineffectual, she was set fire to and destroyed, in the presence of some hundreds of Frenchmen, who had assembled with field-pieces to prevent it. Lieutenant Little, with his officers and crew, not one of whom was hurt, were taken to Jersey in the Fylla; and a court-martial subsequently assembled to inquire into the circumstances attending the loss of the Firm, signified their approbation of what had been done, by a full and honorable acquittal.

In Dec. 1811, Lieutenant Little was appointed to the command of the Charles hired armed schooner, employed on the Downs station, where he retook two merchant vessels, and witnessed the capture of two French privateers. In Dec. 1813, we find him attached to the fleet under Admiral Young, anchored off Walcheren; and in the ensuing spring carrying over to France part of the suite of Louis XVIII. On his return from the latter service, he was appointed to the Whiting schooner, sent with despatches to America, and there actively employed under the orders of Rear-Admiral (now Sir George) Cockburn, until the termination of hostilities in 1815. During Napoleon's 100 days' war, he carried despatches to various places; and, after the battle of Waterloo, having removed into the Telegraph schooner, received the thanks of his commander-in-chief for his successful exertions in raising men, at Bristol, for the fleet going against Algiers. On paying off the Whiting, he was presented with a service of plate by her officers and crew. On the morning of Jan. 20th, 1817, the Telegraph was wrecked under the Eastern Hoc, Plymouth, in the same violent gale of wind which proved fatal to the Jasper sloop and Princess Mary packet\*. On the 28th, Lieutenant Little, and his officers

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\* See Vol. IV. Part I. p. 208, *et seq.*

and crew, were tried by court-martial, and all fully acquitted. In the course of the evidence it appeared, that the schooner was anchored in clear ground, and partly sheltered by the Breakwater; that when she struck, the staysail was hoisted, which laid her broadside to the rocks: and by good management on the part of Lieutenant Little, the crew were all saved except one man, William Kells, who was crushed to death by the side of the vessel in getting on shore; and that Lieutenant Little did not quit his post till he had seen every officer, man, and woman out of her. The Court having considered all the circumstances, pronounced that the loss of the Telegraph was occasioned by the violence of the gale, and the insufficiency in the length of the cables, and weight of some of her anchors; that no blame whatever was attributable to Lieutenant Little, his officers and crew, for their conduct on this occasion; but, on the contrary, that great praise was due to Lieutenant Little, for his coolness and judgment in the management of the vessel, by which the lives of the crew were saved.

That Lieutenant Little's conduct on this occasion was highly approved by the Admiralty, is evident from his having been immediately afterwards appointed to the command of the Pigmy schooner, and subsequently to the Hind revenue cruiser, in which latter vessel he continued until the summer of 1820, as will be seen by the following correspondence:—

*“ Custom House, Falmouth, 13th July, 1820.*

\* \* \* \* \*

“ In justice to the merits of Lieutenant John Little, who has completed his three years in the command of the Hind revenue cutter, we take the liberty of laying before your Lordship a copy of a report we made by the last post to our Board on the subject of his valuable and meritorious services. We are, &c.

(Signed)

“ S. PELLEW.

“ J. LAFFER.”

*“ Right Hon. Viscount Exmouth,  
Commander-in-chief, &c. Plymouth.”*

(Copy) No. 413.

“ Honorable Sirs,—Lieutenant John Little having completed his period of three years in the command of the Hind revenue cutter, on this station, we think we should not do justice to that meritorious officer, were we not to express to your Honours the high sense we entertain of



the activity and zeal displayed by him throughout that period. His exertions have been successful, not only in several instances of seizure, but also in the preservation of derelict cargoes to a considerable amount; and we are convinced his vigilance and judicious arrangements have tended greatly to the protection of the coast of his district from illicit practices. If we thought it within the line of our duty to correspond on this subject with the Lords of the Admiralty, we should feel happy in making a representation of his services to their Lordships. We are, &c.

(Signed)

“ S. PELLEW.

“ *To the Hon. Commissioners,*

“ *J. LAFFER.*”

“ *Customs, London.*”

On his quitting the *Hind*, Lieutenant Little was presented with a silver snuff-box, from her officers and crew. His next appointment was, Feb. 14th, 1821, to the *Lady Hobart* packet, employed in carrying mails to Bermuda, New York, and Halifax. His promotion to the rank of commander took place July 19th, 1821. From Feb. 1st, 1823, until July 2d following, he commanded the *Countess of Chichester* packet, on a voyage to and from South America; and on the 10th April 1824, he obtained the civil appointment of agent to H. M. post office packets at Port Patrick. His only son is a midshipman in the royal navy.

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### JAMES ELPHICK, Esq.

OBTAINED his first commission on the 15th Jan. 1802; and was senior lieutenant of the *Magnificent 74*, Captain (now Sir George) Eyre, at the siege of St. Maura in March and April 1810, during which he distinguished himself as “a very gallant and zealous officer.” He continued in the same ship successively commanded by Captains Willoughby T. Lake and John Hayes, until the final termination of hostilities in 1815. His promotion to the rank of commander took place July 19th, 1821.

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### ROBERT FORDER, Esq.

WAS made a lieutenant on the 18th Oct. 1804; and promoted to the rank of commander July 19th, 1821.

### HENRY ELLIS, Esq.

ENTERED as midshipman on board the Galatea frigate, Captain <sup>George</sup> Byng (afterwards Viscount Torrington); served for a short time as sub-lieutenant of the Growler gun-brig, Lieutenant James Rose; and obtained his first commission in March 1805: during the last three years of the war with France, he was senior lieutenant of the Egmont 74, Captain Joseph Bingham; and subsequently of the Rivoli and Ramillies, third rates. His promotion to the rank of commander took place on the 19th July 1821; since which he has been employed in the coast guard service.

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### HENRY PRYCE, Esq.

WAS made a lieutenant in April 1805; and served as first of the Nymphen frigate, Captains Keith Maxwell and John Hancock, from the beginning of the year 1809 until Sept. 1813. His subsequent appointments were, to the Centaur, Spencer, and Windsor Castle, third rates. His promotion to the rank of commander took place on the 19th July 1821.

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### EDWARD THOMAS CROUCH, Esq.

OBTAINED his first commission in May 1805; and was highly spoken of by Captain (afterwards Sir Michael) Seymour, for his gallant conduct and "admirable exertions" as junior lieutenant of the Amethyst frigate, at the capture of la Thetis, a French ship of superior force, in the night of Nov. 10th, 1808. He subsequently served as first of the Hannibal 74, commanded by the same distinguished officer, who, in an official letter reporting the capture of la Sultane frigate, Mar. 26th, 1814, informed his Admiral, that he had "given charge of the prize to Lieutenant Crouch, an able officer who had served many years with him." The rank of commander, however, was not bestowed upon Lieutenant Crouch until

July 19th, 1821. His last appointment was, in Jan. 1833, to be secretary to Sir Michael Seymour, then a Rear-Admiral, with whom he sailed from Plymouth for the South American station, in the Spartiate 78, Captain Robert Tait, on the 25th of the following month.

This officer married, Dec. 4th, 1814, the only daughter of Captain Richard R. Bowyer, R. N.

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### THOMAS LOWTON ROBINS, Esq.

Was a midshipman on board the Arrow sloop, Commander Richard Budd Vincent, when that vessel was captured, after a most heroic defence, by the French frigate Incorruptible, Feb. 1805\*. He obtained a lieutenant's commission on the 22d Oct. following; suffered shipwreck in the Manilla 36, Captain John Joyce, on the Haak sands, near the Texel, Jan. 28th, 1812†; continued a prisoner in Holland and at Verdun until the conclusion of the war in 1814; and was promoted to the rank of commander on the 19th July 1821.

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### MARK HALPEN SWENEY, Esq.

ENTERED the royal navy in 1798. He was made a lieutenant on the 22d Jan. 1806; appointed first of the Benbow 74, Captain R. H. Pearson, in Dec. 1813; granted a pension of 91*l.* 5*s.* per annum, for wounds, Oct. 16th, 1816; subsequently employed in the coast blockade service, under Captain William M'Culloch; promoted to the rank of commander in July 1821; appointed to the Gannet sloop, Nov. 22d, 1830; and to the Vernon 50, fitting out for the flag of Sir George Cockburn, commander-in-chief on the West India and North American stations, April 27th, 1833. He succeeded to the temporary command of that ship, *vice* Captain Sir George Augustus Westphal, invalided, in June 1834.

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\* See Vol. I. Part II. p. 917, *et seq.*

† See Suppl. Part I. p. 462, *et seq.*

### JAMES MORGAN (*b*), Esq.

Is a son of the late Rev. Patrick Morgan, rector of Killybegs, co. Donegal, Ireland. On the 30th Jan. 1806, in consequence of Admiral Lord Keith having recommended him for meritorious conduct, a commission was signed appointing him to the Lynx sloop, Commander John Willoughby Marshall, in which vessel we find him very actively employed on the North Sea station. He subsequently served in the Agincourt 64, Resolution 74, Nymph 38, Neptune 98, Elk sloop, and Hyperion 32, of which latter ship he appears to have been senior lieutenant.

In 1811, the Hyperion touched at Gonaives, St. Domingo, to complete wood and water, when an English merchant, named Simpson, who was detained there as a prisoner, for an alleged breach of blockade, immediately claimed the protection of the British flag. This was readily granted, but he had not been many hours on board the frigate when the batteries, without any previous notice, fired simultaneously on her boats, killed three men, and compelled her captain (— Brodie), marine officer (George Pattoun), and a master's-mate (— Dillon), to surrender. It being then nearly dark, nothing could be done till next morning, but at the first dawn of day, the ship was under a press of sail, beating up against the land wind, through an intricate channel; after anchoring her with a spring on the cable, in four fathoms water, not more than musket shot from the shore, with one broadside presented to the batteries, and the other to a Haytian frigate, Lieutenant Morgan sent an officer (Lieutenant George Bissett) to acquaint the black commandant, that if, in fifteen minutes from the time of the boat landing, the captain and his companions were not set at liberty, the town would be destroyed, and the man-of-war taken to Jamaica; this threat had the desired effect, and the three officers were restored to their ship without further bloodshed.

In Mar. 1812, Lieutenant Morgan, who had been obliged to return home for the recovery of his health, was appointed to the command of the Barbara schooner, of 111 tons, mount-

ing ten 12-pounder carronades, with a complement of fifty men, in which vessel he cruised on the N. W. coast of Ireland during the remainder of that year, and was subsequently employed off Boulogne.

On the morning of Feb. 11th, 1813, at day-break, being then about three miles from Boulogne pier, Lieutenant Morgan observed a lugger of 14 guns at anchor on the Barbara's lee-beam, and immediately made sail with the intention of running her on board. To avoid this measure, the Frenchman cut his cable, and hastened to close with six other luggers, mounting from eight to fourteen guns each. Having succeeded in forming a junction, the whole of these vessels stood out, in two divisions, to cut off the retreat of the Barbara; notwithstanding which, and although her rigging was much damaged by shot from the land batteries, she continued to approach them under a smart fire, and at 8-10 A. M. commenced action within pistol shot. At 9-15, after making two ineffectual attempts to board her, and sustaining a loss of four men killed and eleven wounded, two of whom mortally, the enemy wore round and stood in shore, evidently in confusion, leaving the Barbara nearly unrigged, but without a single person either slain or wounded. On the following day, Lieutenant Morgan, after a short action, drove on shore and destroyed a lugger. In the ensuing month, he was placed under the orders of Rear-Admiral (afterwards Sir George) Hope, whose squadron he accompanied to the Baltic.

On the 13th April 1813, the Barbara stood into Aalborg, and cut out from that anchorage a ship of 400 tons, two galleys, and a sloop, laden with corn for the Norwegian market. These prizes she brought off in triumph, although closely pursued by nine Danish armed vessels, which were at times barely out of gun-shot. She was afterwards stationed at the entrance of the Cattogat, and frequently engaged with the enemy's flotilla and flying artillery along shore. On the 18th June, she brought to and examined a licensed Danish merchantman, under the fire of three national brigs and five gun-boats, close in shore off Christiansand. On the 3d July, she

engaged the Norge, a cutter-rigged praam, mounting two long 32-pounders and six 18-pr. carronades, with a complement of 80 men, supported by several other armed vessels, near Fladstrand; and next day drove a sloop on shore near the Scaw. In the course of the same month, she was sent to Fladstrand with a flag of truce, and during her stay there lay close to the Norge, the commander of which vessel, a captain in the Danish navy, observed that now he had seen her actual force he should know how to treat her in future. In consequence of this remark, Lieutenant Morgan obtained permission to exchange two of his carronades for long 6-pounders.

On the 11th Aug. following, the boats of the Barbara, containing 26 men, under the command of the second-master, a midshipman, and Lieutenant Morgan's clerk, were sent to destroy the signal station, and a 2-gun battery, on the Great Grasholm island, which service was executed in the most admirable style, and without any loss, the enemy offering no resistance. On the same day the Barbara had her foremast shot away, her other spars, hull, sails, and rigging much cut up, and one man severely wounded, in action with the Norge and nine gun-boats. Thus disabled, and with three feet water in her hold, she put into Hawk roads, Gottenburg, and, whilst undergoing the process of heaving down, made so much water that the relieving tackles gave way, when she upset and sunk, but was weighed and again at sea in a very few days after. On re-visiting Fladstrand, with a second flag of truce, Lieutenant Morgan was informed by a Danish officer, one of his late opponents, that the loss sustained by the Norge, in her last rencontre with the Barbara, amounted to three men killed and six wounded.

On the 6th Oct. in the same year, at sun-set, Lieutenant Richard Banks, commanding the Forward gun-brig, then in company with the Barbara, received information that a small Danish armed vessel was standing towards an anchorage much frequented by English merchantmen, about four miles to the southward of Wingo Sound, to which he immediately proceeded in a 5-oared boat, having with him a Swedish pilot, and accompanied by Lieutenant Morgan, in the schooner's

4-oared gig. At 9 P. M., the boats got sight of the enemy, under sail with a light breeze, and at 9-15 simultaneously attacked her on the starboard bow and larboard quarter: a desperate conflict ensued, which ended in the capture of the *Dane*, a cutter mounting one howitzer, and having on board, at the commencement of the action, twenty-five well armed men, of whom five were killed, and her commander, a lieutenant in the Danish navy, very badly wounded. On the part of the assailants, one man belonging to each British vessel was slain; Lieutenant Morgan and two of his gallant crew were severely wounded.

Want of space prevents us from making particular mention of every service performed by the *Barbara*, whilst on the Baltic station, a period of nine months, during which she captured and destroyed no less than 2,544 tons of the enemy's shipping, navigated by 136 seamen; and, in conjunction with the *Hawke* privateer, of Hastings, captured a Danish privateer, and retook a ship from under the batteries on *Lessoe* island and the fire of ten gun-boats. It is almost superfluous to add, that the activity and gallant conduct of her commander were highly approved by Rear-Admiral Hope and his successor, the present Sir Graham Moore.

On his return from the Baltic, Lieutenant Morgan was ordered to Plymouth, on which station he continued until July 1814, when the deranged state of his affairs, occasioned by the failure of his prize-brokers at Gottenburg, obliged him most reluctantly to resign the command of the *Barbara*, in order, if possible, to obtain some kind of settlement. During the usurpation of Napoleon Buonaparte, in 1815, he commanded the *Aggressor* gun-brig, to which vessel he was appointed through the kind intervention of Sir George Hope; and subsequently, for a period of nearly two years and a half, the *Pictou* schooner, of 16 guns, on the Irish station. His promotion to the rank of commander took place July 19th, 1821. We here subjoin the copy of a letter addressed to him by Sir Graham Moore, dated at Cobham, Surrey, Mar. 14th, 1827:—

“ Sir,—I yesterday received your letter dated the 5th inst., in which you request of me to give you a certificate of my opinion of your conduct

in command of the *Barbara* schooner, whilst under my orders in the Baltic, in 1813, or that I would represent to the Lords Commissioners of the Admiralty my opinion of you as an officer.

“ I am unwilling to intrude myself on their Lordships without a reasonable pretext for so doing ; but I have no scruple in expressing to you, in answer to your letter, that your conduct while under my orders was that of an active, brave, and zealous officer, and that you stood high in my estimation for your conduct in the *Barbara*, which made an impression on my memory, though, at this moment, I do not remember the particular facts, notwithstanding they were such as gave me a pleasure when I heard of your promotion. As I had no acquaintance with you before we met in the Baltic, the favourable opinion I then formed of you, and which I have ever since retained, was entirely owing to your conduct as an officer. If you conceive that my good opinion of you can be of any service, you are welcome to make use of this letter in furtherance of your views. I remain, with esteem, your obedient and faithful servant.  
(Signed) “ GRAHAM MOORE.”

In 1827, this officer was appointed an inspecting commander in the preventive service ; and in June 1830, the officers of the Whitby coast guard district presented him with a very elegant piece of plate, “ as a grateful testimony of his kind and gentlemanly conduct towards them,” whilst under his superintendence. Since Mar. 1831, he has been employed as inspecting commander of the coast guard at Newhaven. One of his brothers, Dr. Hill Morgan, is a member of the medical board at Bombay ; and another, Hugh, a lieutenant in the royal artillery. Lieutenant William Moore Morgan, R. M., who fell at the battle of Algiers, while serving on board the *Granicus* frigate, was also similarly related to him.

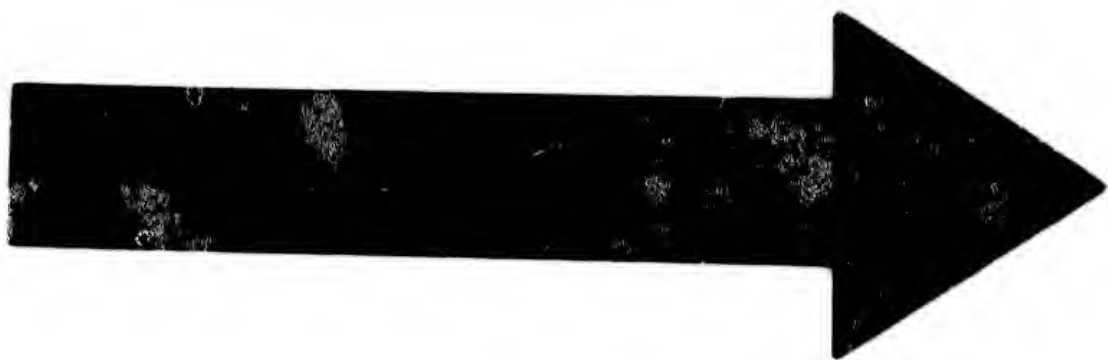
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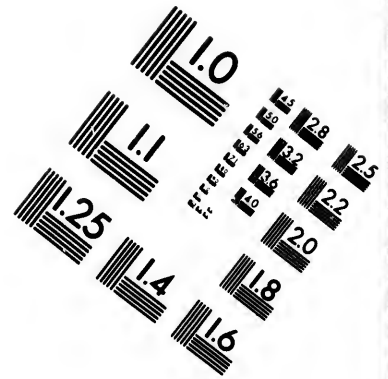
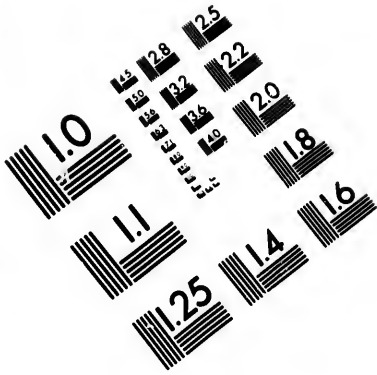
### THOMAS EDMUND COLE, Esq.

Was made a lieutenant on the 15th July, 1806 ; promoted to his present rank in July 1821 ; and appointed an inspecting commander in the coast guard service, Mar. 10th, 1831. He married, in Feb. 1824, Rebecca, eldest daughter of John Evans, Esq., mayor of Saltash.

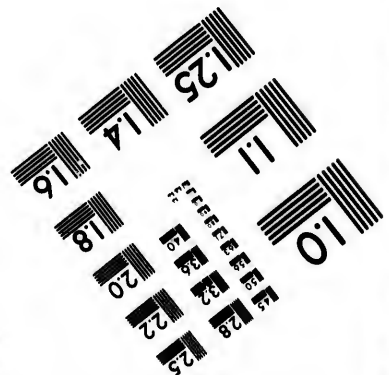
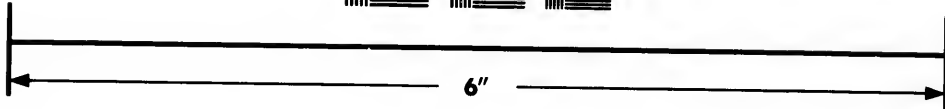
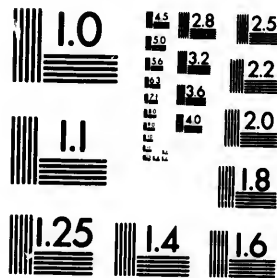
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## WILLIAM MARTIN, Esq.

THIRD son of Mr. Thomas Martin, of Spring Mount, co. Cork, Ireland; a gentleman well known to the government of that kingdom, during the rebellion, as a magistrate and the commander of a corps of yeomanry, who, by his activity and zeal, helped to maintain the peace of his district, obtained himself the good will of the neighbouring gentry, and secured the esteem of General Myers, then commanding at Cork and in the surrounding country.

Mr. William Martin was born near the village of Glamuir, about three miles from Cork, in 1783; and entered the royal navy under the auspices of General Myers, as midshipman on board the *Dryad* frigate, Captain Charles John Moore Mansfield, employed on the Irish station, where he continued from 1799 until 1802. During the ensuing four years, he served under the same highly respectable officer, in the *Minotaur* 74, which ship, on the 28th May, 1803, captured the French frigate *Franchise*, of 44 guns, with a reduced complement of 187 men, returning from St. Domingo. She also formed part of Nelson's fleet at the glorious battle of Trafalgar.

On the 1st Aug. 1806, Mr. Martin was promoted into the *Saturn* 74, Captain Lord Amelius Beauclerk, then employed on the Mediterranean station, and subsequently exposed to much peril, in consequence of getting on shore near Cadiz light-house, when returning home for the purpose of undergoing repair. Notwithstanding the difficulty of the service, however, this ship was dismantled and hove down, at Gibraltar, (both garboard strakes out,) re-equipped, and at sea, with the homeward bound trade under her protection, in the space of six weeks from the time of the accident.

Lieutenant Martin now obtained a short respite from active service, but soon joined the *Ardent* 64, fitting out for the reception of troops destined to Bermuda. On his return from thence, he was removed into the *Magnet* sloop, Commander John Smith (*a*), under whom he served for some time, and saw much boat service at the entrance of the Ger-

man rivers. His next appointment was to the *Lion* 64, Captain (now Sir Henry) Heathcote, in which ship he proceeded to the Cape of Good Hope, Madras, Penang, and China. Whilst in the vicinity of Canton, he volunteered his services, obtained the command of the launch, and went in quest of two American ships from Manilla, reported to be trafficking among the neighbouring islands, and consequently ordered to be detained. The other boats being then employed at a considerable distance from the *Lion*, his whole force consisted of only twenty men. Scarcely had he arrived at the appointed rendezvous, when five piratical vessels were discovered, each about thirty tons burthen, mounting four or five small guns, and having on board at least thirty men. By these the launch was vigorously attacked; but after an obstinate conflict of two hours and a half, during which they made two unsuccessful attempts to run her down, she compelled them to retreat. In this affair, Lieutenant Martin and eighteen of his gallant companions were wounded.

We next find Lieutenant Martin in the *Albion* 74, Captain (now Sir John Ferris) Devonshire, cruising on the North American station, from whence he returned home in the *Sceptre* 74, commanded by the same officer, in 1814. On the 19th July, 1818, he was appointed first lieutenant of the *Creole* frigate, acting Captain W. B. Dashwood, fitting out to receive the broad pendant of Commodore Bowles, then commanding on the coast of South America, where he had the mortification to be removed into the worn-out *Amphion*, notwithstanding an assurance received from the Board of Admiralty that he would not be superseded.

The *Amphion*, into which ship Captain Dashwood was posted, was then under orders for England, and considered hardly seaworthy; the lower masts were so much decayed, that it was found necessary to rig her as a bark, and to reef the fore and main-top-masts to a third down: the hand-pumps were obliged to be kept going the whole of the passage home. In this state she arrived at Deptford, and was immediately ordered to be put out of commission.

On the 18th Nov. 1819, in consideration of his services

and the strong recommendation of Captain Dashwood, to whom he first became known on joining the Creole, Lieutenant Martin was appointed to the command of the Clinker gun-brig, fitting out for the Newfoundland station, where we find him performing the anomalous duties of a naval surrogate, and, in April 1821, receiving an address of which the following is a copy :

“ Sir,—We the undersigned inhabitants of Harbour Grace, having learnt with sentiments of regret that duty now obliges you to leave us, and thereby vacate that department which during your stay amongst us you have so worthily, nay, impartially filled, conceive ourselves bound to return you our most sincere thanks for, and to express to you our unanimous approbation of, your conduct while filling the truly important situation of Surrogate to the Bay, since the resignation of your predecessor, the Rev. Mr. Leigh. Nor can we but admire the wisdom, and the zeal for the public good evinced by his Excellency \* in having thus selected so worthy a successor to our late Surrogate. By your appointment, Sir, his Excellency has clearly manifested his desire that justice should be impartially administered; nor can stronger proofs of its being so be given than the contented and tranquil state which all classes exhibit at the present period. Such contentment and tranquillity of the people is perhaps a better proof than any language, however copious or eloquent, could possibly convey. Accept then, Sir, our united thanks and sentiments of approbation; and, as the conduct of every good man should be held forth as a model to posterity, so it shall be our province to hand your's down to our own and the future inhabitants of Harbour Grace. We have the honor to be, Sir, with sentiments of unfeigned respect and sincerity, your most obedient and truly humble servants.”

(Signed by all the principal inhabitants.)

“ To Lieut. William Martin,

“ Commanding H. M. brig Clinker.”

The following are copies of two letters subsequently addressed to Lieutenant Martin :—

“ H. M. S. Egeria, Newfoundland, 26th April, 1821.

“ Dear Sir,—It is with infinite pleasure that I offer you my congratulations on finding you have so satisfactorily terminated your judicial duties at Harbour Grace, as it so honorably appears in the paper of to-day. The address cannot fail, I think, of accelerating that promotion which you have so sanguinely looked for, and, as I am assured by all who have

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\* Vice-Admiral Sir Charles Hamilton, Bart., Governor of Newfoundland.

known you long, so *well deserved*. Until I accidentally met you at this place, I had not the pleasure of ever seeing you; but since that period, I have had repeated proofs of your zeal and attention to all your duties, which has created in me an anxious feeling in your welfare; and I confidently hope that the address which has been presented to you will be as highly appreciated at home as I have reason to know it is in this island, more particularly so at this period, when a petition has been forwarded to England, complaining of the present system of administering justice in this country, which the address alluded to most clearly contradicts. Wishing you every success, believe me, dear Sir, very faithfully yours,

(Signed) "J. TOUR NICOLAS, Captain."

"P. S.—I am told you are to go to the southward, under my orders; and I can only say, that had I had to make the solicitation I should have asked for the Clinker; hence I am much pleased with the arrangement."

"Admiralty, 10th July, 1821.

"Sir,—I am desired by Lord Melville to acknowledge the receipt of your letter of the 25th of April, with the satisfactory testimonial herewith returned, the contents of which have been placed upon record; and to acquaint you that a note has been made of your application, and that your claims will be brought under consideration, with those of other officers, in case any general promotion should take place. I am, Sir, &c. &c.

(Signed) "R. H. HAY."

In the mean time, Lieutenant Martin had been ordered by Sir Charles Hamilton to explore the Grand Esquimaux Inlet, and from thence to proceed to the northward in order to find out and communicate with the different stations of the Moravian missionaries on the coast of Labrador. In performing the first part of this service, he skirted much field ice, passed numerous bergs, communicated with the mountaineer Indians near a fishing station about 100 miles from the entrance of the inlet, and, leaving the Clinker at an anchor there, on account of the shallowness of the water, proceeded in a canoe until his further progress was prevented by a magnificent waterfall, on the morning of the third day. His coasting voyage from the entrance of the inlet to Okak, the northernmost settlement, was most harassing, and pregnant with danger. On his arrival at that and the other stations he had been sent to visit, he was received with great joy, no vessel of any kind, except their own annual brig, having been there for fifty years preceding. On his return to St. John's, Newfoundland, after an absence of exactly three months, he found

that the Lords of the Admiralty had been pleased to promote him to the rank of commander, by commission dated July 19th, 1821. He returned home passenger on board the *Egeria* in May 1822. Letters, of which the following are copies, were subsequently received by him from the secretary to the "Church of the United Brethren:"—

*London, April 30th, 1822.*

"Dear Sir,—Your very obliging letter of the 19th Nov. 1821, ought not to have remained so long unanswered, but I have been nearly the whole of last winter travelling in different parts of England. I received it in Yorkshire, and intended on my return to town to desire Mr. Barrow to forward my answer to you.

"Your account of your visit to our settlements on the coast of Labrador was highly gratifying to me and to our whole society, as likewise to all who have read it. The testimony you are pleased to bear to the character of the missionaries, and to that of the Esquimaux congregations, cannot but be important to those who wish to have such evidence that Christianity has not only been adopted as a system, but that it has brought about a favorable change of heart, mind, and conduct, in a people naturally ignorant and barbarous. This you kindly declare to have witnessed. I can assure you, dear Sir, that if you were gratified, our missionaries were likewise highly delighted with your visit. Both in their official reports and in private letters to me they express themselves in the most lively manner of the sense they have of your goodness, affability, and generous conduct towards the Esquimaux. They feel particularly grateful to you for the good order and discipline you maintained among your crew, insomuch that all their fears of injury to their flocks were immediately quelled. You have thus been a messenger of peace to the Esquimaux, who now declare that their old suspicion that the King of England and his people were not their friends, is now entirely done away with; for that they see that they only mean to do them good. The missionaries feel greatly indebted to his Excellency the Governor of Newfoundland, for having appointed you to command that expedition, and are desirous, if you do me the honor of a visit, that I should express to you once more their esteem and affection, and their thankfulness for the precautionary measures you adopted to keep them from every kind of disturbance. I join them in assurances of sincere regard and esteem, and remain ever, dear Sir, your most obedient and humble servant,

(Signed) "C. F. LATROBE.

*London, Feb. 22d, 1823.*

"Dear Sir,—It was with great pleasure that I received your very obliging letter of the 6th inst., and I sit down to thank you for it, and for that good will you express towards the institution of our church on



the coast of Labrador. Your visit to our missionaries will always be remembered by them, and the Esquimaux under their care, with the greatest delight; and the strict discipline you kept up on board your ship, more particularly claims their gratitude, as it contributed so greatly to lessen the anxiety they first felt on the approach of a ship of war, of the conduct of whose crew they could not form very favorable expectations. Captain Booth, who visited that coast this year, though willing to do all and every thing that could satisfy the missionaries, did not seem to have been aware of the necessity of using the same caution, though we have not had any particular complaint of the conduct of the crew. They, however, bartered a good deal with the Esquimaux, who, as you know and justly observe, are like children, and will give away their most useful and necessary articles, even such as their me-yaks, and fishing and hunting implements, upon which their existence depends, for any gewgaw or unnecessary thing that happens to please their fancy. I did not hear that they bartered any thing for gin or brandy. The missionaries, however, perceiving what was going on, not only gave the Esquimaux a caution, but spoke to Captain Booth, and he very properly made his men disgorge and return their bargains, for which they, the Esquimaux, were very thankful. Captain Booth called upon me some time ago, and seemed much pleased with his visit to Labrador. I am very sorry that I missed your kind call in June last. I went in May with my son to the continent. The observations you make respecting the visits of ships of war to the coast of Labrador, are indeed very just. Unless conducted in the manner you did, they would necessarily have a very pernicious effect upon the mission; and we hope, that as no particular object can be obtained by them, that it will not become a common practice. You, however, may always consider yourself a privileged man, and to see you will always give the missionaries the greatest pleasure. Indeed, if it were not for the danger of communication between the Esquimaux and the crews, they would only have to regret that such visits must necessarily occur in fine weather only, and when our own vessel is there; and they have so much to do then in the concerns of their ship, that they cannot pay that attention to visitors at that time which they would wish to do. When my friend Lord Gambier was governor at Newfoundland, he intended to send a sloop of war up the coast, to survey it, which would be of great use to us; but he was soon recalled to his station at the Admiralty. Not only do I thank you for your most judicious remarks on the visits of ships of war to our settlements, but more especially do I feel grateful for the spirit which dictates them, and for the true sense you shew of the value of the mission, as it affects the spiritual and temporal welfare of a race of men formerly the most brutal and savage. You have with your eyes seen the change wrought by the Divine power of the gospel of Christ; for nothing else has brought it about. To those who love God and their neighbour as themselves, such manifesta-

tions and proofs of his mercy towards mankind, revealed in the gospel of our Saviour, are delightful and most encouraging. With the sincerest esteem I remain ever, dear Sir, your most obliged and affectionate servant,  
 (Signed) "C. F. LATROBE."

The subject of this memoir has been twice married,—1st, in 1816, to Miss Henning, daughter of one of the senior pursers in the royal navy, which lady died in Ireland shortly after his return from Newfoundland: 2dly, in 1830, to a Miss O' Donnoghue, with whom, and his two surviving children by his first wife, he has ever since resided at his birth-place, near Glamuir. One of his brothers, Robert, a medical man of some eminence, was senior physician to the fever hospital at Cork, where he fell a victim to the effects of a malady he had successfully treated for years. Another brother, Thomas, went out as a cadet to India, where he entered His Majesty's service, and acted as aide-de-camp to Lord Lake, until the regiment to which he belonged, the 19th light dragoons, received orders for England, when, his health being much impaired by the climate, he came home and retired on half-pay.

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### WILLIAM PEARCE STANLEY, Esq.

Is, we believe, a freeholder of Northumberlandshire. He entered the royal navy in Mar. 1798, as midshipman on board the *Diomedé* 50, Captain the Hon. Charles Elphinstone (now Vice-Admiral Fleming), under whom he served on various stations until Feb. 1801, when he joined the *Adamant* 50, Captain the Hon. (now Sir William) Hotham, in which ship he returned home from the Cape of Good Hope, about Nov. following. We subsequently find him in the *Trusty* 50, Captain Daniel O. Guion, and *Conflict* gun-brig, the latter employed on Channel service, during the peace of Amiens. On the renewal of hostilities, he rejoined his first captain, then commanding the *Egyptienne* frigate, in which he assisted at the capture of two French corvettes and one large privateer, and was present at the defeat of the combined

fleets of France and Spain, by the fleet under Sir Robert Calder, July 22d, 1805.

In Oct. following, Mr. Stanley was removed into the *Superb* 74, bearing the flag of the late Sir John T. Duckworth, whom he accompanied to the West Indies in pursuit of a French squadron. He there joined the *Northumberland* 74, flagship of the Hon. (afterwards Sir Alexander I.) Cochrane, under whom he bore a part at the battle of St. Domingo, Feb. 6th, 1806. On the return of that ship to Barbadoes, he received an order to act as lieutenant; but this appointment was not confirmed by the Admiralty until Aug. 15th following.

On the 3d of the ensuing month, Mr. Stanley was appointed to the *Pheasant* sloop, commanded by the late Captain John Palmer, under whom he served as first lieutenant, on the South American, African, West Indian, Newfoundland, Guernsey, and Plymouth stations, until July 1814, a period of nearly eight years. In Jan. 1807, he commanded that sloop, employed in the blockade of the Spanish gun-vessels at Monte Video, during the absence of Captain Palmer, then attached to the army on shore under Sir Samuel Auchmuty. After the storming of that fortress, he assisted in taking possession of Colonia del Sacramento; and subsequently in capturing, at different periods, several French privateers and various other vessels\*.

Lieutenant Stanley's next appointment was to be first of the *Ethalion* 42, Captain William Hugh Dobbie, in which ship he continued for a few months on the Irish station. From Sept. 18th, 1815, until Oct. 13th, 1818, he was first of the *Tiber* frigate, Captain James Richard Dacres. In April 1819, he obtained the command of the *Swallow* revenue cutter, of 165 tons, mounting six 6-pounder carronades and two small brass guns, with a complement of thirty-seven men and boys. On the 27th Feb. 1821, he captured in the North Sea, after a long chase and running fight, the *Idas* smuggling cutter, of 177 tons, having on board 700 tubs of spirits and about 50

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\* See Suppl. Part III. p. 405.

bales of tobacco. During the chase, and after getting for a time out of gun-shot, the greater part of this vessel's cargo and the whole of her guns, which appear to have been 9-pounders, were thrown overboard; and when the Swallow got alongside at night, she found her abandoned by her lawless crew, about thirty in number, though four or five leagues from the land. It afterwards appeared that three of them had been killed and several wounded. The Swallow had two men wounded. Both cutters suffered severely in sails and rigging. On the 19th July following, Lieutenant Stanley was promoted to the rank of commander.

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### ROBERT GORE, Esq.

Was made a lieutenant on the 6th Dec. 1813; and appointed to the Horatio frigate, Captain William Henry Dillon, Jan. 26th, 1814. The manner in which that ship was employed until the beginning of 1817, when she was paid off on her return from the East Indies, will be seen by reference to Suppl. Part I. p. 307, *et seq.* His next appointment was Aug. 6th, 1819, to the Leander 60, fitting out for the flag of Sir Henry Blackwood, Bart., commander-in-chief on the East India station, where he was serving when promoted to his present rank, July 23d, 1821. He subsequently commanded the Satellite 18.

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### ROBERT BALDEY, Esq.

Was made a lieutenant on the 27th Sept. 1809. At the close of the war, in 1814, we find him serving as first of the Sapphire sloop, successively commanded by Captains Henry Haynes and Adam Brown, on the Jamaica station. He subsequently commanded two small vessels, the Variable and Decouverte, in the latter of which, an American-built schooner, of 12 guns, he conveyed the celebrated Bolivar, with several of his near relations, from the Spanish Main to Port

Royal, in 1815 \*. His next appointment was, we believe, Sept. 1st, 1818, to be senior lieutenant of the *Leven* 24, Captain David Ewen Bartholomew, on whose demise, after surveying the whole of the Azores, part of the African coast, and some of the Cape Verd Islands, he succeeded to the command of that ship, at the island of Mayo, Feb. 19th, 1821. He afterwards endeavoured to make a survey of the River Gambia; but from the water being so very shoal for some miles to seaward, it was found impossible to accomplish the object without risking the ship. He returned to Spithead, July 23d, 1821, and was promoted to the rank of commander on the 26th of the same month. The *Leven* was soon afterwards paid off at Woolwich.

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### MATTHEW LIDDON, Esq.

SERVED as midshipman on board the *Thames* frigate, commanded by the present Lord Radstock, on the Mediterranean station, and was employed in her boats at the capture and destruction of seven heavy gun-vessels, five armed scampavias, &c., and thirty-one sail of transports, laden with stores and provisions for Murat's army at Scylla, July 25th, 1810 †. He was made a lieutenant on the 3d May 1811; and appointed to the *Maidstone* frigate, Captain George Burdett, Nov. 6th following. During the war between Great Britain and the United States, he appears to have assisted in capturing several of the enemy's armed vessels, in the Bay of Fundy and at the mouth of the Rappahannock river ‡. Towards the close of that contest, he exchanged from the *Maidstone*, then commanded by Captain William Skipsey, into the *Hogue* 74, Captain the Hon. Thomas Bladen Capel, on the Halifax station; and in Jan. 1819, he was appointed to the command of the *Griper* brig, selected by his friend Lieutenant (now Sir William Edward) Parry, to accompany him in an

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\* See Suppl. Part II. p. 45, *et seq.*

† See Suppl. Part I. pp. 190—192.

‡ See Vol. II. Part II, p. 576; and Suppl. Part I. p. 365, *et seq.*

expedition to the Arctic Seas, the proceedings and result of which have been fully detailed in Suppl. Part IV. pp. 318—353. He paid off the Griper, at Deptford, Dec. 21st, 1820; obtained the rank of commander on the 8th Nov. 1821; and married, in 1827, Ann, only daughter of the late Samuel Bilke, Esq. of Stamford Street, Blackfriars.

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**GEORGE HUTCHISON, Esq.**

Was made a lieutenant on the 11th Nov. 1806; and promoted to the rank of commander Nov. 9th, 1821.

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**ARTHUR LEE WARNER, Esq.**

OBTAINED his first commission on the 6th Dec. 1813; and was promoted to the command of the Esk sloop, on the Jamaica station, Nov. 22d, 1821.

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**JOHN LEIGH BECKFORD, Esq.**

SON of F. L. Beckford, Esq., of Southampton. His first commission bears date Nov. 27th, 1810. He subsequently served under Captains Lucius Curtis and Bentinck C. Doyle, in the Madagascar frigate. His last appointment was, Oct. 2d, 1819, to be flag-lieutenant to Rear-Admiral (now Sir Robert Waller) Otway, commander-in-chief at Leith, where he continued for the usual period of three years. His promotion to the rank of commander took place on the 30th Nov. 1821.

This officer married, Nov. 6th, 1828, Harriet, fourth daughter of George Ward, Esq. of Northwood Park, Isle of Wight.

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**HENRY MAINGY, Esq.**

OBTAINED his first commission in Sept. 1806; and served as senior lieutenant under Captain Henry Prescott, in the Fylla

20, and Eridanus 36, from the beginning of 1813 until the final cessation of hostilities in 1815. His subsequent appointments were, Mar. 8th, 1816, to the Spencer 76, Captain Richard Raggett, stationed as a guard-ship at Portsmouth; and, July 5th, 1821, to the Royal George yacht, Captain (now Rear-Admiral) the Hon. Sir Charles Paget, under whom he had the honour of accompanying King George IV. to Ireland. His promotion to the rank of commander took place on the 14th Dec. 1821.

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### GEORGE MORISON KING, Esq.

OBTAINED his first commission in Oct. 1814; and was wounded while serving as ninth lieutenant of Lord Exmouth's flag-ship, the Queen Charlotte, at the memorable battle of Algiers. We next find him in the Royal George yacht, Captain the Hon. Sir Charles Paget, under whom he had the honor of accompanying his late Majesty to Ireland. He was promoted to his present rank on the 14th Dec. 1821. His last appointment was, Feb. 2d, 1823, to be an inspecting commander in the coast guard service. In 1832, the officers and men of the Carrickfergus district, late under his superintendence, presented him with a handsome snuff-box, "as a testimony of their respect and esteem."

Commander G. M. King married, June 27th, 1825, Anne Sarah, relict of Francis Hoey, Esq., of Dungan's Town, co. Wicklow; and sister to Matthew Forde, Esq., M. P. for County Down.

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### DIGBY MARSH, Esq.

WE first find serving as midshipman under the late Captain Sir George Ralph Collier, and employed in a boat belonging to the Surveillante frigate, at the capture of a French merchant brig, between the batteries of St. Guildas and St. Jacques, in Quiberon Bay, Sept. 5th, 1810.

During the ensuing three years he was engaged in a variety of active and important services on the north coast of Spain, the detail of which will be found in Vol. II. Part II. pp. 521—532. He passed his examination for lieutenant in Mar. 1812; and for his services, particularly at the siege of St. Sebastian, where he appears to have been employed on shore in the breaching batteries, was rewarded with a commission dated Dec. 24th, 1813. He subsequently served on board the Tartar frigate, bearing the broad pendant of Sir George R. Collier, on the African station. He obtained his present rank in Jan. 1822; and was appointed an inspecting commander of the coast guard service, June 6th, 1833.

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### GEORGE BAKER, Esq.

SECOND son of Sir Robert Baker, Knt., Treasurer to the county of Middlesex, and late chief magistrate of Bow Street, by Harriet, daughter of Anthony Aufrère, Esq., of Hoveton Hall, Norfolk, whose ancestor, a French marquis, came over with his family to England at the revocation of the edict of Nantes.

This officer was born at London, May 3d, 1795. He entered the royal navy as midshipman on board the Amazon frigate, Captain (now Sir William) Parker, Aug. 23d, 1808; subsequently served under the late Sir Henry Hotham, in the Northumberland 74; and was present at the destruction of two large French frigates and a national brig, near l'Orient, May 22d, 1812\*. He afterwards successively joined the Pembroke 74, Ville de Paris 110, and Superb 74; the former ship commanded by the late Sir James Brisbane, and the two latter bearing the flags of Sir Harry Neale, and Sir Henry Hotham. Previous to the receipt of his first commission, which appears to have been antedated, in order to give him rank as lieutenant from Mar. 7th, 1815, he had acted as such under Captains the Hon.

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\* See Vol. I. Part II. pp. 618—621.



F. W. Aylmer and W. Fairbrother Carroll, in the *Pactolus* 38, and *Cyrus* 20. His subsequent appointments were, Nov. 20th, 1818, to the *Dauntless* 26, Captain the Hon. Valentine Gardner, fitting out for the East Indies; and May 11th, 1820, to the *Leander* 60, bearing the flag of the Hon. Sir Henry Blackwood, commander-in-chief on that station; of which latter ship Mr. Baker was first lieutenant for six months prior to his promotion. He obtained his present rank Jan. 17th, 1822; and married, Jan. 17th, 1827, Elizabeth Octavia, fourth daughter of the late William Harding, Esq., of Baraset House, Warwickshire.

Commander Baker's eldest brother, a midshipman, died in 1809, of yellow fever, on board H. M. ship *Garland*, in the West Indies; his two younger brothers are in the Madras army.

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### JOHN RUSSELL (*t*), Esq.

*M. P. for Kinsale.*

SON of Lord William Russell. Was made lieutenant in July 1815; and promoted to the rank of commander on the 29th Jan. 1822. He married, Aug. 21st following, Sophia, only daughter of the late Colonel Coussmaker, by his wife the Hon. Catherine Southwell Clifford, eldest sister to Edward last Lord De Clifford. In Feb. 1833, the King was pleased to direct letters patent to be passed under the Great Seal, declaring Mrs. Russell Baroness De Clifford, she being the eldest co-heir and representative of the late Baron, and as such, eldest co-heir of the ancient barony of De Clifford.

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### HON. COOTE HELY HUTCHINSON.

BROTHER to the Earl of Donoughmore, was made lieutenant in Nov. 1817; appointed to the *Phaëton* frigate, Captain (now Sir William Augustus) Montagu, fitting out for the Halifax station, Nov. 1st, 1819; and promoted to the rank of commander Jan. 29th, 1822. He married, in 1834, Sophia, daughter of Sir S. S. Hutchinson, Bart.

### SIR JAMES EVERARD HOME, BART., F. R. S.

ELDEST son of the late Sir Everard Home, Bart., F. R. S., Sergeant-Surgeon to His Majesty, and Physician of the Royal Hospital, Chelsea, by Jane, daughter and co-heir of the Rev. James Tunstall, D. D.

This officer, who is of ancient Scottish lineage, was born in Sackville Street, Piccadilly, on the 25th Oct. 1798; received his education at Westminster School; and first embarked as midshipman on board the Euryalus frigate, Captain the Hon. George H. L. Dundas, about to sail for the Mediterranean station, April 10th, 1810. We next find him, in Aug. 1812, joining the Malta 80, flag-ship of the late Sir Benjamin Hallowell Carew, with whom he returned home, after the conclusion of hostilities with France, in 1814. He subsequently served under the flag of the same distinguished officer, on board the Tonnant 80, at Cork. In Nov. 1817, he was removed to the Sybille frigate, fitting out for the flag of Sir Home Popham, commander-in-chief on the Jamaica station, where he appears to have been promoted into the Pique 36, Captain John Mackellar, July 14th, 1818. His next appointment was, May 17th, 1821, to the Helicon 10, Commander William Robert Dawkins, in which sloop he continued on the home station, until advanced to his present rank, Jan. 29th, 1822. He became a F. R. S. in April 1825; succeeded to the baronetcy on the demise of his father, Aug. 31st, 1832; and was appointed to the Racehorse sloop, fitting out for the West India station, Feb. 1st, 1834. His brother, William Archibald, is in holy orders; his eldest sister, Jane, is married to Captain Henry Forbes, and his youngest, Charlotte, to Captain Bernard Yeoman, both of the royal navy\*. *dead 1853 Captain of HMS Callisda*

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\* The late Sir Everard Home was one of the most eminent medical men of his day: he embraced the profession of physic at an early age, and practised with the greatest success in the metropolis for more than forty years.

### CHRISTOPHER KNIGHT, Esq.

PASSED his examination in Feb. 1813; obtained a commission on the 14th Dec. 1814; served as lieutenant of the *Impregnable* 104, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers; and subsequently in the *Tartar* frigate, Commodore Sir George Collier, on the African station, where he was employed in command of the *Snapper* gun-brig, when advanced to his present rank by the Admiralty, June 6th, 1822. He returned home passenger on board the *Morgiana* sloop, Nov. 6th following; and is now an inspecting commander in the coast guard service.

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### ALFRED MATTHEWS, Esq.

THIRD surviving son of the late John Matthews, Esq., of Belmont, Herefordshire; and brother to the ingenious author of the "Diary of an Invalid." The first of these very worthy and much esteemed gentlemen represented the above county in parliament for several years, and was colonel of the first regiment of local militia: the latter died soon after his elevation to the bench in the island of Ceylon.

Mr. ALFRED MATTHEWS entered the royal navy in Jan. 1803, (then only eleven years of age,) as midshipman on board the *Culloden* 74, Captain — Lane, from which ship he followed Rear-Admiral (afterwards Sir George) Campbell into the *Canopus* 80. We next find him serving under Captain Benjamin Hallowell\* in the *Tigre* 80, forming part of that compact little squadron which, under the immortal Nelson, pursued the combined fleets of France and Spain to and from the West Indies, thereby saving our colonies from plunder and devastation †.

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\* The late Admiral Sir B. H. Carew, G. C. B.

† The *Tigre*, it will be remembered, was one of a few unlucky ships of the line which, after all the irksomeness of a tedious blockade, and all the anxieties of an arduous chase, lost by a hair's breadth chance their share

After serving through the second Egyptian campaign, from the capture of Alexandria to its evacuation \*, the Tigre returned to England, and Mr. Matthews joined the Iphigenia frigate, Captain Henry Lambert, with whom he visited Quebec, and subsequently proceeded to the Cape station.

In Aug. 1809, whilst cruising off the Mauritius, the Iphigenia accidentally ran on board the Boadicea frigate, and thereby lost her bowsprit and foremast. The next night she got aground under a heavy battery, where she was long exposed to a very severe cannonade. Not thinking it possible to save her, the senior officer of the squadron sent orders to set her on fire; but, after throwing some guns overboard, she was at length got off, through the persevering gallantry and uncommon exertions of her captain, officers, and crew. In July 1810, she formed part of the squadron under Captain (now Sir Josias) Rowley, at the capture of the Isle of Bourbon †.

The disastrous result of an attack made by the Iphigenia and three other frigates, under the orders of Captain Samuel Pym, of the Sirius, upon a French squadron in Grande Port, Isle of France, Aug. 23d, 1810, has been officially described in Suppl. Part II. pp. 164—166. The particular share borne by the Iphigenia in this destructive combat is more fully shewn at p. 169 of the same volume. Her subsequent proceedings, and surrender by capitulation, are narrated in Vol. III. Part I. p. 242, *et seq.*

From this period, Mr. Matthews was a prisoner at Port Louis until the subjugation of the Isle of France in Dec.

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of the glories of Trafalgar. To have been in the immediate vicinity of such a conflict, in such a ship, without any participation in its honors, must doubtless be regarded in the nature of a permanent misfortune; and one which is not much mitigated by the reflection that, under other circumstances, the Tigre's advanced station in the line, her high state of discipline, and, above all, the zeal and devotion of her commander, would too probably have secured her a prominent place in the foreground of that imperishable piece.

\* See Vol. I. Part II. p. 482.

† See Vol. I. Part II. p. 627, *et seq.*

1810. We next find him serving as lieutenant under Captain (now Sir Charles M.) Schomberg, in the *Astræa* frigate, on the Cape station. His promotion to that rank took place Feb. 11th, 1812; and his next appointment, to the *Hermes* 20, Captain the Hon. William Henry Percy, fitting out for the North American station, April 18th, 1814. The circumstances which led to the destruction of the latter ship, on the coast of West Florida, Sept. 5th, 1814, are detailed in two official letters, written by her truly gallant commander, and of which we have given copies in Suppl. Part III. pp. 64—69. In one of them he makes honorable mention of Lieutenant Matthews, who, it appears, assisted him in performing the painful duty of setting the ship on fire, after all the other surviving officers and crew had been safely removed from her. We have only here to add an expression of our regret that the same deliberate valor and seamanlike conduct which were displayed on board the *Hermes*, in the attack upon Fort Bowyer, had not been brought to bear on an adversary of more equal force, in which case a much happier result might have been confidently expected.

After this sanguinary affair, Lieutenant Matthews volunteered to serve with the army acting against New Orleans, and assisted in the successful dash across the Mississippi, on the fatal morning of Jan. 8th, 1815\*. In the following year, he was appointed senior lieutenant of the *Alert* sloop, Commander John Smith (*b*), on the North Sea station, where, in one of that vessel's galleys, he captured a smuggling lugger. In 1817, he took command of the *Drake* revenue cruiser, on the Land's End and Scilly station; and, considering the very low ebb to which the contraband trade has been happily reduced in that quarter, was not unfortunate in the number of his captures. He obtained his present rank on the 19th July, 1822; and subsequently commanded the *Surinam* and *Icarus* sloops, on the West India station. His last voyage appears to have been in an element not much navigated by gentlemen of the naval profession—we allude to his

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\* See Suppl. Part IV. p. 18, *et seq.*

ascent in Mr. Green's balloon from Hereford, Oct. 1827. In describing his aerial excursion, he says, "A field of sheep looked like so many mites crawling about a cheese; a waggon on the Weobly road reminded me of the vehicle of Queen Mab, 'in size no bigger than a hazel nut, drawn by a team of little atomies;' a church like a child's toy, and other things in similar proportion."

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**RIGHT HON. GEORGE VISCOUNT MANDEVILLE,**

*Deputy Lieutenant of, and M. P. for Huntingdonshire.*

ELDEST son of the Duke of Manchester, late Captain-General and Governor of Jamaica. This officer was born on the 9th July, 1799; made a lieutenant on the 20th Nov. 1818; and advanced to the rank of commander July 19th, 1822. He married, Oct. 8th, in the latter year, the daughter of Lady Olivia Sparrow.

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**ROBERT GRAHAM DUNLOP, Esq.**

PASSED his examination, at Portsmouth, in the summer of 1810; and was slightly wounded whilst serving as master's-mate of the *Scipion* 74, (flag-ship of Rear-Admiral the Hon. Robert Stopford,) and employed on shore at the reduction of Java, in 1811. His first commission bears date Feb. 7th, 1812. In the following year, being then a lieutenant of the *Surveillante* frigate, Captain Sir George R. Collier, on the north coast of Spain, he was again wounded, in one of the breaching batteries on the Chofre sand-hills, opened against the walls of St. Sebastian. He subsequently joined the *Porcupine* 22, flag-ship of the late Sir Charles V. Penrose, and was very actively employed in co-operation with Wellington's army in the neighbourhood of Bayonne and Bourdeaux\*.

On the 2d April, 1814, the advanced boats of the British

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\* See Suppl. Part II. pp. 276—293.

squadron in the river Gironde, under Lieutenant Dunlop, were despatched in pursuit of a French flotilla, pushing down from Blaye to Talmont. On their approach, the whole of the enemy's vessels ran on shore near the citadel of Blaye, from whence two hundred soldiers marched out to protect them, although their crews were greatly superior in number to the attacking party. A smart fire was also kept up from the citadel; but nothing could check the ardour of our gallant countrymen, who dashed on, landed, charged the enemy, drove them with great loss into the woods, and kept possession of the beach until the tide allowed the greater part of the vessels to be brought off. They consisted of one brig mounting six long 18-pounders, a fine schooner, six gun-boats, three armed chasse-marées, and an imperial barge, rowing twenty-six oars, which latter trophy was sent home as a present to H. R. H. the Prince Regent. Another brig of the same force as the above, two gun-boats, and one chasse-marée, were set on fire and destroyed. This service was performed with the loss of two seamen missing, and fourteen men wounded.

We soon afterwards find Lieutenant Dunlop rejoining Sir George Collier, in the *Leander* 58, fitting out for the Halifax station. In this ship he assisted at the capture of the United States' brig *Rattlesnake*, pierced for 20 guns, with a complement of 131 men; and the *Prince De Neufchatel*, a fine American privateer schooner, of 18 guns and 135 men. He likewise assisted at the recapture of H. M. 20-gun ship *Levant*, near Porto Praya, Mar. 11th, 1815.

From this period we lose sight of Lieutenant Dunlop until his appointment, Mar. 21st, 1821, to the *Glasgow* 50, Captain (now Sir Bentinck C.) Doyle, fitting out for the East India station; where he was promoted to the command of the *Sophie* sloop, July 20th, 1822.

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### THOMAS PORTER, Esq.

Was made a lieutenant on the 27th July 1814; appointed to the *Andromache* 44, Captain William Henry Shirreff, fitting out for South America, Sept. 5th, 1817; removed to the *Superb* 78, bearing the broad pendant of Sir Thomas M. Hardy, commander-in-chief on that station, May 10th, 1821; and promoted to the command of the *Alacrity* sloop, Aug. 26th, 1822. He returned from Brazil to Portsmouth, bringing home 1,000,000 dollars, July 19th, 1823.

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### JAMES LOWRY, Esq.

Was made a lieutenant on the 28th Jan. 1802; and appointed first of the *Ajax* 74, commanded by that excellent officer, Captain (now Sir Robert Waller) Otway, about July 1809. In 1812, we find him an agent of transports; and in 1821, commanding the *Cameleon* revenue cutter, on the Portsmouth station. He was promoted to his present rank on the 12th Sept. 1822, previous to which his vessel had formed part of the squadron employed in escorting King George IV. to Scotland.

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### DANIEL JAMES WOODRIFF, Esq.

ELDEST son of Captain Daniel Woodriff, R. N., C. B., of the Royal Hospital at Greenwich, whose heroic defence of the *Calcutta* 50, against a French squadron, consisting of one three decker, four 74-gun ships, three frigates of the largest class, and two brigs, thereby preserving a valuable fleet of merchantmen under his convoy from capture, we have recorded in Vol. II. Part II. p. 541, *et seq.*

Mr. DANIEL JAMES WOODRIFF first went to sea in the *Endymion* 44, armed *en flûte*, and commanded by his father (then a lieutenant), which ship was totally lost, in 1790, upon a rock previously unknown, (and which has ever since retained



her name), situated about nine miles S. W. b. W. from the middle of the southern sand isle of the Turks Islands in the West Indian sea, on which occasion, fatal as it was, that gallant and worthy officer had the satisfaction of seeing every person, except one man, safe off the wreck before he quitted it, the ship then under water as far aft as the capstan.

In 1792, Mr. D. J. Woodriff accompanied his father in circumnavigating the globe, the latter gentleman having been appointed to a peculiar service, the principal object of which voyage was to afford relief to the then infant colony of Port Jackson, in New South Wales.

On the 1st. Aug. 1801, the subject of this memoir embarked as midshipman on board the Princess Charlotte frigate, bearing the flag of Lord Gardner, on the Irish station, and commanded by his son, the Hon. Francis F. Gardner. Whilst belonging to this ship, he was detached in an open boat (in charge of a lieutenant) from Cork, to proceed round the coast and into the lakes of Killarney, to meet and salute the Viceroy, which, after much difficulty, was accomplished. We are induced to mention this circumstance, from the supposition that the Princess Charlotte's was probably the first boat from a man-of-war which did so, and possibly the last.

On the 1st Feb. 1803, Mr. Woodriff rejoined his father, then commanding the Calcutta, armed *en flûte*, and preparing to convey 450 convicts of both sexes, to Port Philip, in Bass's Straits, for the purpose of forming a settlement on the southern extremity of New Holland. An outline of that ship's voyage out and home has been given in Vol. II. Part II. p. 541. During her stay at Port Philip, Mr. Woodriff went on many excursions for the purpose of exploring the country, and often suffered much from the want of water when bewildered in the woods. On one occasion, having landed at a considerable distance from the ship, in company with some other gentlemen, his boat was swept away from the beach and carried by the tide to a distance of about twenty-five miles along the coast, leaving the exploring party and boat's crew with nothing to eat or drink. Fortunately they had the means of kindling a fire, by which, after dark, they sat,

sung, told stories, and, one after the other, sank to sleep, but not without experiencing previously the usual craving of hunger and thirst. At day-light next morning, they ascended trees on the highest ground, but could not see anything of the boat, nor any movement from the ship; indeed they had no reason to expect any relief from her, as they had been supplied with provisions and water for several days consumption. They now, as on the preceding day, eat a few shell fish, which, although a momentary alleviation of hunger, increased their thirst; and drank some brackish water, which at the moment seemed a relief, but the temporary gratification was the certain precursor of increased want of drink, accompanied by an inward burning. At length, however, after passing many hours in this unenviable manner, they succeeded in attracting the notice of the colonial boat, which had left the settlement for the purpose of fishing, and had not any previous knowledge of their situation; the scanty supply of bread and other refreshments which her limited means afforded them was most acceptable—it was indeed a luxury. Their own boat they succeeded in rescuing just as she was about to enter a heavy surf.

On the 11th Oct. 1804, Mr. Woodriff was removed to the *Bellerophon* 74, in which ship, successively commanded by Captains John Loving, and John Cooke\*, Lieutenant William Pryce Cumby, and Captain Edward Rotherham, he served on the Channel and Mediterranean stations upwards of three years. The following is an extract of a certificate which he received from Captain Cooke's immediate successor:—

“His conduct during the action off Cape Trafalgar, on the 21st Oct. 1805, was highly spirited and meritorious, as I had frequent occasion to remark from his being stationed under my immediate notice on the quarter-deck. (Signed) “W. P. CUMBY.”

The *Bellerophon* on this memorable occasion, had no less than 150 officers and men killed and wounded. In the gales of wind after the action, she rolled and laboured much, being very light, and greatly damaged both below and aloft: the

\* Killed at Trafalgar,—see Vol. II. Part II. p. 968, *et seq.*

numerous wounded were consequently great sufferers. In order to relieve them as much as possible, Lieutenant Cumby, who, with the other commissioned officers was most anxiously engaged on deck, directed Mr. Woodriff to do what he could; whereupon he conceived the idea of nailing capstan bars and other spars longitudinally upon the deck of the captain's cabin, at such a distance from each other as only to admit one bed between two bars tightly. This experiment succeeded, for the fine fellows were thus rendered as comfortable as they possibly could be, in so disabled a ship, in such bad weather, at sea. In addition to the approbation and thanks of his commander and the surgeon, Mr. Woodriff, when attending the removal of the sick and wounded to Gibraltar hospital, had the gratification of hearing those gallant men utter many expressions of gratitude for the relief he had afforded them, and for his constant endeavours to alleviate their sufferings.

In Oct. 1807, the petty officers and crew of the *Bellerophon* were turned over to the *Bedford* 74, Captain James Walker, previous to which Mr. Woodriff had been entrusted with the charge of a watch. On the 11th Dec. following, he was promoted to the rank of lieutenant; and soon afterwards appointed to the *Polyphemus* 64, Captain Peter Heywood, in which ship he continued only for a few months, in consequence of her being ordered to hoist the flag of Vice-Admiral B. S. Rowley, commander-in-chief on the Jamaica station; by one of whose followers he was superseded about May 1808. In the course of the same year he received an appointment to the *Achille* 74; and, while waiting at Plymouth for an opportunity to join that ship, we find him very active in subduing a fire which had broken out in the hemp-house, threatening the adjacent stores, &c. with destruction.

On the 19th Mar. 1809, being then still at Plymouth, Lieutenant Woodriff was appointed second of the *Solebay* frigate, commanded by Commodore E. H. Columbine, who, on being nominated governor of Sierra Leone, with orders to examine the windward coast of Africa, had applied for him to assist in the surveys and drawings.

The *Solebay* arrived at Gorée on the 24th June 1809, when

an expedition was immediately projected and agreed upon between Commodore Columbine and Major Maxwell, governor of that island, for the purpose of attacking Senegal, then a French settlement, garrisoned by four hundred regular soldiers, militia, and volunteers; and protected by seven vessels mounting thirty-five guns of different calibre. On the 4th July, she sailed, accompanied by the *Derwent* sloop, Commander Frederick Parker; *Tigress* gun-brig, Lieutenant Richard Bones; seven gun-vessels mounting altogether eighteen carronades, three field-pieces, and one howitzer; nineteen armed boats, with necessary appurtenances for all; and the *Agincourt* transport, having on board a military detachment, 166 strong. On the 7th, this armament anchored off the bar at the mouth of the Senegal river, which is not only dangerous, occasioned by the heavy surf, but very difficult to pass, in consequence of the shoal water, and the deepest part frequently changing position. In attempting to cross it, on the following morning, two vessels containing ammunition and provisions were lost, and the commander of the *Derwent*, with one of his midshipmen, and six sailors perished. The *Virginia*, an American-built schooner, commanded by Lieutenant Woodriff, and in which vessel Commodore Columbine chose to go over the bar, struck repeatedly, and would have broached to, but for the judgment and cool presence of mind of the lieutenant, who instantly took the helm, lowered the peaks, jibed the sails, and, with the aid of successive seas bearing her along, at length succeeded in entering the river, followed by the rest of the flotilla. The military detachment and sixty marines were then landed on the left bank, where Major Maxwell took up a position, with a view to wait till provisions could be passed from the frigate and brigs outside. On the 9th this position was attacked, but the enemy were speedily repulsed, and driven within their lines at Babagué, twelve miles up the river, and in front of which their armed vessels were lying protected by a boom. On the 10th, Lieutenant Woodriff having been sent up in a four-oared whale boat, to reconnoitre and sound, was in the act of taking a plan of the enemy's position, when a breeze suddenly sprang up, and a

schooner immediately started in pursuit of him ; he, however, effected his escape by tracking the boat along the beach faster than she could have been rowed ; and, in the evening of the same day, we find him rendering an essential service to the expedition by getting off the colonial schooner *George* (the principal vessel of the flotilla) which had grounded inside the bar, and there remained immoveable, notwithstanding many former attempts to float her. On the 11th, the *Solebay* and *Derwent* were ordered to anchor opposite the post of *Babagué*, and bombard it, which was executed with much effect. During the night, in shifting her berth, the frigate, then in charge of the master, all the commissioned officers being absent, unfortunately got aground, but in a position which enabled her still to annoy the enemy. On the morning of the 12th, the troops were embarked, and the flotilla proceeded up the river, till just without gun-shot of the enemy's line of defence ; and when every thing was in readiness for a night attack, Commodore *Columbine* received information that it was the intention of the French commandant to capitulate. At day-break on the 13th, it was discovered that the enemy had abandoned the battery and vessels, leaving their colours flying. Next morning the garrison laid down their arms and were embarked. The ordnance found mounted in the different works consisted of twenty-eight long 24-pounders, four brass mortars and howitzers, two field-pieces, and fourteen guns of smaller calibre. The only loss sustained by the navy in reducing the colony of Senegal has been stated above. On the part of the army, one officer died in consequence of intense heat, when charging the enemy in the affair of the 9th ; but not a man was killed, and only one wounded.

On the 16th, the *Solebay* having become a wreck, Lieutenant *Woodriff* was appointed to the command of the *Agin-court* transport, for the purpose of conveying the prisoners and part of the frigate's crew to England, previously performing various duties at Senegal and *Gorée*, during the execution of which he had a severe attack of the fever peculiar to Africa. He returned home and struck his pendant about

the end of October \*. From Mar. 24th, 1810, until Oct. 10th, 1816, he was employed as an agent of transports, on the coasts of Spain and Portugal, in the Mediterranean, and at Halifax and Quebec. Whilst on the Lisbon station, he was attached to the army at Salva-terra, upon the banks of the Tagus, about forty-five miles up the river, a considerable distance above the French lines on the opposite side, in charge of pontoons, flat-boats, and river craft, to convey the army across; and materials for constructing temporary bridges, and, if necessary, to replace those at Punkete, Abrantes, and Villa Velha. Whilst at Quebec, he had charge of the prisoner-of-war department after the death of Captain Kempt, the principal agent of transports on that station, and to execute various other extra duties required of him by the commander-in-chief upon the lakes and waters of Canada. In 1815, he was presented with a piece of plate bearing the following inscription :—

“ We, the Masters of Transports serving in Canada, offer this as a mark of the esteem borne by us to Lieut. D. J. Woodriff, whilst serving under his immediate direction.”

Lieutenant Woodriff also received several very gratifying letters from Commodore William Fitzwilliam Owen, of which the following are extracts :—

“ *Kingston, Upper Canada, Dec. 16th, 1815.*

“ Your exertions to save the *Lady Hamilton*, are highly creditable to you, and I must hope have been fully successful.”

“ *May 5th, 1816.*

“ Your known zeal in the public service renders it unnecessary to urge you to spare no exertion to save the *Emma* or her stores †.”

“ *May 20th, 1816.*

“ I have no hesitation in certifying that his Majesty's service has very materially benefited by your being at Quebec during the late winter, as being the only agent or officer of the naval department to whom I could have entrusted the duties which, during my command, have fallen to you ;

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\* Senegal and Gorée were evacuated by the British, agreeably to the treaty of 1814.

† Both the *Lady Hamilton* and the *Emma* were laden with ordnance stores for the use of the navy upon the lakes.

I am of opinion that his Majesty's service would have suffered very materially had you not been there. \* \* \* \* \* On the various occasions of service which have occurred whilst you have been serving within my command, I have had frequent occasion to express my approbation to you : these certificates of your attention may be serviceable, to shew your constant attention in the discharge of your duties, with which I have on all occasions been satisfied."

On the 27th May, 1816, Major-General Sir Sidney Beckwith, K. C. B. wrote to Lieutenant Woodriff as follows:—

"In quitting my situation of Quarter-Master-General in Canada, I consider it an act of justice to the service and to yourself to bear testimony, to the zealous co-operation and support I have on all occasions experienced from you in the execution of those duties connected with my department, and I have great pleasure in stating on this occasion the satisfaction I have felt on witnessing the delicacy and attention shewn by you to the accommodation and comfort of the numerous families called from this country on the great body of troops leaving it. With very sincere wishes for your health and success, I have the honor to be, &c.

(Signed) "SIDNEY BECKWITH."

Lastly, Lieutenant Woodriff was thus addressed by the Naval Storekeeper at Montreal, Aug. 22d. 1816:—

"Permit me, Sir, (although a subordinate officer in his Majesty's service) as you are about to quit Quebec, to offer you the thanks of the civil naval establishment in Canada, for the cordial co-operation, prompt, able, and undivided attention, which have at all times been combined with your official zeal and abilities, in the many transactions (particularly in the lower province) which your situation as resident agent for transports, &c. rendered absolutely necessary, for the good of the public service; and believe me to be, with the highest esteem, Sir, &c.

(Signed) "J. MARKS."

On the 4th Mar. 1819, Lieutenant Woodriff was appointed to the command of the Whitworth revenue cutter, stationed on the N. W. coast of Ireland, in which vessel he continued (although suffering much from rheumatism, with which he is still frequently afflicted) until Sept. 22nd, 1822, when he received a commander's commission dated four days previously.

This able officer is married and has three children. One of his brothers, John Robert, is a lieutenant in the royal navy; another, Robert Mathews, who held the same rank, died in 1822.

### EDWIN LUDLOW RICH, Esq.

FIFTH son of the Rev. Sir Charles Bostock Rich, Bart. LL.D. \*, by Mary Frances, only daughter and sole heiress of Sir Robert Rich, of Waverly, co. Warwick, Bart., and niece to the first Earl of Ludlow.

This officer passed his examination at Portsmouth, in Nov. 1811; obtained a lieutenant's commission on the 15th Oct. 1812; served in the *Volontaire* frigate, Captain the Hon. George G. Waldegrave, (now Lord Radstock) from Feb. 1813, until the end of the war in 1814; and subsequently in the *Falmouth 20*, Commander Edward Purcell, at the Leeward Islands. He was promoted from the *Surinam 18*, Commander W. M'Kenzie Godfrey, to the command of the *Bustard 10*, at Jamaica, Sept. 24th, 1822.

Commander Rich married July 6th, 1829, Sophia, youngest daughter of Captain G. F. Angelo, of Hill, Southampton.

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### ALEXANDER KENNEDY (*b*), Esq.

PASSED his examination at Plymouth, in May 1810; obtained a lieutenant's commission on the 25th July 1811; commanded the *Hound* revenue cutter (a very successful cruiser against the smugglers) in 1819 and 1820; and was promoted to his present rank, Oct. 9th, 1822.

This officer married, Feb. 2d, 1821, Elizabeth Rolleston, niece to A. Boyd, Esq. of Gostler, co. Donegal, Ireland.

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### EDMUND MUSGRAVE HARINGTON, Esq.

WAS made a lieutenant on the 22d Jan. 1806, During the latter part of the war with France, he served as first of the *Sultan 74*, Captain (now Vice-Admiral) John West, on

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\* Formerly Charles Bostock, Esq., who took the surname and arms of *Rich*, by virtue of the royal licence, Dec. 23d, 1790; and was created a Baronet June 21st, 1791.



the Mediterranean station. He obtained the rank of commander on the 10th Oct. 1822; and married, in 1826, Jane Anne, youngest daughter of the late Rev. Archdeacon Thomas, of Bath.

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### WILLIAM MORIARTY, Esq.

Was wounded while serving as midshipman of the *Nymph* frigate, Captain Conway Shipley, and employed in one of her boats, commanded by Lieutenant Richard Standish Haly, in an attempt to board a French brig of war lying near Belem castle, in the river Tagus, April 23d, 1808\*. He passed his examination, at Sheerness, in the summer of 1811; and was made a lieutenant into the *Revenge* 74, Captain Sir John Gore, on the Mediterranean station, Oct. 23d, 1813. His subsequent appointments were,—Sept. 19th, 1814, to the Tyrian sloop, Commander Augustus Baldwin; and, April 15th, 1818, to the *Topaze* frigate, Captain John Richard Lumley, fitting out for the East India station.

In 1820, the *Topaze* was sent to the Persian Gulph, for the purpose of obtaining redress for injuries which the British interests had suffered from the officers of the *Imaun* of Senna. She arrived off Mocha accompanied by several of the Hon. East India Company's cruisers, and a bomb vessel, on the 3d Dec., and Captain Lumley, finding that the agent on the part of the British Government had previously used every means in his power without effect, immediately resolved on bombarding the place. On the 4th, the north fort appearing to be abandoned, boats were sent to take possession of and destroy it. This enterprise, however, failed, as it proved to be still occupied, and the detachment was obliged to retreat with considerable loss. On the subsequent morning, a parley took place; and the following day two hostages were sent off to the squadron, with a promise that every demand should be acceded to in the course of a fortnight.

"It would seem," says the Vice-President in Council of

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\* See Suppl. Part I. p. 399.

Bombay, "that the unsuccessful result of the attack on the north fort, had led the Dolah (Fukee Hassan) and his people to suppose they were impregnable, and procrastinated their submission. The truce of fourteen days had, by one means or other, extended to twenty, which, however, allowed time for the whole of the property belonging to merchants under our protection being embarked. On the 26th, the cruisers and bomb again opened on the north fort, at day-light; it was breached, and the enemy driven out by half-past ten o'clock; and by half-past twelve, the guns were spiked, thrown out of the embrasures, and the fort blown up. From this period till the 30th, repeated messages were sent from the shore, leading to no satisfactory result. On the morning of the 30th, therefore, we commenced bombarding the south fort, which by two P. M. was taken possession of and blown up, the guns spiked, and the barrack burnt. These decisive measures were productive of the desired effect. Amier Falhullah, who had superseded Fukee Hassan, came on board the *Topaze*, early in the morning of the 2d Jan., produced his powers, and afforded the strongest assurances of a full admission of our demands. The late Dolah was put into close confinement, with a guard over him, and his property seized and confiscated by an express order of the Inaun, for having transmitted false accounts of the state of affairs. Hajee Futteh, another public functionary, was obliged to make a public apology for the manner in which he had treated the British representative at Mocha. Finally, on the 15th, copies of a new treaty, which had been drawn up and sent to Amier Falhullah, were returned, signed and sealed by himself and the members of his council, comprehending the whole of the Hon. Company's demands, and placing the British Factory on that respectable footing on which it ought alone to be maintained."

During the operations against Mocha, the *Topaze* fired upwards of 3,500 shot into the forts. Her loss consisted of Lieutenant Robert G. Atkinson (royal marines), Mr. C. P. Gill (master's mate), Mr. Francis S. Burnett (midshipman), and five seamen and marines slain; Lieutenants William

Moriarty and Charles Mayson Moncreiffe Wright, Messrs. Robert Ward and William Stephens (Admiralty midshipmen), and sixteen sailors and marines wounded. The Hon. Company's cruisers had four killed, eight wounded, and three burnt by the explosion of the mines.

Lieutenant Moriarty's promotion to the rank of commander took place on the 1st Nov. 1822. He now holds a civil appointment at Port Dalrymple, in Van Diemen's Land.

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### JOHN LONGCHAMP, Esq.

OBTAINED his first commission on the 5th Dec. 1806. During the latter part of the French war, he was senior lieutenant of the Tyrian sloop, Commander Augustus Baldwin. In Oct. 1814, he was appointed to the Boyne 98, Captain (now Sir Frederick L.) Maitland, fitting out for the Halifax station. He subsequently commanded the Watchful revenue cutter. He was promoted to his present rank on the 26th Dec. 1822; and appointed an inspecting commander of the coast guard, Feb. 28th, 1823.

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### JAMES BRASIER, Esq.

ENTERED the royal navy in 1799; and was a midshipman in the squadron under Captain John Loring, at the evacuation of Cape François, in the island of St. Domingo, by the French troops under General Rochambeau, in Nov. 1803. He obtained the rank of lieutenant in June 1807; and a commander's commission on the 26th Dec. 1822; was appointed to the Vernon 50, fitting out for the flag of Sir George Cockburn, Dec. 20th, 1832; invalided from that ship on the 26th April, 1833; and is now serving in the Caledonia 120, Captain Thomas Brown, on the Mediterranean station.

## JOSEPH SOADY, Esq.

WAS born about the year 1788, and made lieutenant on the 17th Aug. 1807. The following account of an unfortunate occurrence which took place in Basque Roads on the 27th Dec. 1811, is extracted from the *Naval Chronicle*, vol. 27, p. 65, *et seq.*:

“ The boats of the *Conquestador* 74 (Captain Lord William Stuart), and *Colossus* 74 (Captain Thomas Alexander), under the command of Lieutenants Stackpoole and Soady, attacked an enemy's convoy passing alongshore from the northward, and would have accomplished its capture or destruction, had not the wind suddenly shifted from N. W. to W. S. W. just as the boats were to the southward of Chatillon reef. This shifting of the wind enabled the convoying vessels, consisting of three gun-brigs, an armed lugger, and several pinnaces, to attack the boats, the crews of which made several gallant attempts to board their opponents, but the superiority of numbers on the part of the enemy rendered every effort ineffectual. Undaunted by this superiority and the galling fire from several batteries around them, our noble tars, disdaining to surrender to the gun-brigs, pulled coolly towards the shore, where they were taken prisoners, 104 in number, except those in the boat with Lieutenant Soady, who most miraculously escaped. The *Conquestador* and a gun-brig were under weigh near the scene of action, and witnessed every part of it, without being able to give our brave fellows the least assistance. Soon afterwards the weather moderated, when a flag of truce was sent into Rochelle, to request that the French commodore would allow clothes, &c. to be sent to the prisoners, and give information as to the number of men killed and wounded. He politely replied, that he had no objection to the clothes, &c. being sent, and was happy to say that no more than four or five had fallen, amongst whom was a master's-mate, commanding one of the boats. He also expressed his astonishment that so few should have fallen; and intimated that the prisoners were in the hands of men who would treat them well, in consequence of the determined bravery they had exhibited. A subscription was immediately set on foot in the *Colossus*, *Conquestador*, and *Arrow* schooner, by which a considerable sum was raised, and sent in with the clothes to Rochelle.”

About the same time, Lieutenant Soady assisted at the capture and destruction of seven vessels to the southward of Isle d'Aix. His next appointment was, Sept. 4th, 1812, to the *Surprise* 38, in which frigate he served under Captains

Sir Thomas John Cochrane and George W. H. Knight, on the West India, African, and other stations, until the cessation of hostilities with America in 1815 \*. He was on board the *Superb 74*, Captain (now Sir Charles) Ekins, at the battle of Algiers, Aug. 27th, 1816; appointed to the *Revolutionnaire* frigate, Captain the Hon. Fleetwood Pellew, Oct. 9th, 1818; promoted to his present rank Dec. 26th, 1822; and selected to superintend the shipping belonging to the ordnance department, with a salary and allowance of 553*l.* per annum, July 9th, 1830.

This officer married, Aug. 29th, 1822, Rosetta, third daughter of the late Mr. Gray, surgeon, of Kingsand, co. Cornwall.

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### EDMUND WILLIAMS GILBERT, Esq.

Was made a lieutenant on the 29th Sept. 1808, and served as second of the *Glasgow* frigate, Captain the Hon. Anthony Maitland, at the battle of Algiers, Aug. 27th, 1816, on which occasion he was wounded. He obtained his present rank in Dec. 1822; and is now inspecting commander of the coast guard at Ballycastle, in Ireland.

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### HENRY KENT, Esq.

YOUNGEST son of the late John Kent, Esq., many years a purser in the navy, and steward of the royal naval hospital at Plymouth †.

This officer was born at Glasgow, and first went to sea as midshipman on board the *Goliah 74*, in which ship he served under Captains Charles Brisbane and Robert Barton, principally employed off Rochefort and Ferrol, from the early part of 1803 until Feb. 1806. Whilst on the latter station he assisted at the capture of two French corvettes, having on

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\* See Suppl. Part I. p. 136; and Part III. p. 356.

† See Vol. IV. Part I. p. 354.

board part of the crew of H. M. late ship *Blanche*, taken by the enemy in July 1805\*.

Mr. Henry Kent next joined the Revolutionnaire frigate, Captain Charles Fielding; and, in May 1807, the Hussar 38, Captain Robert Lloyd, which latter ship was present at the bombardment of Copenhagen, and afterwards sent to the West Indies, where she captured four letters of marque, from Guadaloupe bound to Bourdeaux. In June 1809, he was appointed acting lieutenant of the *Horatio* frigate, Captain (now Sir George) Scott; and in Aug. 1810, we find him removed to the *Fantome* sloop, Captain John Lawrence, under whom he served on the North Sea station, and on the coasts of Spain and North America, until Jan. 1814. On quitting that vessel, he received the following handsome testimonial of conduct:—

“ These are to certify my Lords Commissioners of the Admiralty, that Lieutenant Henry Kent served on board H. M. sloop *Fantome*, under my command, from the 4th Aug. 1810, to the 21st Jan. 1814, during which period he distinguished himself as a brave and meritorious officer, particularly in the different attacks made on the enemy’s works in Chesapeake Bay, and further that he volunteered from the said sloop to serve on the Lakes of Canada, with a zeal highly creditable to himself and worthy of imitation, being in the severity of the winter, and having a distance of nearly *one thousand miles* to march over an uninhabited country, covered with snow and woods: these circumstances will, I respectfully hope, entitle him to their Lordships’ favourable consideration.

(Signed) “ JOHN LAWRENCE.”

At the same time Captain Lawrence wrote to Commodore Sir James Lucas Yeo, commanding on the lakes, as follows:—

“ Sir,—Although I have not the honor to be personally known to you, yet the interest I take in behalf of Lieutenant Kent, detached from H. M. sloop under my command, will I trust ensure me your pardon in stating that, as he has served nearly three years and a half with me, I know his value. He is an active, zealous, and clever officer, and whom I beg strongly to recommend to your protection. I have the honor to be, &c.

(Signed) “ JOHN LAWRENCE.”

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\* See Vol. II. Part I. p. 309.

Up to this period, our naval force on the Canadian Lakes consisted of corvettes, brigs, and schooners; but the Americans, with their natural promptitude in military affairs, having begun to construct two frigates at Sackett's harbour, Sir James L. Yeo lost no time in laying the keels of two frigates, and every exertion was made to complete them by the breaking up of the ice. Volunteers from the ships on the coast were called for to man them; and such an appeal to British sailors was not in vain, as will be seen by Lieutenant Kent's account of his march from St John's, New Brunswick, to Kingston, on Lake Ontario, dated at the latter place, June 20th, 1814:—

“ We left Halifax in the *Fantome*, on the 22d January last, cheered by a large concourse of the inhabitants, and arrived at St. John's on the 26th, making a passage of four days, the weather extremely bad: the brig appeared a complete mass of ice, it freezing as fast as the sea broke over us. The inhabitants of St. John's came forward in the most handsome manner in a subscription to forward us in sleighs to Frederickston, the seat of government, a distance of eighty miles. The volunteer seamen from the *Fantome*, *Manly*, and *Thistle* were divided into three divisions, each of seventy men, the first under Captain Collier, of the *Manly*, the second under Lieutenant Russel, and the third under myself. On the 29th of January, the first division proceeded about nine in the morning, and in the afternoon the second followed; the next morning I disembarked, the rigging of all the ships being manned, and the crews cheering us. On landing, we were received by the band of the 8th regiment, and a large concourse of people, who escorted us to the sleighs, when we set off at full speed. In eight hours we went fifty miles, and then halted for the night, at a small house on the banks of the river; started again in the morning, reached Frederickston in the afternoon, and found the other divisions halted there. The seamen were lodged in a barrack, which was walled in, but they soon scaled the walls and got scattered about the town. Having their pockets well lined with prize-money, they were anxious to lighten them, thinking this was the last opportunity they would have of enjoying themselves\*. After collecting them again, they were formed into two divisions, the first under Captain Collier's command, the second under mine, as being the senior lieutenant. From Frederickston we continued on the ice of the river St. John, except in

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\* Many of the petty officers had upwards of 300*l.* in their possession when they left Halifax.

places where, from shoals, it was thrown up in heaps. The country, after leaving Frederickston, is but thinly inhabited; a settlement you may see occasionally, but never more than three houses together. I kept always in the wake of the first division, halting where they had the day before. On the third evening, at the house where I halted, I found the master of the Thistle a corpse, having died with intense cold. On the 7th of February I reached Presque Isle, where there is a barrack and dépôt for provisions, but no houses near it: this place is eighty-two miles from Frederickston. Discharged the sleighs, and began making preparations for our march, being furnished with a pair of snow-shoes and two pair of moccasans each person; a toboggin, or hand-sleigh, between every four men, and a camp kettle for every twelve, with axes and tinder-box.

“ At day-break on the 8th of February, we commenced lashing our provisions on the toboggins, and at eight o’clock commenced our march. We proceeded daily from fifteen to twenty-two miles, and though that appears but a little distance, yet, with the snow up to our knees, it was as much as any man could do. The first night we reached two small Indian wigwams, the next the same accommodation, and the third slept in the woods. On the fourth reached the Great Falls, and next day a small French settlement on Grande Riviere. The march from it to Madawaska, another French settlement, was beyond any thing you can conceive; it blew a gale of wind from the northward, and the drift of snow was so great it was almost impossible to discern a man a hundred yards distant: before I got half-way, the men lay down, saying they could not possibly go further. I endeavoured, by every persuasion, to cheer them, and succeeded in getting about one-half to accompany me. We reached it about nine o’clock at night, almost fainting, a distance of twenty-one miles. The following morning, got the men all collected, but out of 110 only ten able to proceed on the march; I was therefore obliged to halt for a day to recruit them. The next morning, renewed our march, leaving a midshipman and twelve men behind, chiefly frost-bitten. The three following nights, slept in the woods, after going each day about fifteen miles on the river Madawaska, where, finding the ice in many places broken through, I made the men take the banks of the river. On the 18th of February, crossed the Lake Tamasquata: it was here we were apprehensive of being cut off by the enemy, being in the territory of the United States; however, we did not fall in with them. On the 19th, commenced our march across the Grande Portage, or neck of land between the above lake and the river St. Lawrence; this was dreadfully fatiguing, continually marching up and down hill, and the snow upwards of five feet deep; got half way through this night, and again slept in the woods. On the 20th, ascending a high hill, the St. Lawrence opened to our view, when a general exclamation of joy was followed by three cheers at the enlivening sight of our native element.



In the afternoon, reached Riviere De Caps, a French village about three miles distant. The next day, procured carioles for all the men to Kamarska, a fishing village, 478 miles from Kingston, which space we were obliged to traverse the whole way on foot. On the 24th, reached St. Rocques; on the 25th, la Forte; 26th, St. Thomas; 27th, Berthier; and 28th, Point Levy, opposite Quebec. On the following morning, launched canoes through the broken ice, and crossed over to the city. In attempting to launch one, I fell through up to my neck, and was two hours before I could get my clothes shifted. Took shelter on board the *Æolus* frigate and Indian sloop, frozen up in Wolfe's Cove, and, after a comfortable meal, allowed all hands a cruise on shore for twenty-four hours.

"The first day of our march from Quebec, we stopped for the night at St. Augustine; on the 3d, at Cape Sante; 4th, at Grondines; 5th, at Baptisca; 6th, three miles beyond Trois Rivieres; 7th, at Machiche; 8th, at Masquinonge; 9th, at Berthier; 10th, at La Valtre; and 11th, at Reperrigue. Next morning we marched through Montreal to La Chienne. On passing the monument erected to the memory of Nelson, halted, and gave three cheers, which much pleased the inhabitants. We were eleven days performing the journey from Montreal to Kingston, a distance of 190 miles: the places where we stopped I have not noted, as we seldom found a village, but mostly scattered houses, inhabited by people of all nations. We passed several tremendous rapids; the Long Sou in particular, which was most awfully grand to look at. We likewise passed Chryster's Farm, where Colonel Morrison, with a mere handful of men, defeated General Wilkinson's army. On the 22d of March we reached Kingston, were lodged in a block-house, and allowed four days to recruit. The officers and seamen of the squadron were drawn out to receive us with three cheers. In a few days I joined the *Princess Charlotte* 42, Captain (now Sir William Howe) Mulcaster, as first lieutenant."

On the second day of his march from *Presque Isle*, Lieutenant Kent had a severe fall on the ice, by which he broke the bone of the fore finger of his right hand, between the knuckle and the wrist, so that for five weeks he had his hand in splints; nor did the bone unite until after his arrival at Kingston. At the subsequent attack of Oswego, the official account of which is given in *Suppl. Part. II. p. 215, et seq.*, he commanded the *Princess Charlotte* in the absence of her gallant captain, who was dangerously wounded while in the act of storming the Yankee fort, at the head of 200 seamen. The following testimonial will shew how high he stood in the estimation of that distinguished officer:—

“ These are to certify my Lords Commissioners of the Admiralty, that Lieutenant Henry Kent, when serving on the Lakes of Canada, was appointed by Commodore Sir James L. Yeo senior lieutenant of H. M. ship Princess Charlotte, under my command, *then on the stocks*, and his exertions in aid of completing the building of that ship—in preparing her rigging and stores—in launching and fitting her for service—were of the most officerlike, active, unremitting, and strenuous nature; and mainly contributed to enable the ship to join the expedition to Oswego, in May 1814; and I further certify, that his conduct in the attack of Oswego was that of a most zealous, brave, and intelligent officer; and I consider his devotion to the service of that nature that their Lordships may place entire confidence in him.

(Signed) “ WM. HOWE MULCASTER.”

After landing the troops and wounded men of the squadron at Kingston, the Princess Charlotte and her consorts made several diversions along the enemy's shore, but nothing decisive took place on Lake Ontario during the remainder of the campaign. At the close of the war, Lieutenant Kent commanded a division of flotilla; and in the spring of 1815, he was sent to Chippewa, above the falls of Niagara, with 120 artificers and 30 marines, to assist in constructing two large schooners, the “Tecumseh” and “Newwash,” for the protection of our settlements on Lake Erie. These vessels were laid down in the beginning of May, and launched on the 7th August; at which period Commodore Sir Edward W. C. R. Owen, paid the building party a visit, expressed himself much pleased with their exertions, and offered Lieutenant Kent a lucrative civil appointment; on declining which he was placed in command of the Tecumseh, mounting two long 24-pounders on pivots, and four carronades of the same calibre, with a complement of fifty men. After making two or three trips from one garrison to the other on Lake Erie, he passed a dreary winter in Grand River, both shores of which being dismal swamps, and his nearest neighbours the Six Nations, who settled in Canada during the revolutionary war. In the spring of 1816, he had much difficulty in getting the Tecumseh over the bar, there being but five feet two inches water thereon, and her light draught seven and a half; this task, however, was accomplished after six days' hard labour, by

heaving the vessel over on her bilge, with empty puncheons under her. During the summer of that year she was employed in carrying troops and supplies to the different garrisons. In Nov. we find her rated a sloop of war, and Lieutenant Kent appointed to the command of her sister vessel, the *Newash*, then in Mohawk bay. From thence he proceeded, with the *Tecumseh* under his orders, to the Deep Hole, Turkey Point, in which isolated situation both schooners remained at anchor upwards of four months.

In April 1817, Lieutenant Kent pushed through the ice to Amherstburg and Fort Erie, where he took under his orders two other schooners, and embarked several companies of the 70th regiment, destined to Drummond's Island, Lake Huron, where they were landed in June following. He then proceeded through the Straits of Nancy to Nattawasanga and Penetenguishene, at which latter place he arrived on the 22d of that month. Three days afterwards despatches arrived over land, by which he found himself appointed superintendent of the naval dépôt then about to be established there, and also a magistrate for the district. The former was thus announced to him by Commodore Sir Robert Hall:—

*“Kingston, Lake Ontario, 3d June, 1817.”*

“ Sir,—Being fully aware of your zeal and ability, I have selected you for the superintendence of the naval establishment at Penetenguishene, on Lake Huron, and I inclose you your appointment.

(Signed)

“ ROBERT HALL.”

Penetenguishene harbour, one of the finest in the world, is situated in the midst of an impenetrable forest, upwards of 100 miles from any habitation. At this place, with twenty artificers, thirty seamen, and a few soldiers at his disposal, Lieutenant Kent commenced the new settlement by constructing suitable buildings for officers and men, in the mean time messing and sleeping under canvas. He afterwards erected storehouses and workshops, made a careening wharf, and continued busily employed until attacked with fever and ague in the beginning of 1819. During his illness, which lasted eight months, he was reduced to a mere skeleton. In consequence thereof he removed to the naval establishment on

Lake Champlain, and remained there from Sept. 1819, until the fall of 1822, when he returned home with his officers and men, after an absence of ten years. His promotion to the rank of commander took place Dec. 26th, 1822, since which he has every year applied for employment, but without success.

This officer married, Aug. 24th, 1824, his first cousin, Eliza, relict of the late James Charles Grant, Esq. of Burton Crescent, London, and eldest daughter of Captain William Kent, who died in the command of the Union 98, on the Mediterranean station, in 1812. His two eldest brothers are commanders in the royal navy.

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### THOMAS BUSHBY, Esq.

PASSED his examination for lieutenant at Sheerness, in Dec. 1810; obtained his first commission on the 16th Aug. 1811; served in the Herald 20, Captain Clement Milward, at the close of the war with France; and was promoted to the rank of commander, Dec. 26th, 1822. He is now employed in the coast guard service, at Kingstown, Ireland.

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### CHARLES STUART COCHRANE, Esq.

OBTAINED the rank of lieutenant in Sept. 1816; and subsequently served on board the Andromache frigate, Icarus sloop, and Superb 78, the latter ship bearing the broad pendant of Sir Thomas M. Hardy, on the South American station. On the 29th Aug. 1820, when returning from a short excursion on shore, in company with his brother officer and messmate, the Hon. Henry Finch, he was attacked by some armed Guachos \*, for the purpose of robbery, and after a sharp struggle, most severely wounded. His companion was left dead on the spot. He was appointed flag-lieutenant to the Hon. Sir Alexander I. Cochrane, commander-in-chief at Plymouth, Feb. 1st, 1821; and promoted to his present rank, Dec. 26th, 1822.

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\* Paysanos of that country.

**MARK JOHN CURRIE, Esq.***Harbour Master at Swan River.*

THIS officer passed his examination at Portsmouth about July 1814; obtained his first commission on the 23d Sept. following; and was promoted to his present rank, while serving on the East India station, Jan. 9th, 1823. He married, Jan. 14th, 1829, Jane, third daughter of the late Charles Boynton Wood, Esq.

**WILLIAM BOXER, Esq.**

BROTHER to Captains James and Edward Boxer, R. N. He was made a lieutenant on the 30th April, 1810; and promoted to his present rank Jan. 15th, 1823, for great exertions in the suppression of smuggling on the coast of Sussex. He is now inspecting commander of the coast guard at Dunfanhagy, in Ireland.

**ARTHUR MORRELL, Esq.**

SON of a deceased naval lieutenant, and brother to Commander John Arthur Morrell.

THIS officer passed his examination about April 1808; obtained his first commission on the 28th July, 1809; served for some time on board the Ocean 98, Captain Robert Plampin; and for upwards of four years, as first lieutenant of the Termagant 20, successively commanded by the late Captains John Lampen Manley and Charles Shaw, on the Mediterranean and East India stations. In that ship he was present at the capture of Genoa, in April 1814. His next appointment was, in Jan. 1818, to the Dorothea hired ship, Captain David Buchan, fitting out for the discovery of a northern communication between the Atlantic and Pacific Oceans. The result of that enterprise will be seen by reference to Vol. III. Part I. pp. 86—89. He subsequently served as first lieutenant of the Revolutionnaire frigate, Captain the Hon. Fleet-

wood B. R. Pellew, on the Mediterranean station, from whence he returned home in June 1822. His commission as commander bears date April 18th, 1823. He married, Feb. 6th, 1820, a daughter of Mr. William Reid, first pay clerk for wages at Devonport dockyard.

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ROBERT SCALLON, Esq.

Was made a lieutenant on the 23d June, 1798; and promoted to the rank of commander May 15th, 1823. He married Rebecca, daughter of Mr. Saward, of Thorp Hall, Prittlewell, Essex, and sister to the wife of Commander Charles Houlton, K. H. \*

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ROBERT HAGAN, Esq.

PASSED his examination, at Plymouth, about May 1814; obtained his first commission on 25th Oct. 1816; and was appointed to the command of the Thistle gun-brig, fitting out for the African station, May 20th, 1819. With only the means which the command of this small vessel gave him, he captured and released from slavery upwards of four thousand persons. Previous to his departure from the coast, the Members of Council and Foreign Judges at Sierra Leone, addressed a letter of thanks to him for his unwearied exertions and gallant conduct in that quarter; and accompanied it with a piece of plate, as a token of their esteem. The merchants, traders, and inhabitants of the colony, manifested their regard by presenting him with a similar address, and a sword value 100 guineas. He returned home, paid off the Thistle, and was promoted to the rank of commander in May 1823. This officer is now employed in the Irish coast guard service.

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\* *Erratum*.—Vol. IV. Part I. last line, *dele* Esq.

### ANDREW FORBES, Esq.

SERVED as midshipman under Captains Lord Cochrane and Thomas Rogers, in the *Imperieuse* frigate and *Kent 74*, on the Mediterranean station; passed his examination, at Plymouth, in Jan. 1813; obtained his first commission on the 17th Feb. 1815; was appointed to the *Tyne 26*, Captain James Kearney White, fitting out for the West India station, Feb. 18th, 1821; removed to the *Scout 18*, Captain James Wigston, July 5th, 1822; and promoted to the command of the Thracian sloop, June 16th, 1823.

*Addenda, p. 532.*

### RAWDON MACLEAN, Esq.

WAS wounded whilst serving as midshipman on board the *Colossus 74*, Captain James N. Morris, at the memorable battle of Trafalgar. He was made a lieutenant on the 7th July, 1806; and promoted to his present rank, whilst serving as first of the *Gloucester 74*, Commodore Sir Edward W. C. R. Owen, on the West India station, July 1st, 1823.

### EDWARD HINTON SCOTT, Esq.

WAS made a lieutenant on the 12th June 1807; appointed to the *Orlando* frigate, Captain John Clavell, fitting out for the Mediterranean station, June 19th, 1811; re-appointed to the same ship, destined to China, Aug. 17th, 1815; turned over to the *Malabar 74*, in the East Indies, about the close of 1818; and paid off from her towards the end of 1819. In a letter written by Captain Clavell we find the following passage:—"Mr. Edward Hinton Scott was my first lieutenant for several years, and the service has not a better officer." The manner in which he was employed will be seen by reference to Suppl. Part IV. pp. 441—443.

On the 23d Aug. 1820, Lieutenant Scott was appointed to

the Cambrian 48, Captain Gawen William Hamilton, under whom he was serving, in the Mediterranean, when promoted to the rank of commander, by Sir Graham Moore, July 18th, 1823.

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### RICHARD DOUGLAS, Esq.

SON of the late Mr. John Douglas, master-attendant of Sheerness dock-yard.

This officer passed his examination in Aug. 1808; obtained his first commission on the 18th Sept. 1809; served under Captain (now Rear-Admiral) M'Kinley, in the Bellona 74, at the close of the French war; and subsequently in the Bulwark 76, flag-ship of Sir Charles Rowley; was appointed to the coast blockade service, under Captain William M'Culloch, Nov. 20th, 1820; promoted to his present rank, in commemoration of the opening of the new basin and dock at Sheerness, Sept 5th, 1823; and appointed an inspecting commander of the coast guard, April 6th, 1831. His first wife died at Mutley, co. Devon, in 1825. He married, 2dly, Sept. 22d, 1830, Jemima, daughter of W. Winchester, Esq. of Stoke, near Plymouth.

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### GEORGE PIERCE, Esq.

ENTERED the royal navy in 1803; and served five years of his time as midshipman under Captain (afterwards Vice-Admiral) William Bedford, in the Thunderer 74, Hibernia 110, bearing the flag of Lord Gardner, and Prince of Wales 98, flag-ship of Admiral Gambier at the attack on Copenhagen. He next joined the Apelles sloop, Captain Thomas Oliver, and was master's-mate of that vessel in the expedition to Walcheren. After passing his examination, in Oct. 1809, he was sent out to the Leeward Islands on promotion; but in consequence of Lord Mulgrave leaving the Admiralty, he continued serving without advancement, in the flag-ships of Sir Alexander I. Cochrane and Sir Francis Laforey, until



Mar. 21st, 1812, when the Right Hon. Charles Yorke was pleased to grant him a commission. On the 1st Oct. following he was appointed to the *Mulgrave 74*, Captain Thomas James Maling, under whom he served off Cherbourg and in the Mediterranean until the summer of 1814. On the 1st October in that year, he was appointed to the *Comus 22*, Captain John Tailour, in which ship he proceeded to Africa, and was there very actively engaged in the suppression of the slave trade. The *Comus* appears to have been the first man-of-war that ever ascended the new Calabar river as high as Duke's Town, where her boats captured seven Spanish and Portuguese vessels with 550 slaves embarked, after a determined resistance and much bloodshed.

In July 1816, Mr. Pierce became first lieutenant of the *Beelzebub* bomb, Captain William Kempthorne, at Plymouth, which ship had top-gallant yards across on the seventh day after her being commissioned. At the battle of Algiers, in the following month, her large mortar was fired once in every ten minutes.

Lieutenant Pierce was next appointed to the *Tonnant 80*, flag-ship of Sir Benjamin Hallowell, at Cork; and on her being paid off, in 1818, he joined the *Windsor Castle 74*, Captain Thomas Gordon Caulfield. He subsequently served as first of the *Bulwark 76*, *Gloucester 74*, and *Prince Regent 120*, successively bearing the flag of Sir Benjamin Hallowell, in the river Medway, where he continued until advanced to the rank of commander, Sept. 5th, 1823. On the day previous to his promotion, he had acted as aide-de-camp to Viscount Melville, on the occasion of opening the new basin and dock at Sheerness. He is now inspecting commander of the coast guard at Dunmore, in Ireland.

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### ROBERT WILLCOX, Esq.

OBTAINED his first commission on the 16th of May, 1809; served during the last year of the French war on

board the *Pembroke* 74, Captain (afterwards Sir James) Brisbane; and was promoted to his present rank, from the *Prince Regent* yacht, Sept 6th, 1823.

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### ROBERT FAIR, Esq.

*Knight of the Royal Honorary Guelphic Order.*

THIS officer is a native of county Cork. We first find him serving as master of the *Amethyst* frigate, Captain (afterwards Sir Michael) Seymour, by whom he was most highly spoken of for his conduct at the capture of the French 44-gun frigates *Thetis* and *Niemen*, Nov. 10th, 1808, and April 6th, 1809\*. He obtained the rank of lieutenant on the 1st July in the latter year; and was appointed to the command of the *Locust* gun-brig, Nov. 23d, 1811. In the following month, he drove on shore, near Calais, a French national brig, which, from the violence of the surf, was beaten to pieces.

The *Locust* was paid off in July 1814, and Lieutenant Fair appointed to the *Tay* 24, Captain William Robilliard, on the 5th Sept. following. He subsequently commanded the *Griper* revenue cruiser; received a handsome sword from Lloyd's for his humane and meritorious conduct on some particular occasion; and was promoted to his present rank from the *Royal Sovereign* yacht, Sept. 6th, 1823. The Guelphic order was conferred upon him in 1834.

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### CHARLES FRASER, Esq.

OBTAINED the rank of lieutenant in July 1804; served as such under Captains Phipps Hornby and Samuel Warren, in the *Stag* frigate and *Bulwark* 76; subsequently commanded the *Mermaid* revenue cruiser; and was promoted to his present rank Sept. 29th, 1823. He married, in July 1832, Miss Mary Elizabeth Fraser, of Chichester.

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\* See Vol. II. Part I. p. 295, *et seq.*

EVAN NEPEAN, Esq.

WAS wrecked in the Hussar frigate, and taken prisoner while serving as midshipman under the present Vice-Admiral Stephens, in Feb. 1804\*. From this period to the end of the French war, he remained in captivity. He was made a lieutenant on the 13th Feb. 1815; appointed to the *Liffey* 50, Commodore Charles Grant, fitting out for the East India station, Oct. 22d, 1821; and promoted to the rank of commander, Oct. 22d, 1823. This officer married, June 7th, 1825, Mary, eldest daughter of Captain Stuart, R. N.

WILLIAM PRICE HAMILTON, Esq.

ENTERED the royal navy in 1810; and was appointed flag-lieutenant to Sir Henry Blackwood, commander in chief on the East India station, Aug. 20th, 1820; removed from the *Leander* 50 to the *Topaze* 46, Captain Charles Richardson, July 29th, 1821; promoted to the rank of commander Nov. 13th, 1823; and appointed to the *Comus* sloop, fitting out for the West India and North American station, Oct. 31st, 1832. He married, in 1831, Harriet, only daughter of the late R. H. Faulconer, of Lewes, co. Sussex.

GEORGE HILLIER, Esq.

SON of a deceased warrant officer, and brother to Commander C. W. Hillier. He was made a lieutenant on the 16th Jan. 1798; and served with great credit, under Sir W. Sidney Smith, at the defence of St. Jean d'Acre, in March, April, and May, 1799. During the siege of that Syrian fortress, he was removed from the *Alliance* 44, armed *en flûte*, to the *Tigre* 80, bearing the broad pendant of that chivalrous officer, with whom we find him visiting the Holy

\* See Suppl. Part IV. p. 232, *et seq.*

City, in June, 1800: a journal of his excursion from Jaffa to Jerusalem, is given in the *Naval Chronicle*, vol. 23, p. 297, *et seq.* On the memorable 8th, 13th, and 21st of March, 1801, he was attached to the heroic army under Abercromby, and "conducted himself to the entire satisfaction" of Sir W. Sidney Smith, commanding the seamen on shore\*. At the close of the Egyptian campaign, he was presented with the Turkish gold medal. His promotion to the rank of commander did not take place, however, until Jan. 21st, 1824.

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### RICHARD MEREDITH, Esq.

ENTERED the royal navy in 1799; obtained his first commission on the 15th Aug. 1806; and served, during the peace, as senior lieutenant of the *Northumberland* 78, and *Cambridge* 82, under the command of Captain Thomas James Maling, the latter ship employed on the South American station. He was promoted to the rank of commander on the 16th Mar. 1824; and appointed to the *Pelorus* sloop, fitting out for the suppression of the African slave-trade, Sept. 26th, 1831. The following is taken from the *Hampshire Telegraph*:—

"A court-martial was held on Monday," June 16th, 1834, "on Lieutenant Philip De Sausmarez, of H. M. sloop *Pelorus*, on the following charge preferred against him by Commander Meredith, viz.—For having, on the 18th of April, 1832, whilst in charge of the *Segunda Teresa*, slave-brig, punished Francis Brown, with twenty-four lashes, for neglect of duty, contrary to the general rules of the service, and in opposition to the written orders of Commander Meredith. It appeared from the evidence, that Lieutenant De Sausmarez was surrounded by a disrespectful and even mutinous crew; that Francis Brown, the seaman who was punished, was most conspicuously so; that on being ordered by Lieut. De Sausmarez to put the helm up he refused to do so, and on the order being repeated to him, he said he could steer a ship as well as he (the lieutenant) could. That, on another occasion, being sent ashore on duty, by the officer of the watch, he did not return to the ship until seven-

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\* See Vol. II. Part II. p. 852, *et seq.*

ral hours after he ought to have done so, and then he refused to take the quarter-master (Price) off to the schooner, though ordered to do so.—Lieut. De Sausmarez, in his defence, commented on the insubordinate state of the crew, and on the evident necessity there was, that he should make an example of Brown, but whose punishment he did not resolve upon until he had consulted with Lieut. Huntly, then the senior officer at Sierra Leone, who not only concurred in opinion, but sent the boat-swain's mate and marines of his own vessel (the Lynx), to carry the punishment into execution. The Court decided that, under the circumstances, Lieut. De Sausmarez was justified in having had recourse to such punishment, and therefore acquitted him. The President, Sir Frederick L. Maitland, K. C. B., (Admiral-Superintendent of Portsmouth dock-yard) "then returned Lieutenant De Sausmarez his sword, saying, 'I have great pleasure in returning you your sword, and in saying that nothing whatever has appeared to affect your character on this occasion.'—*Lieutenant De Sausmarez had been under arrest eighteen months upon this charge!*"

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### PETER WYBERGH, Esq.

Was made a lieutenant into the Prince of Wales 98, Captain (now Vice-Admiral) John Erskine Douglas, on the Mediterranean station, May 18th, 1814; appointed to the Briseis sloop, Captain W. R. Jackson, Sept. 19th in the same year; and subsequently served under the flag of Sir Graham Moore, on board the Rochfort 80. He obtained the rank of commander on the 31st Mar. 1824; and married, in 1828, Jane, second daughter of the late Archibald Tod, Esq., of Drygrange, co. Cumberland.

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### FREDERICK AUGUSTUS WILKINSON, Esq.

SECOND son of the Rev. W. Wilkinson, rector of Redgrave, Suffolk; and nephew to Sir John Osborne, Bart., formerly a Lord of the Admiralty, and M. P. for Bedfordshire.

This officer served as midshipman on board the Conqueror 74, bearing the flag of Rear-Admiral Plampin, and was promoted from that ship into the Sappho sloop, at St. Helena, Oct. 5th, 1819. His next appointment was, July 26th,

1820, to the Cambrian frigate, Captain Gaven W. Hamilton, fitting out for the Mediterranean station. He obtained the rank of commander Mar. 31st, 1824; and married, Feb. 9th, 1830, Emma Maria, third daughter of the late H. Bowles, Esq., of Cuckfield, Sussex.

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### SAMUEL EDWARD COOK, Esq.

*Knight of the Royal Portuguese Order of the Tower and Sword.*

ONLY son of the Rev. James Cook, of Newton Hall, Northumberland.

This officer was made a lieutenant on the 10th June, 1809. We first find him serving on board the Swallow sloop, Captain Edward Reynolds Sibly, and commanding her boats at the capture of a French armed brig, on the Mediterranean station. The following is a copy of the official letter written on that occasion:—

“ *H. M. sloop Swallow, at sea, Sept. 16th, 1813.*

“ Sir,—Being well in-shore, at day-light this morning, between the Tiber and D’Anzo, a brig and xebec were discovered between us and the latter harbour. Having light baffling winds at the time from the eastward, I thought the boats would have a chance of reaching them before they got into port, and three were accordingly despatched, under the direction of Lieutenant Samuel Edward Cook (first of the Swallow), assisted by Mr. Thomas Cole, mate, and Mr. Henry Thomas, midshipman, and, after a row of two hours, they came up with and brought out, from close under D’Anzo, (from whence numerous boats, besides two gun-vessels, had been sent to her assistance, and kept her in tow till the moment of our boats boarding) the French brig *Guerriere*, of four guns, with sixty stand of small arms. There could not have been more steady cool bravery displayed than on this occasion. Lieutenant Cook speaks in the highest terms of every person with him. I am sorry to say his loss has been severe, having had two seamen killed and four severely wounded in his boat. The enemy escaped over the bow as our men were boarding on the quarter, therefore I have not been enabled to ascertain the number that defended her, or their loss. The xebec, which also mounted four guns, succeeded in getting into D’Anzo. I have the honor to be, &c.

(Signed)

“ E. R. SIBLY, Commander.”

“ *Hon. Captain Duncan, H. M. S. Imperieuse.*”

Lieutenant Cook subsequently served as first of the Nie-

men 28, Captain Sibly, and Windsor Castle 74, Captain (now Sir Charles) Dashwood, to which latter ship he was re-appointed on the 4th Jan. 1822. His promotion to the rank of commander took place June 3d, 1824, at the earnest request of King John of Portugal, by whom he had just before been presented with the above-mentioned order, with the insignia set in diamonds, on his resumption of the regal authority at Lisbon, after a temporary sojourn on board the Windsor Castle.

Commander Cook is the author of "Sketches in Spain, during the years 1829—32." This work appears to be valuable for its historical details, and is thus noticed in the *Naval and Military Gazette* :—

"These sketches are the result of a three years' residence in Spain, during which the author visited some of the most interesting portions of that country, and indeed places but little noticed by other travellers. The subjects to which he appears to have directed attention are, the government of Spain; the military and civil branches of administration; the ecclesiastical establishment; the manners of the people; the fine arts, and natural history. These are treated with much good sense; and though the language is not the most correct or polished, still the descriptions are full of interest, and we have no doubt that they are authentic."

This officer married, in 1832, Dorothy, youngest daughter of the late Alexander Davison, Esq., of Swarland Park, co. Northumberland.

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### ROBERT CONTART M'CREA, Esq.

SERVED as midshipman under the flag of Sir James (now Lord De) Saumarez, on the *Baltic* station; passed his examination, at Portsmouth, in Feb. 1812; obtained his first commission on the 20th Nov. following; and was appointed to the *Amphion* frigate, Captain James P. Stewart, on the North Sea station, May 5th, 1813\*. He commanded the *Scourge* revenue cruiser, and was very actively and successfully employed against the smugglers, in 1818, 1819, and

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\* See Suppl. Part III. p. 35, *et seq.*

1820. His promotion to the rank of commander took place on the 4th June, 1824. He sailed for the Cape of Good Hope, in the Zebra sloop, Sept. 24th, 1834.

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### GEORGE THOMAS GOOCH, Esq.

THIRD son of the late Venerable Archdeacon Gooch (brother to the late Sir Thomas Gooch, Bart.), by Barbara, daughter of Ralph Sneyd, Esq., of Keele Hall, co. Stafford, and grand-daughter of Sir Walter Bagot, Bart., father of the first Lord Bagot.

This officer was born at Saxlingham rectory, co. Norfolk, Jan. 27th, 1797; and entered the royal navy in June 1810, as midshipman on board the Amelia frigate, Captain the Hon. Frederick P. Irby, under whom he served until that ship was paid off in April 1813. During this period he saw much active service on the Channel and African stations, and was wounded in the sanguinary action between the Amelia and l'Aréthuse French frigate, an account of which is given in Vol. II. Part I. p. 492, *et seq.* He afterwards successively joined the Rippon 74, Captain Sir Christopher Cole, employed off Rochefort\*; the Mæander 38, Captain John Bastard; and Conqueror 74, flag-ship of Rear-Admiral Plampin, at St. Helena, where he was promoted into the Racoon 26, Captain James Wallis, July 14th, 1818. His subsequent appointments were, Nov. 12th, 1819, to the Vigo 74, Captain Thomas Brown, fitting out for the flag of Rear-Admiral Lambert, in which ship he returned to the above island, and continued upwards of two years; and, in April 1823, to be flag-lieutenant to Sir Charles Hamilton, governor and commander-in-chief of Newfoundland. He obtained his present rank on the 8th July, 1824.

Two of Commander Gooch's brothers, John Lewis and Frederick, are in holy orders—the former is rector of Benigar, co. Somerset; and the latter, fellow of All Souls, Oxford.

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\* See Id. Part. II. p. 517.



He has another brother, Henry Edward, who was at the battle of Waterloo, and is now a captain and lieutenant-colonel in the Coldstream Guards.

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### GEORGE VERNON JACKSON, Esq,

ELDEST brother of Commander Caleb Jackson, R. N.

This officer obtained his first commission on the 18th Aug. 1809; and was second lieutenant of the *Junon* 38, Captain John Shortland, when that frigate, after a noble defence, was captured and destroyed by a French squadron, to the N. E. of Guadaloupe, Dec. 13th, 1809\*. He arrived at Brest on the 23d of the following month, in the *Renommée* frigate, Commodore Roquebert. From this period, we find no mention of him until July 1st, 1812, when he was appointed to the *Indefatigable* 44, Captain John Fyffe, in which ship he was serving subsequent to the peace with France in 1814. His next appointment appears to have been to the command of the *Serapis*, convalescent ship at Jamaica, Dec. 23d, 1818. He was promoted to his present rank on the 13th July, 1824; and returned home from the West India station, in command of the *Pylades* sloop, with the Bishop of Jamaica passenger, and a valuable freight of dollars and cochineal on merchants' account, Feb. 10th, 1828.

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### ROBERT STUART, Esq.

OBTAINED his first commission in Mar. 1812; and was a lieutenant of the *Warspite* 74, Captain Lord James O'Brien, at the close of the French war in 1814. He subsequently served under Captains William King and John Toup Nicolas, in the *Leonidas* 38, and *Egeria* 28, the latter ship successively employed at Newfoundland, in escorting King George IV. to Scotland, in the suppression of smuggling on the North Sea station, and in supporting the civil autho-

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\* See Suppl. Part III. note at p. 347.

rities at Newcastle during the disturbances amongst the keelmen of the river Tyne, in Nov. and Dec. 1822\*. He was promoted to the command of the Sparrowhawk sloop, July 17th, 1824.

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### FREDERICK BOYCE, Esq.

PASSED his examination and was made lieutenant in Feb. 1810. He was appointed, Sept. 11th, 1811, to the Tuscan sloop, Captain George Matthew Jones, on the Mediterranean station, in which vessel he served during the remainder of the war. His promotion to the rank of commander took place on the 10th Aug. 1824.

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### WILLIAM HOLT, Esq.

COMMENCED his professional career under the auspices of the late Admiral Sir Charles Cotton. He entered the royal navy in 1803, and served his time as midshipman under Sir George Ralph Collier, the Hon. George C. Berkeley, Sir Thomas Masterman Hardy, and Captain Thomas Dench. Whilst serving with Sir George Collier, in the Minerva frigate, on the coast of Galicia, he was frequently in action with the enemy's gun-boats and batteries, as will be seen by the following official letter addressed by that officer to the late Sir Eliab Harvey, Oct 3d, 1806 :

“ Sir,—To prove in some degree, the general correctness of the information which I communicated to you in my letter of yesterday, I proceeded last night in the cutter, with Lieutenant Menzies, of the marines, followed by the barge, in charge of Lieutenant James, with Mr. Holt, midshipman, and a select party of marines, to reconnoitre the Bay of Rocks, in the hope of falling in with some of the six gun-boats near Carril. After a row of seven hours, we had the good luck to be hailed by one, at anchor within pistol-shot of the shore, attended by a launch with a brass four-pounder ; she was immediately boarded on the quarter, and carried, as well as her attendant, without the loss of a single man.

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\* See Suppl. Part IV. pp. 75—83.

She was commanded by Lieutenant Don Jesse Lopez, mounts a long 24-pounder in the bow, and two short brass fours; had a complement of thirty men, with some soldiers of the regiment Leon on board.

"In justice to Lieutenant James I must observe, my only motive for making one in this affair proceeded from the knowledge I conceived myself possessed of respecting that bay, but it afforded me an opportunity of witnessing his zeal and activity; Lieutenant Menzies, Mr. Holt, the marines, and boats' crews, I have so frequently spoken of, that nothing remains for me to add, but the conviction how highly they merit every former praise. I have the honor to be, &c.

(Signed)

"G. R. COLLIER."

Some other services previously performed by the boats of the *Minerva*, are noticed in Suppl. Part III. p. 216, *et seq.* In 1807, Mr. Holt, then belonging to the *Surveillante* frigate, Captain Collier, was present at the siege of Copenhagen, and frequently commanded a rocket boat during the bombardment of that city.

On the 7th Nov. 1810, after acting for some time in the *Nautilus* sloop, Captain Dench, and *San Josef* 112, flag-ship of Sir Charles Cotton, Mr. Holt was appointed by his patron first lieutenant of the *Blossom* sloop, Captain William Stewart, on the Mediterranean station. Between this period and Oct. 1811, when he exchanged for a short time into the *Royal George*, first rate, at Port Mahon, he assisted in capturing upwards of twenty French and American merchant vessels (the latter taken for attempted breach of blockade,) in the neighbourhood of Marseilles. He was also repeatedly engaged with the enemy's batteries and naval force in the same vicinity. In the beginning of Sept. 1811, we find him employed on shore at the reduction of a French fort on the smaller *Medis* Island, mounting one mortar, two long 18-pounders, and two sixes, which service was performed in the presence of a formidable force assembled on Cape Begu, coast of Catalonia. On the 23d Feb. 1812, the *Blossom* captured a remarkably fine schooner privateer, *le Jean Bart*, of 147 tons, 7 guns, and 106 men. On the 29th April following, her boats, under the command of Lieutenant Holt, in conjunction with those of the *Undaunted* and *Volontaire* frigates, attacked twenty-six vessels near the mouth of the Rhone,

brought out seven, burnt twelve, including a national schooner of 4 guns and 74 men, and left two stranded on the beach.

Lieutenant Holt next joined the *Undaunted* frigate, Captain (now Sir Thomas) Ussher; and was serving on board the *San Josef*, bearing the flag of Sir Richard King, at the capture of Genoa, in April 1814. On the renewal of the war with France, in 1815, he received an appointment to the *Ferret* sloop, Commander James Stirling (*b*), and distinguished himself in cutting out some vessels from the harbour of Courgiou. In the following year, the *Ferret*, on her return from St. Helena, with only eight 12-pounder carronades mounted, was attacked near the line by the American-built brigantine *Dolores*, having on board nearly 300 slaves, armed with one long 32-pounder on a pivot, four long 9-pounders, and two 12-pounder carronades, which vessel she compelled to surrender after a sharp action. Lieutenant Holt's services in the *Ferret* are thus acknowledged in a letter which he subsequently received from Commander Stirling:

"My dear Sir,—In reply to your letter I need not say how willingly I would bear testimony to your character as an officer whenever I may be called upon to do so, or whenever it may be useful to you in obtaining advancement in your profession, feeling as I do a high sense of the zeal and ability that so uniformly marked your conduct when serving with me.

"As first lieutenant of H. M. sloop *Ferret*, under my command, in the attack of the harbour of Courgiou, your exertions called forth my warmest approbation, particularly the promptness with which you took possession of the French man-of-war brig, and brought her to an anchor when she attempted to run for the rocks\*.

"When engaged with the brigantine *Dolores*, the mention I made of your name in my despatch was in the highest terms, which you so justly merited; and, after a series of services with you in four of H. M. ships, I can safely say that a more zealous officer I never had the good fortune to meet with. Believe me, my dear Sir, yours most sincerely,

(Signed) "JAMES STIRLING, Commander R. N."

Lieutenant Holt's next appointment was, in Mar. 1823, to be first of the Hussar frigate, Captain George Harris, fitting out for the West India station, where he was serving when

\* See Vol. IV. Part I. p. 274.

promoted to the rank of commander, Aug. 20th, 1824, for his gallant and persevering conduct in exterminating a horde of pirates at the south side of Cuba, on which occasion he appears to have been severely wounded. This service is alluded to in the following letter from Captain Harris, dated June 3d, 1827 :—

“ My dear Sir,—It affords me gratification in complying with your request, to state my opinion of your character as an officer, for I can with truth affirm that I never had a lieutenant under my command that gave me more entire satisfaction; and I once again repeat the language I made use of in a letter to my Lord Melville, on your leaving H. M. ship Hussar (having been promoted to the rank of commander), entreating him to appoint you to some sloop, undertaking that your professional knowledge, zeal, and determination in carrying any service into execution, would ever merit his lordship’s patronage.

“ I have also much pleasure in bringing into notice your services when in command of the Hussar’s boats, sent against a nest of pirates who had taken possession of the Isle of Pines : the privation and fatigue of sixty-seven days’ absence from the ship, in open boats, in a most unhealthy climate, I fully particularized in a detailed letter to Sir Lawrence W. Halsted, dated May 17th, 1824, by which it will be perceived that complete success attended the exertions of yourself and comrades. Trusting that this candid and by no means over-rated statement will be conducive to the furtherance of your wishes, I am, my dear Sir, yours truly,

(Signed)

“GEORGE HARRIS.”

“ *To Commander William Holt.*”

The subject of this sketch has recently been appointed to the Scout sloop, on the Mediterranean station.

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### THOMAS FURBER, Esq.

OBTAINED the rank of lieutenant in Oct. 1801. We first find him serving under Captain Thomas Graves, in the *Blenheim 74*, stationed off Martinique, where he commanded that ship’s pinnace and barge at the capture of the French schooner privateer *Fortunée*, of two guns and twenty-nine men, Sep. 15th, 1803. A subsequent service of greater importance was thus officially reported to Commodore Hood, Nov. 17th following :—

“ Sir,—I have the honor to acquaint you, that on the 14th instant, the French privateer schooner *Harmonie*, with a prize, having put into

the harbour of Marin, in the bay of St. Ann, Martinique, induced me to suggest a plan for the capture of this vessel, more destructive to commerce than any other which has appeared in these seas; and for this purpose I attempted, against a strong sea breeze and lee current, to beat up from off the Diamond Rock to the place where she lay at anchor. It was not until the 16th in the morning that I was able to accomplish it, when, having reconnoitred the harbour of Marin, together with the batteries on each side of it, and also one above the town, I determined on the attempt. I therefore ordered sixty seamen belonging to his Majesty's ship under my command, with Lieutenants Cole and Furber, and a detachment of sixty marines of the same ship, under the command of Lieutenants Beatty and Boyd, to carry the enterprize into execution; the former in their boats to attack the privateer, and the latter at the same time to endeavour to surprise, or in any event to storm, Fort Dunkirk, a battery of nine guns \* on the starboard side of the harbour. It was necessary to do so, to cut off the militia from rendezvousing on Marin Point, which being immediately in the track of coming out, and where doubtless they would have been joined by the troops from the fort, would have much annoyed the boats on their return. The Drake having joined me, and Captain Ferris volunteering his services, I directed him to take the command of the seamen, and to add to them fourteen from the Drake. All things being prepared, the boats with the seamen, towed by the Drake, and the marines in four boats, towed by the Swift hired cutter, at eleven P. M. proceeded off the mouth of Marin harbour, and by estimating the time it would take for the boats to row up to the privateer, which vessel lay three miles from the entrance of the harbour, both parties set off so timely as to commence the attack at the same instant; and I am happy to add, that about three A. M. on the following morning, by very spirited and judicious attacks, both parties succeeded; the fort was completely surprised, the prisoners, fifteen in number, taken, and sent on board the cutter, the guns were dismounted and spiked, their carriages totally destroyed, and the magazine blown up; the barracks were spared, as a large and ripe field of canes adjoining must have inevitably been destroyed had they been set fire to.

"The boats with the seamen passed one battery undiscovered; but the privateer was on her guard, and commenced a very heavy fire on them, who nevertheless in the most prompt and gallant manner boarded, and in a few minutes carried her. Two men were found dead on her deck, and fourteen were wounded. As many of the enemy threw themselves into the sea, several must have been drowned. I am sorry to add that the Blenheim had one man killed, and two wounded, and the Drake three wounded, one dangerously.

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\* Six long 24-pounders and three eighteens.

"The *Harmonie* was commanded by Citizen Noyer, had eight carriage guns, and sixty-six men at the attack, forty-four only of whom were found at the time of surrender. The boats and privateer repassed the fort on the larboard side of the harbour within musket-shot, but happily escaped from a heavy fire unhurt.

"The spirited manner in which Captain Ferris led the boats to the attack, and the gallant conduct of Lieutenants Cole and Furber, the petty officers and men, on the occasion, merit my warmest praise; nor can I do too much justice to the conduct of Lieutenant Beatty, commanding the detachment of royal marines, Lieutenant Boyd, the non-commissioned officers and privates, who in the most soldier-like manner, after being challenged and fired upon by two sentinels, and perfectly ignorant of the nature and number of the troops they had to contend with, pushed directly into the fort with fixed bayonets, when the enemy cried for quarter. By the silence with which the battery was carried, one hundred militia of the fort of St. Ann were cut off from the point of rendezvous, and thus the place, to answer all our purposes, secured without the loss of a man. I have the honor to be, &c.

(Signed)

"THOMAS GRAVES."

On the 5th March, 1804, Captain William Ferris, then commanding the *Blenheim*, addressed Commodore Hood as follows:—

"Sir,—I beg leave to acquaint you, that the barge and pinnace of H. M. ship under my command, with fifty officers and men, under the orders of Lieutenant Furber, on the night of the 4th inst., made a most gallant, but unsuccessful, attempt to cut out a French national schooner, lying close under a fort, at the town of St. Pierre. She had made formidable preparations, her boarding nettings being triced up to the lower mast-heads, and so fastened that it was almost impossible to get in; and her sweeps rigged out on each side; notwithstanding all this, and the beach lined with soldiers, the forts, an armed sloop, and several other small vessels near, keeping up a heavy fire of guns and musketry, those brave officers and men in the two boats persevered, and cut her cables, but it being perfectly calm, she swung and grounded on the beach, when all hopes of bringing her out were given up, and from the number killed and wounded, as per enclosed list, the commanding officer very properly ordered a retreat. I lament sincerely our loss\*; but I trust you, Sir, will think the character of British seaman was well supported on this

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\* One seaman and two marines killed; Lieutenants Furber and Mayne, Mr. Hill, midshipman, and sixteen other persons, wounded; three seamen missing.

occasion, for surely never was greater spirit displayed. I have the honor to be, &c.  
 (Signed) "W. FERRIS."

In the beginning of 1808, Lieutenant Furber was serving as first of the *Flora* frigate, Captain Loftus Otway Bland, on the North Sea station. The following account of the loss of that ship is taken from a letter dated at Lewarden, in Friesland, Jan. 26th, 1808:—

"The *Flora* struck upon Schelling reef last Monday, the 18th; about nine o'clock that night we succeeded in getting her off, but lost our rudder in the attempt; and after getting her to sea, could hardly keep her free with all the pumps, therefore was obliged, the next day, to run her on shore again. After making rafts, fearing that if it came on to blow hard during the night, she would go to pieces, the captain, Furber, Keith, Doneville, Watson, and myself, pushed off in the barge, that being the only boat we then had, with about 139 of the crew on rafts, the rest choosing to stay by the ship. After rowing for eighteen hours, without sustenance, we landed on the island of Ameland, where they made us prisoners. Those whom we left on the wreck are at Harlingen."

We lastly find Mr. Furber first lieutenant of the *Lively* frigate, Captain (now Rear-Admiral) M'Kinley, employed in co-operation with the Spanish patriots on the coast of Galicia, from whence he was despatched to England in a hired vessel with intelligence of the surrender of Vigo, Mar. 7th, 1809\*. His commission as commander bears date Sept. 1st, 1824.

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### JOHN DAVIS MERCER, Esq.

OBTAINED his first commission on the 8th December, 1809; and was serving under Captain Charles Gill, in the *Cleopatra* frigate, at the close of the French war in 1814. He was subsequently flag-lieutenant to the late Sir William Charles Fahie, on the Leeward Island and Halifax stations. His promotion to the rank of commander took place Sept. 9th, 1824.

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\* See Vol. II. Part I. p. 446.



**JOHN POLE, Esq.**

WAS made a lieutenant on the 1st Jan. 1821 and subsequently served under Captain Price Blackwood and Commodore Sir Robert Mends, in the Curlew sloop and Owen Glendower frigate, on the East India and African stations. He obtained the rank of commander, Sept. 20th, 1824.

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**MICHAEL QUIN, Esq.**

ENTERED the royal navy in 1804; obtained his first commission in July 1812; and commanded the boats of the Weazle sloop, Captain James Black, in conjunction with those of the Apollo frigate, at the capture and destruction of the tower of St. Cataldo, (the strongest between Brindisi and Otranto,) containing a telegraph, three guns, and three swivels, Dec. 21st, 1812. Other services in which he was subsequently engaged on the Adriatic station, have been recorded in Suppl. Part III. pp. 127—130 and pp. 333—338. After the peace with France, in 1814, he was appointed to the Oberon sloop, Captain James Murray; and in Oct. 1820, to the Satellite, Captain Armar Lowry Corry, fitting out for the East India station. His promotion to the rank of commander took place Oct. 5th, 1824; his next appointment was, Sept. 17th, 1828, to the Pelorus sloop, in which vessel he returned home from the Mediterranean, to be paid off, May 9th, 1830. Since then he has served for a few months on board the Windsor Castle 74; and commissioned the Raleigh 18, destined to the East Indies.

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**ANDREW DREW, Esq.**

PASSED his examination, at Sheerness, in May 1812; and was serving on board the Eurotas frigate, Captain (now Sir John) Phillimore, at the capture of la Clorinde, in Feb. 1814\*.

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\* See Suppl. Part I. p. 245, *et seq*

For his conduct on that occasion, he was appointed a lieutenant of the same ship, on the 4th of the ensuing month. He obtained a commander's commission in Oct. 1824.

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**WILLIAM STEPHENS ARTHUR, Esq.**

WAS made a lieutenant on the 6th Feb. 1821 ; and commander Oct. 11th, 1824.

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**JOHN M'CAUSLAND, Esq.**

WAS made a lieutenant on the 22d Feb. 1811 ; appointed to the Ister frigate, Captain John Cramer, Oct. 8th, 1813 ; to the Queen Charlotte 108, bearing the flag of Sir James H. Whitshed, at Portsmouth, Feb. 8th, 1821 ; and promoted to the rank of commander Oct. 14th, 1824. He is now serving in the Cruiser sloop, on the West India station.

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**LEONARD CHARLES ROOKE, Esq.**

YOUNGEST son of the late Hon. Mr. Justice Rooke, and nephew to Admiral Sir Harry Neale, Bart. G. C. B. &c. &c.

This officer served as a midshipman under Captains the Hon. Henry Duncan and John Brett Purvis, in the Glasgow and Magicienne frigates ; was made a lieutenant from the latter ship into the Bacchus sloop, on the East India station, Oct. 15th, 1818 ; appointed to the Cambrian frigate, Captain Gaven William Hamilton, destined to Constantinople, July 25th, 1820 ; promoted to the rank of commander on the 14th Oct. 1824 ; and wrecked in the Jasper sloop, on the north end of St. Maura, Oct. 13th, 1828. Soon after this disaster, he was tried by a court-martial at Malta, and admonished to be more careful in future ; his judges at the same time observing that the accident arose from his great zeal, in endeavouring to expedite the delivery of despatches to the governor of that island. He married, June 24th, 1830, Elizabeth, youngest daughter of Lieutenant-Colonel William Home.

### PHILIP JUSTICE (*b*), Esq.

WAS made a lieutenant on the 5th Aug. 1813; served under Captain Sir James A. Gordon, in the *Mæander* and *Active* frigates; and subsequently under the Hon. Sir Charles Paget, in the *Apollo* yacht. He obtained a commander's commission on the 5th Dec. 1824.

### LUKE HENRY WRAY, Esq.

WAS made a lieutenant on the 14th April, 1805. We first find him serving on board the *Port Mahon* sloop, Captain Samuel Chambers, who, in June 1806, made a report as follows to the commander-in-chief on the Jamaica station:—

“ Sir,—A Spanish armed brig was yesterday (25th), chased by *H. M.* sloop *Port Mahon* into the intricate harbour of Banes, which is defended by a high tower mounted with two heavy guns. At 9 P. M. the boats were dispatched under the command of Lieutenant John Marshall, assisted by Lieutenant Wray, to get her out. This morning, at one o'clock, she was boarded under a heavy fire of great guns and small arms from the vessel and battery, (to which she was moored by a hawser,) and carried. Much difficulty attended getting her out, as she grounded within pistol-shot of the tower, from which several shots struck her. She proves to be the Spanish letter-of-marque *San Josef*, armed with one long 18-pounder on a pivot amidships, four 12-pounder carronades, and two long 4-pounders, with swivels, pikes, musketry, and thirty men, from Havannah bound to Campeachy, laden with brandy, dry goods, &c. It is very gratifying for me to add, that although several of the oars were broke, and the boats damaged by shot whilst rowing to the attack, yet not a man was hurt. I hope, Sir, you will conceive that the capture of this vessel, situated and defended as above recited, was fully adequate to the force employed, and that it reflects great credit on the officers and seamen employed. I have the honor to be, &c-

(Signed)

“ SAMUEL CHAMBERS.”

“ *To Vice-Admiral J. R. Dacres, &c. &c.*”

On the 1st Nov. 1821, Mr. Wray was appointed senior lieutenant of the *Andromache* frigate, fitting out for the broad pendant of Commodore Nourse, on whose demise, Sept. 4th, 1824, he appointed himself to the command of that ship, then

returning to Mauritius from the eastern coast of Africa. His promotion to the rank of commander took place Dec. 29th, 1824; and he appears to have arrived at Portsmouth in the *Espiegle* sloop, from the Cape of Good Hope station, Dec. 16th, 1825.

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### WILLIAM NEVILL, Esq.

SON of William Nevill, Esq. of Winchester, was made a lieutenant on the 12th Dec. 1816; appointed to the *Jupiter* 60, Captain (now Sir George A.) Westphal, fitting out for the conveyance of Lord Amherst and suite to Bengal, May 28th, 1822; and promoted to the rank of commander, whilst serving in the *Jascur* sloop, Feb. 9th, 1825.

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### JOHN KING, Esq.

PASSED his examination, at Sheerness, in Jan. 1813; obtained his first commission in Mar. 1815; and was appointed senior lieutenant of the *Driver* sloop, Captain Thomas Wolrige, fitting out for the African station, Nov. 19th, 1821. During the Ashantee war, in 1823, he served under Captain Charles Bowen, and commanded for several months, a division of the forces employed in the field; and on the 21st May, 1824, being then again a volunteer for land service, he was slightly wounded in action with the barbarous enemy; on which occasion the British and their black allies had 88 killed, 678 wounded, and 88 missing. His conduct in this and the preceding affairs, was highly commended by Lieutenant Colonel Sutherland, commanding the military forces on the western coast of Africa. His promotion to the rank of Commander took place, April 25th, 1825.

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### CHARLES COLVILLE FRANKLAND, Esq.

A SON of the late Rev. Roger Frankland, rector of Yurlington, and vicar of Dulverton, both in Somersetshire, a canon-residentiary of the cathedral church of St. Andrew, Wells, by Catherine, sister to Vice-Admiral Lord Colville.

This officer is a native of Bath. He became a student at the Royal Naval College towards the close of 1810; quitted that institution in the autumn of 1812; and first went to sea in 1813, as midshipman on board the *Aquilon* 32, commanded by his cousin, Captain William Bowles, with whom he returned home from South America, in the *Ceres* frigate, June 1814. He subsequently served under Captain (now Sir Willoughby T.) Lake, in the *Magnificent* 74, on the Jamaica station. In May 1816, he again sailed for Brazil and Rio de la Plata, in the *Amphion* frigate, Commodore Bowles, by whom he was made lieutenant into the *Andromache* 44, Captain William H. Shirreff, in July 1818. This appointment, however, was not confirmed at home until Mar. 26th, 1819; at which period he held the confidential situation of private secretary to his captain, then senior officer in the Pacific.

In April 1819, Lieutenant Frankland crossed the Andes and Pampas mountains, as the bearer of despatches to the Admiralty; and it is a remarkable circumstance, that, in Nov. and Dec. of the same year, he also crossed the Alps and Appennines. He remained on the European continent until April 1821, making the tour of France, Italy, and Switzerland; went to Ireland, as flag-lieutenant to his uncle, Lord Colville, in the month of Nov. following; obtained his present rank on the 26th April, 1825; and shortly afterwards, finding himself again an idle man, once more proceeded on his travels, making the tour of Holland, Belgium, the Rhine, Wirtemberg, Bavaria, the Danube, Tyrol, and Austria. In 1827, he made a journey from Vienna, through Hungary, Transylvania, Wallachia, Bulgaria, and Roumelia, to Constantinople; proceeded thence, through the Dardanelles, to the plains of Troy, Smyrna, Greece, Cyprus, Syria, Pales-

tine, Alexandria, Malta, and Sicily; and returned to the Austrian capital through Italy, Istria, Carniola, and Styria. He has since published a personal narrative of this interesting journey, with many sketches.

Some account of Commander C. C. Frankland's family will be found in p. 48.

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### THOMAS COWPER SHERWIN, Esq.

Was made a lieutenant on the 22d July, 1796; and promoted to his present rank, "for long and active services," May 27th, 1825. During part of the late war, he commanded the Flamer gun-brig; and, since the peace, the Sprightly cutter. He was appointed an inspecting commander in the Irish coast guard service in 1819; and a stipendiary magistrate at the Cape of Good Hope, in 1834.

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### DANIEL WELD, Esq.

Was made a lieutenant on the 10th Sept. 1799; advanced to his present rank, "for long and active services," May 27th, 1825; and appointed an inspecting commander in the Suffolk coast guard district, about June 1827.

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### JOSIAS BRAY, Esq.

OBTAINED his first commission in Nov. 1800; and was wounded while serving as lieutenant on board the *Achille* 74, Captain (afterwards Sir Richard) King, at the memorable battle of Trafalgar\*. He subsequently commanded the *Plumper* gun-brig, and in July 1812, captured three small American privateers in the Bay of Fundy. On the 5th Dec. in the same year, he had the misfortune to lose that vessel, on a ledge of rocks near Dipper harbour, New

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\* See Suppl. Part III. p. 184.

Brunswick, when forty-two of his officers, passengers, and crew perished. At the close of the war with France, in 1814, we find him commanding the *Badger* hired cutter; and some time afterwards, the *Sprightly* revenue cruiser, which vessel was wrecked on the rocks at Blacknor, Isle of Portland, in a heavy gale of wind, Jan. 8th, 1821. He was promoted to his present rank, "for long and active services," May 27th, 1825.

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### JOHN PEARSE, Esq.

WAS made a lieutenant on the 29th Dec. 1800; and served for several years as first of the Cruiser sloop, one of the most active and successful cruisers on the North Sea station, where she was successively commanded by Captains John Hancock and Priagle Stoddart\*.

On the 24th April, 1810, Lieutenant Pearse was appointed to the command of the *Deccy* cutter, which vessel he appears to have paid off in June 1814. We next find him commanding the *Wickham* revenue cruiser, in 1817. He obtained his present rank, "for long and active services," May 27th, 1825.

This officer is the author of an article in the "United Service Journal," for Aug. 1830, entitled, "Observations on the present Distribution of Weight and Pressure in Ships of War." The following is taken from the "Devonport Telegraph," Sept. 7th, 1833:—

"MASTING OF SHIPS.—A discovery, which is likely to be attended with important results to the navy, has recently been made by Commander John Pearse, R. N., of Plymouth, after a series of delicate and laborious experiments, in which the point, according to the opinion of those most conversant with such subjects, who have had an opportunity of examining these experiments, has been fully demonstrated. This officer, from various circumstances, and, among other things, the imperfect system of the principle of masting ships, was led to doubt that the centre of gravity of a ship was the axis of rotation, as hitherto imagined,

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\* See Suppl. Part I. pp. 12—22, and p. 257.

and that this was the cause of so many errors occurring in masting. He accordingly proceeded to ascertain the truth of his doubts by experiments on different models, which he has continued for upwards of twelve months past, and which have been so correctly made, so strictly consistent with the laws of mechanics, and have proved so satisfactory, that the Admiralty have been made acquainted with the whole of the facts and results, and which, we understand, cannot fail to render the science of shipbuilding more comprehensive and demonstrative, as well as lead to the correction of other errors in the theory equally worthy of consideration. It is not in the province of a newspaper to discuss scientifically points of mechanical interest, but the importance of a discovery of this nature will be easily understood by all nautical men, and especially by those who know any thing of naval architecture. It is a new fact in science, and practically useful in a valuable art allied to our national glories, and is therefore doubly interesting. The axis of rotation has been fixed by Captain Pearse's experiments at some distance above the centre of gravity of the ship, and in the point which is known by the name of the metacentre; and we understand he considers the complexity of the theory, and not having considered the subject in a sufficiently practical shape, to have led authors into the error of confounding the centre of gravity of the ship with the axis of rotation; and that this has led to the error of supposing the lateral effort of the water, or resistance to lee-way, to produce effects contrary to truth, and from which proceeds the present imperfect system of masting. In fact, the discovery of the true axis of rotation will be a complete key to the improvement of naval architecture, as all the forces, which are so constantly and variously acting, are estimated by the distances from the axis of rotation to the points where they are applied."

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### WILLIAM SNUGGS GAMMON, Esq.

WAS born at Swanmore, Bishop's Waltham, on the 23d Mar. 1785; and entered the royal navy, as midshipman on board the *Robust* 74, Captain (now Sir Edward) Thornbrough, in Sept. 1796. He obtained his first commission on the 5th April, 1805. From this period we lose sight of him until the spring of 1808, when he was appointed senior lieutenant of the *Proselyte* 24, Captain Henry James Lyford, fitting out as a mortar vessel, for the Baltic station. The loss of that ship, near the island of Anholt, Jan. 5th, 1809, and Mr. Gammon's subsequent hazardous undertaking, to convey intelligence of the disaster to Gottenburg, in an open



boat, and through a sea covered with ice, have been noticed in Suppl. Part III. p. 171, *et seq.*

This officer's next appointment was to the Frederikssteen 32, in which frigate he served under Captains Joseph Nourse and Francis Beaufort, in the Archipelago and on the south coast of Asia Minor, in 1810, 1811, and 1812\*.

On the 30th June, 1813, Lieutenant Gammon was appointed first of the Severn 40, Captain Nourse, fitting out for the North American station, where he was most actively employed until the final cessation of hostilities in 1815 †. He obtained his present rank, "for long and active services," May 27th, 1825.

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### JOHN EAGER, Esq.

WE first find serving as passed midshipman on board the flag-ship of Sir John T. Duckworth, and volunteering to accompany Lieutenant (now Sir Nisbet J.) Willoughby to the attack of a large Spanish corvette, in the neighbourhood of Cuba, Feb. 1805 †. He obtained his first commission on the 10th Oct. following; and distinguished himself as senior lieutenant of the Undaunted frigate, Captain Richard Thomas, at the reduction of a French fort on the smaller Medis island, coast of Catalonia, in Sept. 1811; and in the command of the boats of the Undaunted, Volontaire, and Blossom, at the capture and destruction of a national schooner and twenty merchant vessels, near the mouth of the Rhone, April 29th, 1812. He subsequently commanded the Clinker gun-brig, at Newfoundland and the Leeward Islands. His promotion to the rank he now holds took place on the 27th May, 1825.

Commander Eager married, June 29th, 1824, Catherine, youngest daughter of the late Commander James Bullock.

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\* See Suppl. Part II. pp. 86—93.

† See Vol. II. Part II. p. 880, and Suppl. Part IV. pp. 9—17.

‡ See Suppl. Part II. p. 128.

### JOHN CHAFIN MORRIS, Esq.

ONLY son of the late Jeremiah Morris, Esq., of Mere, co. Wilts, (whose immediate ancestor emigrated from Ireland during the great rebellion, about anno 1640) by his first wife, Jane, eldest daughter of the late Chafin Grove, Esq. of Chantry House, Mere, (descended from the ancient families of Chafin and Grove, of Zeal's Manor House, in the parish of Mere, and Chisenburg House, Wiltshire). One of his maternal ancestors was beheaded with Colonel Penruddocke, for excessive loyalty, during the protectorate of Oliver Cromwell, and lies buried in the church of St. Sydling's, Exeter, where a brass plate, with the following inscription, records his melancholy fate:—

“ Hic jacet Hugo Groves, de Enford, in comitate Wilts, armiger, in restituendo ecclesiam, in asserendo regem, in propugnando legem, et libertatem Anglicanam, captus, et decollatus 16<sup>o</sup> Maii 1655. ‘ Pro Lege et Rege.’ ”

Mr. JOHN CHAFIN MORRIS entered the royal navy in 1797, under the auspices of the late Admiral Sir Roger Curtis; and served during the remainder of the French revolutionary war as midshipman on board the flag-ships of that distinguished officer and his successor, the late Sir Charles Cotton, in the Channel fleet, off Cadiz, and on the Mediterranean station. In 1802 he joined the *Donegal* 80, Captain Sir Richard J. Strachan, which ship, on the renewal of hostilities, was employed in watching the motions of a French squadron at Cadiz; off which port she captured the Spanish frigate *Amphitrite*, Nov. 25th, 1804\*. She subsequently, when commanded by Captain (now Sir Pulteney) Malcolm, accompanied Nelson in his memorable pursuit of the combined fleets of France and Spain, to and from the West Indies. On the 23d Oct. 1805, she captured *El Rayo*, a partially dismantled three-decker, forming part of the Spanish squadron under Don Frederico Gravina, who, on his return to port after the battle of Trafalgar, had been ordered to sea again, for the

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\* See Vol. I. Part I. p. 288.

purpose of attempting the rescue of some of his late consorts. On the 6th Feb. 1806, she bore a conspicuous part at the defeat of a French squadron off St. Domingo, on which occasion she sustained a loss of forty-five men killed and wounded\*.

After the latter victory, Mr. Morris was appointed acting lieutenant of the Shark 16, on the Jamaica station; and in the course of the same year removed to the Stork 18, Captain George Le Geyt, under whom he served in an expedition against Batabano, on the south side of Cuba, the result of which has been stated in Suppl. Part III. p. 100, *et seq.* His promotion to the rank of lieutenant did not take place, however, until Sept. 22d, 1807.

This officer's next appointment was, in 1808, to the Achille 74, Captain Sir Richard King, then employed in the blockade of Ferrol, and subsequently in the expedition to Walcheren. During the occupation of that island, he was entrusted with the command of five gun-boats, and frequently engaged with the enemy. We afterwards find him proceeding in the Achille to Cadiz, where he arrived on the 28th Feb. 1810; and commanded a Spanish gun-vessel, manned by British seamen, and employed in the defence of La-Isla-de-Leon, from Mar. 22d until July 17th following. Previous to his quitting the Achille for that purpose, he witnessed the destruction of four Spanish and one Portuguese line-of-battle ships, three other men of war belonging to the former nation, and twenty-four sail of merchantmen, driven on shore in a terrific gale, and the greater part burnt to prevent the wrecks becoming serviceable to the enemy. Whilst employed in the flotilla service he was thirty-eight times engaged with the enemy's batteries, and on every occasion conducted himself with the utmost zeal and bravery.

On the 5th Aug. 1810, Lieutenant Morris was sent, with 100 men under his command, to assist in navigating the Glorioso, an old and wretchedly equipped Spanish 74, to Minorca,

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\* See Vol. I. Part II. pp. 589—594.

where he arrived after a most harassing voyage of thirty-eight days\*. He afterwards served in the fleet off Toulon. His subsequent appointments were, June 21st, 1814, to be first lieutenant of the Prospero sloop, Captain George Greensill; and, in 1820, to the command of the Richmond, revenue cruiser, on the Irish station, where he captured a large smuggling cutter, and by his activity prevented others from landing their cargoes. For his "long and active services," he was rewarded with a commander's commission, dated May 27th, 1825.

This officer's brother, the Rev. Frederick Morris, was chaplain of the Alexander 74, Captain Richard Rodney Bligh, when that ship, after a most heroic defence, fell into the enemy's possession, Nov. 6th, 1794 †; of the Theseus 74, bearing the flag of Nelson, at the attack upon Teneriffe, in 1797; and of the same ship, at the battle of the Nile, and when employed on the coast of Syria, where he lost his life through an accidental explosion of shells, in 1799 †.

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### GEORGE EDWARD MARSHALL, Esq.

WAS made a lieutenant on the 22d Sept. 1807; and after serving under various distinguished officers, promoted to the rank of commander in May 1825. He is at present employed in the Irish coast guard service.

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### HENRY SLADE, Esq.

WAS made a lieutenant on the 12th Nov. 1808. We first find him serving on board the Bulwark 74, Captain Farmery P. Epworth, in an expedition up the Penobscot river, North America, where he commanded a party of seamen on shore at the capture of the towns of Hamden and Bangor, Sept. 3d, 1814 §.

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\* See Vol. I. Part II. p. 873. † See Vol. III. Part II. p. 251.

‡ See Vol. I. Part I. note † at p. 300, *et seq.*

§ See Vol. II. Part II. p. 731, *et seq.*

In Dec. 1820, he was appointed first lieutenant of the *Spring-apatam* frigate, Captain Samuel Warren, fitting out for the Mediterranean station; and on the 27th May, 1825, promoted to the rank of commander.

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### JOHN CRIRIE, Esq.

SERVED with considerable credit under Captain (now Commodore) Robert Barrie. His first commission bears date Nov. 2d, 1809; at which period he had but recently passed his examination for lieutenant. On the 29th June, 1812, he was appointed to the *Narcissus* frigate, Captain John R. Lumley. On the 24th Nov. following, he commanded the boats of that ship at the capture of the American privateer *Joseph and Mary*, of four guns and seventy-three men, between the islands of Cuba and St. Domingo, on which occasion he had one man killed and another wounded. On the 12th June, 1813, the boats, again under his command, brought out from York river, in the Chesapeake, the United States' revenue cruiser *Surveyor*, of six guns and twenty-five men, of whom five were wounded. In this affair three of his men were killed, and himself, a marine officer (Patrick Savage), and four men wounded. He continued to serve under Captain Lumley until Oct. 1814; and obtained the rank of commander on the 27th May, 1825.

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### FRANCIS ORMOND, Esq.

WAS made a lieutenant on the 3d Dec. 1810; and appointed to the *Endymion* frigate, Captain Henry Hope, fitting out for the North American station, May 19th, 1813. He commanded a division of boats, under the orders of Captain (now Commodore) Robert Barrie, in the expedition up the Penobscot river, on which occasion the towns of Castine, Hamden, and Bangor fell into our possession, and the United States' corvette *Adams* (formerly a 32-gun frigate), a brig pierced for eighteen guns, a large privateer, and eight

merchant vessels were destroyed by the enemy. He served under the same officer in the action which led to the capture of the American frigate *President*, in Jan. 1815; and was second lieutenant of the *Impregnable* 104, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers, in Aug. 1816. His commission as commander bears date May 27th, 1825.

This officer married, in 1822, Fanny, daughter of J. Hedges, Esq., of Wallingford.

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### RICHARD BEAUMONT, Esq.

Was made a lieutenant into the *Mersey* 26, Captain Edward Collier, on the Halifax station, Oct. 13th, 1819; and promoted to his present rank, June 6th, 1825. He subsequently commanded the *Weazle* sloop, in the Mediterranean.

This officer married, in 1832, the fourth daughter of Lord Macdonald.

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### HENRY LAYTON, Esq.

Is the second son of the Rev. Thomas Layton, M. A., vicar of Chigwell and Theydon Bois, in Essex, and a magistrate for that county. He was born on the 2d Feb. 1799; and entered the royal navy, May 3d, 1812, as midshipman on board the *Barfleur* 98, bearing the flag of the Hon. G. C. Berkeley, and commanded by Captain (now Sir Thomas M.) Hardy, on the Lisbon station, from whence he accompanied the latter officer, in the *Ramillies* 74, to North America, where he was present at the performance of many important services. During the operations against New Orleans, he was employed in a boat at the attack and capture of six gun-vessels, in Lac Borgne, an exploit already recorded in our memoir of Captain Nicholas Lockyer \*. He after-

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\* See Suppl. Part IV. p. 4, *et seq.*

wards visited Jamaica; and, subsequent to the cessation of hostilities, was successively appointed to the Malta 84, Captain (now Vice-Admiral) Sir Charles Ogle; Rivoli 74, Captain (now Rear-Admiral) A. P. Hollis; and Rosario sloop, Captain Thomas L. Peake. In Jan. 1819, he again joined Sir Thomas M. Hardy, then about to display a broad pendant on the South American station; and on the 2d Nov. 1821, was promoted to the rank of lieutenant. He next served under Captain (now Sir Thomas) Dundas, in the Bulwark 76, stationed as a guard-ship in Hamoaze.

This officer was made a commander on the 10th June, 1825, in consequence of the death of his brother, Lieutenant Thomas Layton, R. N., who had then been recently murdered by a horde of pirates in the West Indies, to suppress whose depredations he was then using every gallant and zealous effort.

Commander Layton is now, we believe, employed in the coast guard service, at Killybegs, Ireland.

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#### ALEXANDER TAIT, Esq.

PASSED his examination for lieutenant, at Sheerness, in Mar. 1812; and was promoted into the Africaine frigate, Captain the Hon. Edward Rodney, June 1st, 1814. He subsequently served under Commodore Nourse, in the Andromache 44, on the African station; and obtained his present rank July 9th, 1825.

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#### WILLIAM BURDETT DOBSON, Esq.

ENTERED the royal navy in 1806; and was made a lieutenant, Jan. 3d, 1814, into the Royal Sovereign, first rate, Captain Thomas Gordon Caulfield, fitting out in Hamoaze, for the Mediterranean station, from whence he returned home under the command of Captain (now Vice-Admiral) Lambert, July 29th following. His next appointment was, Sept. 17th in the same year, to the Tanais frigate, Captain Joseph James, then in the river Medway, destined to the West Indies, in

which ship he continued until paid off, in May 1816. From this period we lose sight of him until April 3d, 1823, when he joined the Larne sloop, Captain Frederick Marryat, fitting out at Portsmouth, for the East India station.

In Feb. 1824, the Larne was ordered by Commodore Charles Grant, to join the expedition then preparing at Calcutta for the invasion of the dominions of Ava:—the following is an outline of the services performed by Lieutenant Dobson during the Burmese war. A "Narrative of the Naval Operations," from the commencement to the final termination of that contest, is given as an Appendix to Vol III. Part I.

On the 14th May, 1824, three days after the capture of Rangoon, he assisted Captain David Ross, of the Indian army, in taking possession of Dalla. On the four following days, the boats of the Larne, under his directions, were employed in placing fire-booms across the river, about a mile above Rangoon. On the 19th, he went down the river with seven boats, to attack a four gun battery, but found it dismantled and the cannon buried. On the 20th, he went up the Dalla creek, and captured eight large vessels laden with paddy and dried fish. On the 21st, he was again employed about the fire-booms, the grapnels already attached to them having been found of insufficient weight to resist the strength of the tide. On the 22d, he was taken very ill, from his having been wet through for many hours daily, and continually exposed to the weather. On the 15th July, being then convalescent, he was ordered by Captain Marryat to take the command of the Satellite armed transport, and to carry on the naval duties at Rangoon during the temporary absence of the Larne. On the 19th and 20th of the same month, he conducted a reconnoitring party nearly thirty-five miles up the Puzendown creek, and assisted in releasing a few families who were desirous of returning to Rangoon, from whence they had been driven by their armed countrymen on the approach of the invading forces\*. On the 31st

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\* See *Naval Operations*, p. 21.



a flotilla under his orders proceeded much further up the same creek, and deprived the enemy of near 1500 tons of grain, but unfortunately the vessels containing it, thirty-five in number, were all in a very crazy state. In bringing them down the river, many got aground, and falling over, at low water, filled with the next flood. "The loss of them," says Lieutenant Dobson, "is to be attributed to the great distance we had to bring them, the strong tides and sudden turns, causing eddies out of which it was difficult to get, and the difficulty of towing such unwieldy craft, added to which the greater part of them were without either anchor or rudder."

On the 4th Aug. Lieutenant Dobson, with some gun-boats under his orders, accompanied a military detachment up the Syriam river, and assisted in driving the enemy from the remains of the old Portuguese fort, situated upon a commanding height, at the mouth of the Pegu river. He was afterwards employed in stripping the Syriam Pagoda of its guns and bells \*. On the 12th, the Satellite was directed to relieve the Hon. Company's cruiser Teignmouth, stationed at Pagoda Point. On the 17th, Lieutenant Dobson reported to Captain Marryat as follows:—

"In compliance with your orders, I relieved Captain Hardy, and the Satellite took up the berth of the Teignmouth, on the 14th instant. On the 16th, having one boat and fifteen men from the H. C. cruiser Mercury, and our own people in three row gun-boats, we pulled up the Panlang branch, with the first of the flood-tide. Four miles from Pagoda Point, a Burmese look-out boat was seen shoving off from a hut, and firing an alarm gun: this was repeated by other boats as we advanced, at four or five miles distance from each other. About five miles above the upper stakes, we came to two stockades, one on each side of the river apparently for the protection of a large village above them. Receiving no interruption, we passed on, and destroyed a large canoe, laden with rice and gunpowder. Two reaches above this village, we got sight of twenty of the enemy's war-boats, lying to under the bank of the river, and each containing about seventy men. As we approached, they began to row away, and I ordered our boats to open their fire, but I fear with little effect, as the enemy took care to keep at a distance, which from their superior speed they could easily do. We chased them till the tide

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\* See Naval Operations in Ava, p. 22, *et seq.*

turned and our boats made no progress, when we put about, the enemy following at a distance."

Lieutenant Dobson's whole European force in this little expedition was only thirty-six men. On his return to Pagoda Point he received directions to join the expedition destined against Tavoy and Mergui. On the 19th, these orders were countermanded, and the troops embarked on board the Satellite sent to other vessels. On the 11th Sept., Captain Marryat quitted Rangoon for Penang, leaving Lieutenant Dobson, with sixteen of the Larne's crew and nine supernumerary seamen, in charge of the Satellite, off Pagoda Point; and on the 15th of the same month, Captain H. D. Chads, of the Arachne sloop, recently from England, assumed the chief command of the combined naval force attached to Sir Archibald Campbell's army. On the 21st, a movement was made upon Panlang, where the enemy had established a post, and were busily employed in constructing combustible rafts, and boats for the destruction of our shipping. The military force employed consisted of about five hundred troops, under the command of Brigadier-General Hugh Frazer; the naval operations were personally directed by Captain Chads, who had embarked on board the Satellite for that purpose. In the evening, heavy guns were heard, not far distant, and next morning five stockades were seen, three on the right side and two on the left; the Satellite manned with forty-five British sailors and twenty soldiers, and towed by the Diana steam-vessel, was far a-head of the flotilla, and soon ran up with the enemy's works, receiving, as she advanced, a heavy raking fire of great guns, musketry, &c., but which was not returned till she was placed directly in the centre, when both broadsides were opened on them, and the enemy soon fled in all directions. Some troops under Major Sale were immediately landed with trifling opposition, and the whole of the stockades destroyed. Fifteen guns of various calibre were taken, and the same number of one-pounder swivels. On the 24th, three other stockades, situated about twenty miles higher up the river, were bombarded for a short time previous to the landing of the troops, when they were all found evacuated.

In reporting his proceedings on this occasion, Captain Chads says :— “ During our progress, the Satellite was on shore three times, and the Diana once, but without the slightest injury. \* \* \* \* Lieutenant Dobson rendered me every assistance, and was of great service ; he was severely burnt on the 22d.”

On the 6th Oct., the Satellite, with Captain Chads on board, proceeded up the Lyne river, accompanied by the flotilla, and a military detachment under Major Thomas Evans. On the 7th, two stockades were taken possession of without loss, and seven newly constructed war-boats destroyed. On reconnoitring the fortified village of Than-ta-bain, about thirty miles distant from Rangoon, it was found to be defended by three long breast-works, with a very extensive stockade, constructed of large teak-beams ; and fourteen war-boats, each mounting a gun, were anchored so as to defend the approach to it.

“ Having consulted with Captain Chads,” says Major Evans, “ we advanced to the assault, the steam-boat with the Satellite and mortar-vessel in tow, and the troops in their boats ready to land when ordered. In passing the breast-works, we received a smart running fire from jingals and musketry, which were returned with showers of grape from the Satellite ; and observing the enemy evidently in confusion, I directed the troops and scaling ladders to be immediately landed, and in a few minutes every work about the place was in our possession. At six o'clock next morning, we again moved with the tide, and in passing a narrow neck of land at the junction of two rivers, were received with a brisk discharge of musketry from a long line of breast works, and a cannonade from a very large stockade on our right. The fire of the latter was soon silenced by the well-pointed guns of the Satellite. The troops were then ordered to land, and this formidable stockade was carried by assault without a struggle. It is, without exception, the strongest work of the kind I have ever seen.”

In his official letter respecting “ the brilliant and decisive attack” on Than-ta-bain, Captain Chads again acknowledged having “ received great assistance from Lieutenant Dobson.”

On the 23d Nov., the Satellite dropped down to Rangoon, having been relieved at Pagoda Point by the Teignmouth. Next day, Lieutenant Dobson received orders to take charge of and fit out the Shaw-in-shaw, a new teak-ship of between 700

and 800 tons, belonging to a merchant at Calcutta; this was a very unpleasant employment, and gave him a great deal of trouble; she had not a sail made, no portion of her rigging fitted, nothing whatever prepared for her equipment. He was thus employed when the enemy, encouraged by the Teignmouth having been driven from her station by means of fire-rafts, in the night of Nov. 30th, commenced a series of most furious attacks both by land and water upon Kemmendine \*. In consequence thereof Lieutenant Dobson and his people had the additional duty imposed upon them of going on board the Satellite every evening for her protection.

On the 2d Dec., in the afternoon, observing that a division of the enemy's force had commenced throwing up works on the Dalla side, Captain Chads directed the Satellite, in charge of Lieutenant Dobson, with a party of seamen from the Arachne, to the support of the Good Hope transport and several small gun-vessels, already for some time stationed there†. During the nights of the 2d, 3d, and 4th, she was very closely and warmly engaged with the enemy, whose shot struck her in every direction, and greatly injured the rigging; but as Lieutenant Dobson had taken the precaution to stockade her all around with bamboo, she fortunately had not a man killed or wounded ‡. She continued in the same position, incessantly annoying the enemy, until their works were carried by storm in the night of the 8th, on which occasion Lieutenant Dobson shewed the soldiers the way, and was almost the first to enter. On the 14th, Captain Chads addressed a letter to the commander-in-chief, of which the following is a copy:—

“ Sir,—Lieutenant Dobson, of H. M. S. Larne, having been left by Captain Marryat in command of the H. C. armed transport Satellite, stationed at Pagoda Point, where he has been near five months, performing the most important and anxious duties in every respect as a valuable officer, I hope you will have the goodness to recommend him to the consideration of the Right Honorable the Governor-General in Council, as in a pecuniary point of view he has been a considerable sufferer by being at

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\* See Naval Operations in Ava, p. 46, *et seq.*

† See *id.* p. 50.

‡ See *id.* p. 52.

so great a distance from Rangoon, and taken from his own mess in the Larne. The young gentlemen, Messrs. Winsor, Tomlinson, and Pickey, have also been sufferers with him. I have the honor to be, &c.

(Signed) "H. D. CHADE."

"To Brigadier-General Sir A. Campbell, K. C. B., &c. &c. &c."

On the 22d Dec., the Shaw-in-shaw, with a cargo of timber on board, was quite ready for sea; and on the 25th, a petty officer having been ordered to take charge of her, Lieutenant Dobson returned to the Larne. On the 28th, he resumed the command of the Satellite; and on the 30th, was sent back to Pagoda Point, with seven gun-boats under his orders.

In the beginning of 1825, Sir Archibald Campbell prepared to advance upon the Birman capital; and, in order to leave no obstruction in his rear, directed the enemy to be driven from the old Portuguese fort and the pagoda of Syriam, both which posts they had re-occupied and much strengthened since their late unsuccessful attacks upon Kemmendine. During the performance of this service, by the military and naval detachments under Lieut.-Colonel Elrington and Lieutenant Keele, R. N., the Satellite was stationed at the entrance of Syriam river\*. In the night of Jan. 29th, an auger hole was bored in her bottom, and she had 4½ feet water in the hold before it was discovered. This is supposed to have been done by her carpenter, a Chinese, in order to prevent her from proceeding up the river.

Previous to the advance upon Ava, it was necessary to open a passage up the Lyne river, for which purpose a force was detached from Rangoon, under Lieutenant-Col. Godwin and Captain Chads, who captured a large stockade at Thantabain, with thirty-six guns mounted, and destroyed an immense number of fire-rafts, and canoes filled with combustibles, for the annoyance of the British shipping. On this occasion, the Satellite was allowed to approach within half a mile before the enemy opened their fire, which proved extremely heavy, and raked her "until she brought up by the

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\* See *Naval Operations in Ava*, p. 62, *et seq.*

stern with a bower anchor, the steam-vessel hanging by her, at about forty yards distant from the enemy's works, enfilading the whole of their right, and commanding their left abreast of her; in performing which Lieutenant Dobson rendered Captain Chads much assistance" \*.

Every thing being now ready for the advance, Sir Archibald Campbell formed such force as he possessed the means of moving, into two columns; one to proceed by land, and the other by water. The marine column, 1169 strong, commanded by Brigadier-General Willoughby Cotton, was directed to pass up the Panlang river to the Irrawaddy, and driving the enemy from his stockades, to push on with all possible expedition to Donoobew.

On the 16th Feb., the troops having embarked, the flotilla moved on, escorted by the steam-vessel and Satellite, under the immediate command of Captain Thomas Alexander, C. B., then recently arrived at Rangoon. On the 17th, four stockades were destroyed at and near Thesit. During the night of the 18th, some formidable fire-rafts were launched by the enemy; but, owing to the activity of the light division of boats, their effect was totally lost. On the 19th the extensive stockade of Panlang, and its outworks, were taken, after a feeble resistance; and on the same day, Sir Archibald Campbell, with the land column, arrived at Meondaga. The Satellite having grounded as she was coming up from Thesit, did not assist at the capture of Panlang; and the exertions required to get her afloat caused some delay to the progress of the water column †. On the 23d, Lieutenant Dobson received the following order from Captain Alexander:—

"You will anchor the Satellite off the stockade, in a position to defend the different branches of the river, with the provision brigs inside of you, towards the stockade, with lawasers to the shore, or in any other position you may judge best for their security against fire-rafts or war-boats. A nighty guard boat to be kept in the Dalla and Yan-guin-

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\* See *Naval Operations in Avo*, p. 67.

† See *Id.* p. 70, *et seq.*

chay-a branches of the river, and reconnoitre them occasionally, making remarks of the soundings, bearings, &c., sending me the same by every opportunity. Co-operate with Captain Ross, the officer commanding the land force, who will furnish you with seven soldiers for each transport: a guard of twenty-five of the European regiment will be stationed on board the Satellite, and I shall hold you responsible for the conduct of every person afloat. The property and habitations of the Carians to be protected, as well as their religious buildings."

On the evening of the 24th Feb. the light and advance divisions took up a position in the Irrawaddy; on the 27th, it was found necessary to unload the steam and gun-vessels, the last of which did not get over the bar at Yau-gain-chay-a before the 5th of March. From this period until April 19th, on which day he received orders to give up his charge and rejoin the Larne, Lieutenant Dobson was indefatigably employed in forwarding provisions and other supplies to the army and flotilla; an important service, well performed, and duly appreciated, as will be seen by the following short extracts from Captain Alexander's letters:—

"Mar. 10.—From reports brought in by some Carians, it is necessary you should be on your guard, as troops have been crossed over from Donoobew to intercept our supplies.

"Mar. 21.—I am all anxiety for the arrival of the 18-pounders and ammunition. You are to send by the first boats that can bring them, the Satellite's two long 12-pounders.

"April 10.—Should any coals arrive at Panlang, forward them by every early opportunity, or the steamer will be rendered useless. We cannot get a thing here (Sarrawah), the country being completely deserted. We only await provisions from Panlang to proceed, and hope to be in Prome by the 21st or 22d."

In another letter, Captain Alexander says, "I am very much pleased with your exertions, and shall not fail to recommend you to the notice of my Lords Commissioners of the Admiralty."

On his return to Rangoon, Lieutenant Dobson found that his friend Captain Marryat had at length removed into the Tees 26, to which ship Commodore Coe had appointed him nearly nine months before. A memorandum, of which the following is an extract, appears to have been issued by that officer previous to his quitting the Larne:—

“ Captain Marryat cannot resign the command of H. M. sloop *Larne*, without expressing to the officers and ship’s company, who have survived the peculiar severity of the service upon which they have been employed, his most sincere thanks for their ready and praiseworthy support upon every occasion. To Mr. Dobson, first lieutenant, his thanks are particularly due, for the zeal and activity which he has invariably shewn, under constant sickness and prostration of strength, and more especially since he has commanded the *Satellite*, and, with so few English seamen to assist him, has rendered her more effective and useful than any of the Hon. Company’s cruisers. \* \* \* \* \*

(Signed) “ F. MARRYAT, Captain.”

Lieutenant Dobson subsequently received the following testimonial from the senior surviving naval officer employed in the Burmese war:—

“ These are to certify that Lieutenant W. B. Dobson served under my orders at Rangoon, in command of the armed transport *Satellite*, and, being stationed in the advance for a considerable time, performed the most arduous and harassing duties with zeal, ability, and gallantry, and on three different expeditions up the river his good conduct was reported to the senior officer in India.

(Signed) “ H. D. CHADS.”

The *Larne* took her final departure from Rangoon on the 8th May, 1825, and Mr. Dobson continued to serve as first lieutenant under acting commander John Kingcome, until July 13th, 1826, on which day, being then at Madras, he received a commission from England, dated July 25th, 1825, promoting him to the command of that sloop. During the above period, he visited Pulo-Penang, Malacca, Sincapore, Sydney (N. S. Wales), Van Diemen’s Land, New Zealand, and Norfolk Island; passed through Torres Straits, and touched at Melville Island and Batavia.

Commander Dobson’s next appointment was, July 23d, 1830, to the *Hyperion* 42, Captain W. J. Mingaye, stationed at Newhaven for the suppression of smuggling, in which ship he continued until paid off, May 30th, 1831. He is now an inspecting commander in the coast guard service.

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### NATHANIEL MARTIN, Esq.

OBTAINED his first commission in March 1807; and was serving as lieutenant of the Stirling Castle 74, Captain Sir Home Popham, at the close of the war with France, in 1814. His subsequent appointments were, Nov. 7th, 1814, to the Martin sloop, Captain the Hon. James Arbuthnot; and Aug. 18th, 1818, to the command of the Grecian cutter. He was promoted to his present rank on the 27th July, 1825. Mrs. Martin died at Southsea, in Mar. 1820.

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### WILLIAM LUCKRAFT, Esq.

WAS made a lieutenant on the 11th Dec. 1807. Previous to the peace he served in the Sheldrake sloop, Meteor bomb, and Bombay 74, and subsequently in the Spartan and Pyramus frigates, the latter commanded by Captain Francis Newcombe, C. B., at the Leeward Islands. He obtained his present rank on the 27th July, 1825.

This officer married, in 1815, Charlotte, only daughter of J. Camsell, Esq. of H. M. brewery at Weovil, near Gosport; and became a widower in Oct. 1827.

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### RICHARD BARTON, Esq.

WAS made a lieutenant on the 27th Dec. 1808. We first find him serving on the East India station, where he acted for some time as captain of the Blanche frigate; and, in July 1810, captured a French privateer of two guns and thirty men. On the 13th Dec. 1811, he was appointed to the Prince of Wales 98, in which ship he continued under the command of Captain (now Vice-Admiral) John E. Douglas, until June 1814. He afterwards served for several years under Captain William M'Culloch, employed in the suppression of smuggling. He obtained his present rank, on the 29th July 1825; and was appointed an inspecting commander of the coast guard, April 13th, 1831.

## PHILIP GRAHAM, Esq.

Son of Lieutenant-Colonel Richard Graham, R. M.; nephew to the late Hamilton Gorges, Esq. M. P. for county of Meath; and first cousin to the Marchioness of Thomond; by the daughter of the late Captain Philip Walsh, R. N., and grand-niece to the learned Dr. Vernon, first rector of Bloomsbury.

This officer was born at Stonehouse, co. Devon; and first went to sea in the Rambler sloop, Captain Thomas Innes, on the renewal of the war with France, in 1803. He afterwards served in the Uranie frigate, Captain the Hon. Charles Herbert, and Prince of Wales 98, successively bearing the flags of Sir Edward Thornbrough, Sir James (now Lord De) Saumarez, and the late Lord Gambier, which latter officer he followed into the Ville de Paris and Caledonia, first rates, subsequent to the bombardment of Copenhagen, in 1807.

After witnessing the destruction of some French ships of war, near P'Isle d'Aix, April 1809, Mr. Graham passed his examination, and proceeded as a volunteer to the river Scheldt, where he commanded a gun-boat during the occupation of Walcheren. On his return from that severe service, he was ordered to Lisbon, and there promoted to the command of the Triton hospital ship, by commission dated April 14th, 1810. Disliking so inactive a situation, he soon got removed into the Zealous 74, Captain Thomas Boys, and in the autumn of that year, was sent as a volunteer, in the command of several armed boats, to co-operate with the British troops at Alhandra, where he arrived the evening on which Wellington first occupied the famous lines of Torres Vedras, from which period he was very actively employed under the orders of Lieutenant (now Captain) Maurice F. F. Berkeley, until after Massena's retreat to Santarem.

The Zealous was next employed in cruising off the Azores: and afterwards on the North Sea and Baltic stations. In Jan. 1813, we find Mr. Graham retiring on half-pay for the purpose of attending to his private affairs. His subsequent ap-

pointments were, July 13th, 1813, to the *Blenheim* 74, Captain Samuel Warren, under whom he served as second lieutenant in the North Sea and Mediterranean, for upwards of twelve months:—Aug. 27th, 1814, to the *Namur* 74, flag-ship of Sir Thomas Williams, at the Great Nore:—Oct. 29th, 1814, to be first of the *Comus* 22, Captain John Tailour, fitting out for the African station, where he assisted in capturing, after a determined resistance, seven Spanish and Portuguese slavers:—lastly, Sept. 14th, 1818, to the *Severn* frigate, Captain William McCulloch, under whom he was actively employed in the suppression of smuggling, on the Kentish coast, until May 1825; when he was sent to the King's Bench prison, for four calendar months, by judgment of the Court, for offering a challenge to Robert Earl of Harborough: during his confinement, the Lords of the Admiralty were pleased to honor him with promotion to the rank of commander, by commission dated July 29th, 1825. Some time previous thereto, a smuggler, named Alexander John Spence, was executed at Dover, for attempting to shoot him while in the execution of his duty. In 1830, the Royal Institution for Preserving Lives from Shipwreck, transmitted him their gold medallion for his gallant and humane exertions in rescuing the master and part of the crew of the brig *Mountaineer*, wrecked near Deal, on her voyage from the Cape to London, when a pilot and three other persons were unfortunately drowned.

Commander Graham's only brother, Fortescue, is a first lieutenant in the royal marines, and adjutant of the Plymouth division.

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### THOMAS BEER, Esq.

WAS born at Stoke, near Plymouth, on the 18th Aug. 1787; and entered the navy, as midshipman on board the *Royal Sovereign* first rate, bearing the flag of Sir Alan (afterwards Lord) Gardner, on the Channel station, in Aug. 1796. He was made a lieutenant on the 4th May, 1810;

and appointed to the *Martin* sloop, April 23d, 1811. We next find him commanding the *Bream* schooner; and lastly, employed in the suppression of smuggling on the Kentish coast, where he continued, under the orders of Captain William McCulloch, for a period of eight years. His promotion to the rank of commander took place July 29th, 1825.

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**GEORGE TINCOMBE, Esq.**

OBTAINED the rank of lieutenant in May 1810; and served as such on board the *Armada* 74, Captain Charles Grant, on the Mediterranean station, and *Liffey* 50, bearing the broad pendant of the same officer, as commodore in India, from whence he returned home with despatches, in a merchant ship, July 27th, 1825. He was made a commander on the 19th of the ensuing month.

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**RICHARD HOWE COCKERELL, Esq.**

WAS made a lieutenant in Jan. 1818; appointed to the *Dauntless* 24, Captain the Hon. Valentine Gardner, Nov. 18th, 1818; removed to the *Leander* 60, flag-ship of Sir Henry Blackwood, on the East India station, Mar. 8th, 1821; and promoted to the rank of commander, Oct. 3d, 1825.

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**JOHN ALLISON, Esq.**

OBTAINED the rank of lieutenant in Dec. 1794; and was last employed as an agent of transports. His commission as commander bears date Oct. 4th, 1825.

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**CHARLES CROKER, Esq.**

SON of Edward Croker, Esq. of Ballyngninch, near Limerick, Ireland, by Margaret Ann Hare, sister to the present Earl of Listowell.

This officer entered the navy in Aug. 1805 ; and when very young we find him serving as a volunteer in the boats of the *Alceste* frigate, under the orders of Lieutenant Allan Stewart, at the capture of seven Spanish tartans, under the batteries of Rota \*. In May 1809, he assisted at the destruction of several armed vessels and martello towers on the coast of Italy, likewise in bringing off a large quantity of timber from a dépôt at Terracina. In June following, he was present at the capture of the islands of Ischia and Procida †. In May 1810, a party from the *Alceste* stormed a two-gun battery near Frejus, and her boats captured and destroyed six French vessels in the bay of Agaye. In the following month, a three-gun battery in the island of Corsica was taken, and two vessels lying under its protection brought out, by detachments from the *Alceste* and *Topaze*. On the 5th May, 1811, a French national brig of 18 guns, lying in the harbour of Parenza, coast of Istria, was destroyed by the former ship in company with *la Belle Poule* ‡. On the 29th Nov. following, Mr. Croker participated in a severe action with two French frigates, near the island of Augusta, the result of which was the capture of *la Pomone*, mounting 44 guns with a complement of 322 men §. He returned home and joined the *Clarence* 74, Captain Henry Vansittart, in the autumn of 1812.

The subject of this sketch was made a lieutenant in Dec. 1814, at which period, we believe, he was serving on the Lakes of Canada. In Aug. 1818, he was appointed to the *Redwing* 18, Captain Frederick Humm, fitting out for the St. Helena station ; and, in Sept. 1821, to the *Carnation* 18, Captain J. E. Walcott, destined to the West Indies ; where he appears to have been successively removed into the *Gloucester* 74, Commodore Sir Edward W. C. R. Owen, and *Icarus* 10, Captain John George Graham.

On the 20th Aug. 1824, the boats of the *Icarus*, despatched

\* See Vol. IV. Part I. p. 222.

† See Suppl. Part I. p. 89, *et seq.*

‡ See Vol. II. Part I. p. 408.

§ See Vol. II. Part II. p. 803, *et seq.*

from Havannah, under the orders of Lieutenant Croker, captured, in a creek within Cayo Blanco, a large piratical schooner, called the *Diablero*, mounting six guns, and manned with about fifty men, who, after firing a few shot without effect, abandoned the vessel on the near approach of the British. Some of them made their escape to the shore in four large boats, which were afterwards taken by Lieutenant Croker; others having jumped overboard, and got amongst some mangrove bushes, five of them were killed by musketry and several appeared wounded, but from the nature of the marsh they could not be secured. On boarding the schooner, Lieutenant Croker had the satisfaction to release the master and crew (nine persons) of an American brig, the *Henry*, of Hartford, which had been taken seven days before by the pirate. They had been treated in the most inhuman manner, and were to have been put to death on the following morning, their lives having been spared so long only for the purpose of their assisting in removing the brig's cargo. The *Henry* was found in the creek, a mile above the schooner, but in a state which rendered it impracticable to remove her to Havannah, and she was therefore burnt, with what remained in her. A deserted sloop, having on board part of the *Henry's* cargo, was also discovered and brought away. Sir Lawrence W. Halsted, commander-in-chief on the Jamaica station, in reporting the performance of this service to the Admiralty, highly praised "the judicious and spirited manner in which it was conducted, as well as the zeal and gallantry shown by Lieutenant Croker and the officers and men under his orders."

Commander Croker obtained his present rank on the 4th Oct. 1825. Three of his brothers are in holy orders, and possess valuable livings, viz:—Edward, rector of Croom; Robert, rector of Athlacca; and Thomas, vicar of Adare; all in county Limerick, and in the gift of the Croker family. His brother Albert died first lieutenant of the *Cambrian* frigate, in Jan. 1826; his other brothers, Richard and William, are majors in the army: one of his sisters, Margaret, is married to the Dean of Clogher; and another, Sally, to Major George Gough, formerly in the 28th foot.

### JOSEPH MAYNARD, Esq.

OBTAINED the rank of lieutenant on the 4th Mar. 1815; and subsequently served in the *Brisk* sloop and *Andromache* frigate, the latter bearing the broad pendant of Commodore Joseph Nourse, on the Cape of Good Hope station. His commission as commander bears date Oct. 4th, 1825. He married, in 1828, Harriet, eldest daughter of Clark Hillyard, Esq. of Thorplands, Northamptonshire.

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### WILLIAM MUDGE, Esq.

*Fellow of the Antiquarian Society.*

A SON of the late Major General William Mudge, royal artillery, LL. D., F. R. S., F. A. S., a commissioner of the board of longitude, &c. &c. &c.

This officer was made a lieutenant on the 19th Sept. 1815; and afterwards employed for many years as a maritime surveyor, on the coasts of Africa and Ireland. He obtained the rank of commander in Oct. 1825; and is now serving as supernumerary on board the *San Josef* 110, bearing the flag of Sir William Hargood, G. C. B., in *Hamoaze*. He married, Oct. 11th, 1827, Mary Marinda, only child of William Rae, Esq. of Blackheath.

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### SIR GEORGE YOUNG, BART.

ELDEST SON of the late Sir Samuel Young, Bart. of Formosa Place, co. Berks, F. R. S. and F. A. S. \*, by Emily, daughter of Charles Baring, Esq. of Exmouth, co. Devon.

This officer was born on the 19th Aug. 1797; and entered

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\* Son of Admiral Sir George Young, Kut. who first went to sea with the celebrated Boscawen, and greatly distinguished himself at the sieges of Lisbon, Quebec, Havana, and Pondicherry. See *Nav. Chron.* v. 31, p. 177, *et seq.*

the royal navy in 1811, as midshipman on board the *America* 74, Captain (now Sir Josias) Rowley, fitting out for the Mediterranean station, from whence she returned to England in the autumn of 1814. He was made a lieutenant on the 9th Nov. 1818; appointed to the *Spencer* 74, flag-ship of Sir Josias Rowley, on the Irish station, Oct. 27th, 1819; and promoted to the command of the *Beaver* sloop, at Jamaica, Oct. 25th, 1825. He lately commanded the *Rover* sloop, in the Mediterranean.

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### WILLIAM GEORGE HYNDMAN WHISH, Esq.

PASSED his examination in Mar. 1816; and was made a lieutenant on the 16th Sept. following. We first find him serving on board the *Impregnable* 104, flag-ship of Viscount Exmouth, commander-in-chief at Plymouth, in Nov. 1818. His next appointment was, July 13th, 1821, to the *Bustard* sloop, Captain William George Martin, fitting out for the Jamaica station, where he continued in various vessels until promoted to the rank of commander, Nov. 11th, 1825.

This officer married, June 2d, 1828, Julia, second daughter of the late John Vivian, Esq., of Portland Place, London, and Claverton, co. Somerset, whose third daughter was united on the same day to Captain James Rattray, R. N.

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### THOMAS BARING BOND, Esq.

WAS made a lieutenant into the *Raleigh* sloop, Captain George Blackman (now Harnage), at Jamaica, Oct. 3d, 1820; appointed to the *Thracian* sloop, Captain John Walter Roberts, fitting out for the same station, June 19th, 1822; and promoted to the rank of commander, Nov. 11th, 1825.

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## JOHN MOLESWORTH, Esq.

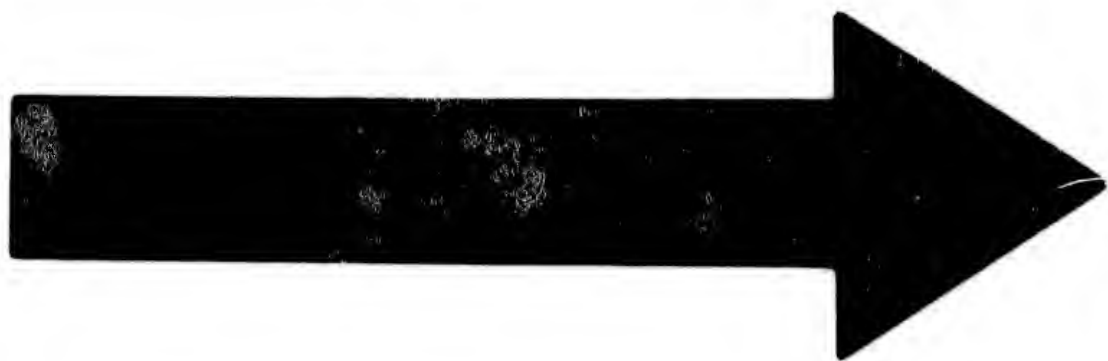
SECOND son of the late Richard Molesworth, Esq. many years Accountant in the Army Pay Office, by Catherine, daughter of Francis Cobb, Esq., of Twickenham; and brother to the present Viscount Molesworth.

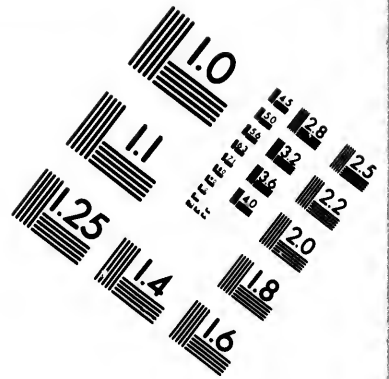
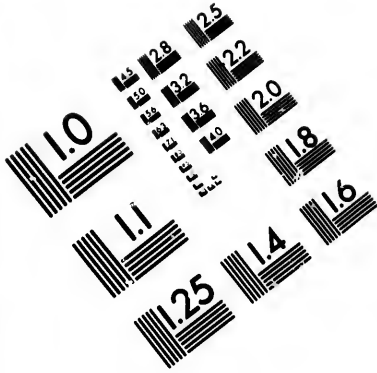
This officer is descended from Sir Walter De Molesworth, one of the Knights of the Cross who accompanied King Edward I. into the Holy Land. One of his ancestors, Anthony Molesworth, married a rich heiress, and fixed his residence at Fotheringay, co. Northampton; but from liberal habits, and the expenses incurred by entertaining Queen Elizabeth at his seat, he became so much involved, that he disposed of the greater part of his landed possessions to discharge the incumbrances. His great grandson, Robert, several years ambassador at the court of Denmark, was advanced to the Irish peerage in 1716. The present peer succeeded to the title on the demise of his cousin, William John, sixth viscount, (great-grandson of the first), a major-general in the army, and lieutenant-colonel of the ninth regiment of foot, who perished with his lady, on board the Arniston transport, near the Cape of Good Hope, May 31st, 1815.

Mr. JOHN MOLESWORTH was born at Peckham, co. Surrey, in July, 1789; and first went to sea in the Plover sloop, Captain Edward Galwey, in April 1800. He afterwards served in the Culloden 74; and was a midshipman on board the Canopus 80, flag-ship of the late Sir Thomas Louis, at the battle of St. Domingo, Feb. 6th, 1806; at the capture of the French frigate *Presidente*, Sept. 27th, in the same year; and in the expedition against Constantinople under Sir John T. Duckworth, in Feb. 1807\*. We subsequently find him in the Malta 84 and Ocean 98, the latter ship bearing the flag of Lord Collingwood, by whom, we believe, he was made lieutenant into the *Imperieuse* frigate, Captain Lord Cochrane, on the

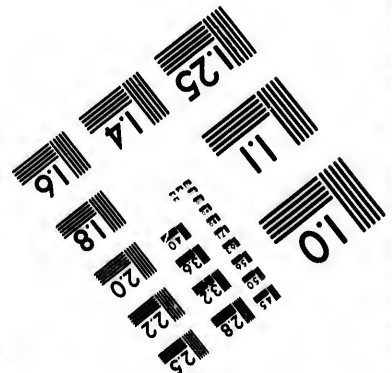
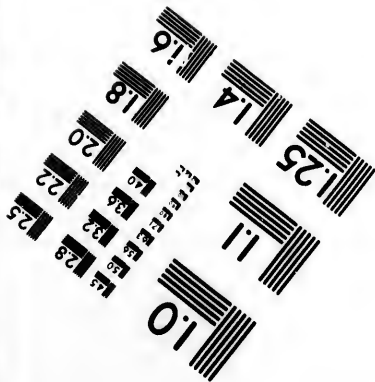
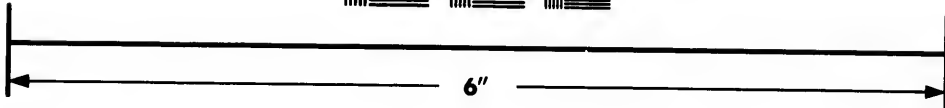
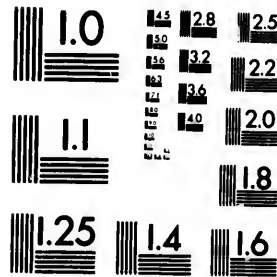
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\* See Vol. I. Part I. p. 262; Vol. II. Part I. p. 281; and *id.* p. 486, *et seq.*





**IMAGE EVALUATION  
TEST TARGET (MT-3)**



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Sciences  
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Mediterranean station, April 24th, 1808. His succeeding appointments were, about Oct. 1809, to the Partridge sloop; and, Aug. 26th, 1811, to the America 74, Captain (now Sir Josias) Rowley, by whom he was officially commended for his conduct at the capture of a French convoy, under the batteries of Languilla, May 20th, 1812 \*; and when serving on shore at the reduction of Fort Santa Maria and other works in the Gulf of Spezia, in Mar. 1814. He also bore a part in the operations against Leghorn and Genoa, in 1813-14 †. After the surrender of the latter city, he was employed in fitting out the French vessels of war found in the mole, clearing the naval arsenal, embarking stores, and launching, equipping and loading with timber, a 74-gun ship, which had been found on the stocks in an unfinished state. He continued in the America until she was paid off, about Oct. 1814. His last appointments were, in 1815, to the Impregnable 104, flag-ship of Sir Josias Rowley, with whom he returned to the Mediterranean, after Napoleon's escape from Elba; and, in the end of 1818, to be flag-lieutenant to the same officer on the Irish station, where he continued until Dec. 1821; on the 14th of which month he was advanced to the rank of commander.

This officer married, Feb. 6th, 1828, Louisa, daughter of the late Rev. Dr. Tomkins, of Buckenhill Park, co. Hereford. One of his brothers, Anthony Oliver Molesworth, is a first lieutenant in the royal artillery.

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### EDWARD BLANCKLEY, Esq.

SON of H. S. Blanckley, Esq., many years Consul-General at Algiers.

This officer entered the royal navy in 1805; and served the whole of his time as midshipman under Captain the Hon. Henry Duncan, in the Mercury, Imperieuse, and Glasgow frigates. He was made a lieutenant on the 6th Feb. 1815;

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\* See p. 25, *et seq.*

† See Vol. II. Part I. pp. 424—430.

appointed to the Alligator 28, Captain Thomas Alexander, C. B., fitting out for the East India station, May 16th, 1822; and promoted to the command of the Sophie sloop at Rangoon, about the end of April 1825 \*. This appointment was confirmed by the Admiralty on the 10th Dec. following, previous to which the Sophie had been sold in India; from whence he returned home passenger in the Liffey frigate, Captain Thomas Coe, Jan. 21st, 1826.

In May 1831, Commander Blanckley was appointed to the Pylades sloop, fitting out for the South American station. On his passage thither he touched at Madeira, and received the thanks of the British residents in that island "for his manly protection of their interests at an eventful period." In April 1832, being then senior officer on the north coast of Brazil, he was publicly thanked by the British merchants at Pernambuco, "for the active protection he afforded to them and their property, during the revolt and massacre," which had recently occurred in that city. In Jan. 1834, he was at Coquimbo; and in the beginning of April at Bahia, from whence he returned to England, bringing home 400,000 dollars on freight, June 4th following. The Pylades was paid off at Plymouth on the 26th of the latter month.

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### JOHN LAND WYNN, Esq.

We first find this gentleman serving as master's mate on board the Euryalus frigate, Captain Thomas Huskisson, senior officer at Jamaica, by whom he was made a lieutenant into the Tamar 26, in Nov. 1820. He obtained his present rank on the 30th Dec. 1825; and married, in June 1827, Elizabeth, eldest daughter of the late Mr. Robert Symons, of Falmouth.

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\* See *Naval Operations in Ara*, p. 84.

### HENRY DUNDAS TROTTER, Esq.

ENTERED the navy in 1815; was made a lieutenant on the 9th Jan. 1823; promoted to the command of the Britomart sloop, Feb. 20th, 1826; and appointed to the Curlew, fitting out for the African station, July 22d, 1830. He returned from thence, and was paid off at Portsmouth, in June 1834.

### JOHN AITKIN BLOW, Esq.

OBTAINED his first commission on the 19th Oct. 1797; and was wounded while serving as lieutenant on board the Foudroyant 80, Captain Sir Edward Berry, in action with the French 80-gun ship Guillaume Tell, bearing the flag of Rear-Admiral Decrès, Mar. 31st, 1800\*. We next find him commanding the Charger gun-brig, in which vessel he captured a Dutch privateer, on the North Sea station, May 28th, 1805. He was subsequently employed in the Baltic, and attached to the fleet under Admiral Gambier, at the siege of Copenhagen.

In June 1808, the Charger formed part of a small convoying squadron, one of which, the Turbulent gun-brig, Lieutenant George Wood, was captured by a Danish flotilla, near the south end of Saltholm, on the 9th of that month†. About May 1810, Lieutenant Blow was appointed to the command of the Algerine cutter, which vessel had one of her crew killed in action with three Danish brigs of war, on the coast of Norway, Aug. 1st, 1811‡. He was promoted to the rank of commander in Mar. 1826; and appointed to the Ordinary at Sheerness in April 1834.

\* See Vol I. Part I, p. 377, *et seq.* and Part II. p. 778.

† See Suppl. Part I. p. 464.

‡ See Vol. III. Part I. p. 228, *et seq.*

**WILLIAM SMITH (a), Esq.**

WAS made a lieutenant on the 19th Mar. 1798; and promoted to the rank of commander for long and active services, Mar. 27th, 1826. At the close of the late war he commanded the *Cheerful* cutter, and subsequently the *Griper* revenue cruiser.

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**SILAS HISCUTT PADDON, Esq.**

THIS officer is a native of Appledore. We first find him serving as midshipman on board the *Viper* cutter, commanded by acting lieutenant Jeremiah Coghlan, under whom he greatly distinguished himself, and received six wounds, at the capture, by a single boat, of the French national brig *Cerbere*, mounting seven guns and full of men, moored within pistol-shot of three batteries, at the entrance of Port Louis, July 29th, 1800\*. He obtained the rank of lieutenant in April 1804; commanded the *Cuckoo* schooner, off *l'Orient*, in Mar. 1808; and lost that vessel near Haarlem, April 4th, 1810, on which occasion he was taken prisoner. His next appointment was, Oct. 29th following, to the *Prince Frederick*  $\epsilon$  4, receiving ship in Hamoaze, where he continued until the end of the war, in 1815. His commission as commander bears date Mar. 27th, 1826. He married, in 1833, Miss P. Richards, of Padstow.

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**WILLIAM HENRY PIERSON, Esq.**

OBTAINED the rank of lieutenant on the 24th Dec. 1805; and was first of the *Fylla* 22, Captain William Shephard, at the close of the war in 1814. His commission as commander bears date Mar. 27th, 1826. He married the only daughter of E. Daun, Esq., of Warblington.

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\* See Suppl Part. II. p. 299, *et seq.*



**WILLIAM HOWARD M'DOUGALL, Esq.**

WAS made a lieutenant on the 9th May 1807 ; and commander Mar. 27th, 1826.

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**EDWARD REEVES PHILIP MAINWARING, Esq.**

WAS made a lieutenant into the Plantagenet 74, on the 11th June, 1807 ; and continued in that ship, under various captains, until the end of the war with America, in 1815. He was appointed a supernumerary of the Severn 50, Captain William M'Culloch, commanding the Kentish coast blockade, Nov. 4th, 1818 ; removed to the Ramillies 74, Captain Edward Brace, at Portsmouth, Aug. 1st, 1821 ; and promoted to his present rank on the 27th Mar. 1826. He is now an inspecting commander in the coast guard service.

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**WILLIAM JONES PROWSE, Esq.**

PASSED his examination in July 1808 ; obtained his first commission on the 22d May, 1809 ; and served under Captain Sir Thomas Staines, in the Hamadryad and Briton frigates, from the spring of 1810 until July 1815. The manner in which those ships were employed has been fully stated in Suppl. Part I. pp. 94—104. Early in 1816, he was appointed to the Spey sloop ; and on the 24th Oct., same year, to the Conqueror 74, fitting out for the flag of Rear-Admiral Plampin, commander-in-chief at St. Helena, from whence he returned home with that officer, in Sept. 1820. He obtained his present rank on the 27th Mar. 1826.

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**EDWARD CHAPPELL, Esq.**

WHEN midshipman of the Kingfisher sloop, Captain R. W. Cribb, assisted in boarding and cutting out the Spanish privateer schooner Isabella la Demos, from under the batteries

of a small bay near La Guira, on the Spanish Main, in April 1805. On his return from this service, his captain thus addressed him:—"Mr. Chappell, my first lieutenant," (Stan-  
dardish) "has informed me of your gallant conduct. Take  
this" (the Spanish commander's) "sword for your reward,  
and God grant that you may always shew yourself as un-  
daunted as you then were."

The Kingfisher was with the squadron under Sir John T. Duckworth at the battle of St. Domingo, Feb. 6th, 1806, after which Mr. Chappell assisted in completing the destruc-  
tion of two French line-of-battle ships, and bringing off  
their crews through a tremendous sea\*.

In May following, we find the Kingfisher employed off  
Rochefort, where she rendered essential assistance to the  
Pallas frigate Captain Lord Cochrane, after her gallant action  
with a French squadron under the batteries of l'Isle d'Aix †.  
On the 27th Sept. 1806, she was with the squadron under  
Sir Thomas Louis, at the capture of le Presidente frigate †.

Mr. Chappell was present at the capture of the Danish  
West India islands, in Dec. 1807; and belonged to the In-  
trepid 64, when she engaged, and was very severely handled  
by, two French frigates. He served on shore, under Cap-  
tain C. J. W. Nesham, at the reduction of Martinique, in  
Feb. 1809 §; and was severely wounded in the thigh, when  
commanding a gun-boat at the defence of Cadiz, in 1810.  
His promotion to the rank of lieutenant took place on the  
18th April, 1811. He subsequently served under Captains  
Donald Campbell and Edward Stopford, in the Rosamond  
20, on the Newfoundland station ||. In Feb. 1815, he was  
appointed first lieutenant of the Leven 20, Captain B. S.  
Bluett, which ship appears to have been very actively em-  
ployed on the coast of la Vendee, during the war of one  
hundred days. His next appointment was, Aug 20th, 1816,  
to the coast blockade, under Captain William M'Culloch.

\* See Vol. I. Part I. p. 261, *et seq.*

† See Vol. IV. Part I, p. 158.

‡ See Suppl. Part I. p. 176.

§ See Vol. II. Part II. p. 589.

|| See Suppl. Part II. p. 410, *et seq.*, and p. 454.

For further, see O'Byrne (1861)

In 1818, we find him superintendent of one of the ships lent by government for the reception of distressed seamen. He obtained the rank of commander on the 19th April, 1826; and is now agent for H. M. packets on the Milford station.

This officer has published two "Narratives," one "of a Voyage to Newfoundland and the Coast of Labrador," the other "of a Voyage to Hudson's Bay, in H. M. S. Rosamond, containing some account of the north-eastern coast of America, and of the tribes inhabiting that remote region." Both of these publications are illustrated with plates and charts.

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ANDREW BAIRD, Esq.

WAS made a lieutenant on the 19th Sept. 1815; and promoted from the *Boadicea* frigate, bearing the broad pendant of Commodore Sir James Brisbane, to the command of the *Arachne* sloop, at Rangoon, Dec. 2d, 1825 \*. This appointment was confirmed at home on the 20th May, 1826. He arrived at Portsmouth, from the East India station, Sept. 27th following.

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CHARLES HENRY SEALE, Esq.

PASSED his examination in Sept. 1808; obtained a commission as lieutenant on the 15th July, 1809; and commanded a gun-boat, under the orders of Captain (now Sir Arthur) Farquhar, employed in reducing the enemy's forts on the banks of the German rivers, and at the reduction of *Gluckstadt*, in 1813—14 †. He obtained his present rank on the 8th June, 1826. His wife is the fourth daughter of Sir William Twysden, Bart.

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\* See *Naval Operations in Ava*, p. 126.

† See Vol. II. Part II. pp. 932—935.

## HENRY OMMANNEY LOVE, Esq.

ELDEST son of Commander William Love, R. N. by Harriet, youngest daughter of the late Gabriel Acworth, Esq. purveyor of the navy\*.

This officer was educated at the royal naval college, from whence he embarked as midshipman, on board the *Danne-mark 74*, Captain James Bissett, in which ship we find him present at the attack and capture of *Flushing* in 1809. He subsequently served under Captains J. Coutts Crawford and Charles Jones, in the *Venus* frigate and *Boyne 98*, the latter ship bearing the flag of Sir Harry Neale, off *Ushant*. In July 1812, his father had the gratification to receive the following communication from Captain Jones :

“ My dear Love, \* \* \* \* \* The son you have entrusted to my care, and who is now appointed acting lieutenant of the *Tigre*, a short time since did a most gallant act. One of the young midshipmen, not exceeding thirteen years of age, whilst playing about the entering port, in a strong tides way, off the enemy’s coast, fell overboard :—your son being near the spot, the instant he heard the cause of alarm, jumped overboard, and saved the boy’s life. I am also happy in saying his conduct has been such as to give satisfaction to both Sir Harry Neale and myself, and from the thorough knowledge he seems to have of his profession, both practical and theoretical, I do not doubt but he will make a most excellent officer. \* \* \* \* \* I remain, dear Love, yours very truly,

(Signed) “ CHARLES JONES.”

Sir Harry Neale, “ as an encouragement to enterprise and humanity,” successively appointed Mr. Love to act as lieutenant of the *Tigre*, *Sparrow*, and *Ville de Paris*, but he was not confirmed until the allied sovereigns visited the fleet at *Spithead*, when, being the senior passed midshipman present, he received a commission dated June 27th, 1814. He was next appointed, April 11th, 1821, to the *Hyperion* frigate, Captain James Lilliecrap, fitting out for the Cape of Good Hope, where he assisted in rescuing the Hon. E. I. Com-

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\* See Vol. III. Part II. p. 362.

pany's ship Albion, "homeward bound with a valuable cargo of merchandise, and treasure to the amount of upwards of 100,000*l.*, from the situation of extreme peril in which she was placed on the 10th June, 1822, when in a strong gale of wind, she broke from her anchorage in Simon's Bay, and drove to within the distance of a few fathoms from the rocks \*." He subsequently proceeded in the Hyperion to St. Helena, Ascension, and Jamaica, on which station we find him commanding the Union and Renegade schooners, for nearly four years. He obtained his present rank on the 10th July, 1826, and was appointed to the command of the Columbine sloop, in the West Indies, July 2d, 1831. The following letter was addressed by his respected and worthy father to the Lord Mayor of London, Dec. 14th in the latter year :—

" My Lord,—I beg to apologise for a trespass on your Lordship's time; but I rely with confidence on your Lordship's indulgence, when I state that my only object is, that those who apply and exert their minds for the benefit of the public should enjoy that creditable reward which is most justly their due, and which they are at all times sure of receiving from the chief magistrate of the city of London.

" Having just read in the Albion newspaper, of the 12th instant, a statement of a Mr. Steevens having presented to your Lordship a model of paddles to be used, instead of wheels, by steam-vessels, it becomes my duty, in justice to my son, Captain Henry Ommanney Love, of H. M. S. Columbine, now on the Jamaica station, to inform your Lordship, that I have every reason to believe that the invention and application of paddles to steam-vessels rests entirely with him, and was submitted to persons of distinction, and in high official situations, as far back as Christmas last; and that a model was transmitted accordingly to a Lord of the Admiralty. I have the honor to be &c.

(Signed)

" W. LOVE."

The following is an extract of a letter from an officer belonging to the Columbine, dated Carlisle Bay, Barbadoes, Jan. 28th, 1833 :—

" On the morning of the 22d, a signal was made for a ship on shore to windward: ours was instantly made by the Pallas frigate, Captain

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\* See Suppl. Part . 232, and Vol. III. Part II. p. 71, *et seq.*

William Walpole, to render assistance, and off we started, and worked up and found her with her head in the breakers, and her water line two feet out of water. As there was no time to be lost, and no effectual assistance could be afforded but by anchoring the Columbine within a cable's length, Commander Love got into the gig, leaving directions for the first lieutenant to stand in boldly, and to let go the anchor whenever he should hold up his hat. This was promptly done, and the distance was so fortunately judged, that after throwing all the sails flat aback, in order to lay the chain cable as taut as possible, and veering out to the clinch, we just reached the ship on the rocks, with the stream cable passed out of our stern port into her cabin window, and then hove as great a strain as it was possible to bear. We then commenced removing part of her cargo to schooners sent round for the purpose, assisted by the boats of the Pallas and Arachne, and had the satisfaction of getting her afloat, after forty-eight hours of incessant labour. She is now in the Carenage, ready for heaving down. During the whole time we had not a hammock down, or a watch below; there was not an experienced man in the whole island, but considered it as impossible, and nothing but the instant determination and exertion, joined with the most fortunate circumstances, could have accomplished it. We are to sail to-morrow with troops for Antigua, and to carry others to Demerara."

The Columbine was paid off at Sheerness, on the 12th Mar. 1834, after having been nearly four years in commission, during which time she did not lose a man through sickness. Previous to their separation, her officers gave Commander Love a parting dinner, "in token of their respect and esteem."

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### WILLIAM SMITH (*b*), Esq.

Was made a lieutenant on the 14th July, 1813. We first find him serving under the late Captain Thomas Alexander, C. B., with whom he arrived at Rangoon, in the Alligator 28, to assist in subduing the Burmese, Jan. 22d, 1825. The following is an outline of his services during the advance of the invading forces upon Ava.

On the 16th Feb. the water column, under Brigadier-General Cotton and Captain Alexander, moved up the Panlang river; and next day three unoccupied stockades were destroyed at Thesit. A few miles above that place, a division

of boats, commanded by Lieutenant Smith, had two men mortally wounded by musketry from a stockade, which our sailors soon burnt to the ground, the enemy flying as they advanced to storm it. During the night of the 18th, some formidable fire-rafts were launched by the enemy; but, owing to the activity of Lieutenant Smith, their effect was totally lost. On the 19th, the extensive stockade of Panlang and its outworks were taken; on which occasion the Brigadier-General, in a letter to Sir Archibald Campbell, commander-in-chief of the army, thus expresses himself:—

“ The alacrity, zeal, and courage manifested by the officers and men, collectively and individually, I beg to bring to your notice. I have requested permission of Captain Alexander to express my obligations to Lieutenant Smith, of H. M. ship *Alligator*, for the gallantry and judgment with which he has conducted the light division of boats; and I beg leave to bring him to your particular notice. He has mentioned to me, that he has derived great assistance from Lieutenants Keele and Kellett, of the royal navy\*.”

The light division was very actively and usefully employed during the operations against *Donoobew*, in Mar. 1825. On the 1st April, Lieutenant Smith assumed the direction of a breaching battery mounting four brass 12-pounders. After the capture of that place, Sir Archibald Campbell and Captain Alexander sent despatches to their respective superiors of which the following are extracts:—

“ I now beg leave,” says the former, “ to acknowledge my obligations to Captain Alexander, C. B., senior naval officer, and commanding the flotilla, for his hearty and cordial co-operation on all occasions since we have served together, and for his very great exertions on the present occasion, in bringing up stores and provisions. Since we have been before *Donoobew*, eleven of the enemy’s large class war-boats have been captured by our advanced boats, under his own immediate orders; making, with others, evacuated by their crews, thirty-eight first rate war-boats now in our possession; and I have every reason to think that only five of the large squadron the enemy had stationed at this place, have succeeded in escaping. A vast number of other boats, of an excellent description, have also fallen into our hands. By Brigadier-General Cotton, and all

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\* See *Naval Operations in Ava*, p. 71, *et seq.*

the officers embarked, the zeal and incessant labour of His Majesty's navy are mentioned in terms of high admiration."

"In my former despatch," says Captain Alexander, "I gave you the names of all officers and young gentlemen commanding boats \*, and I again request you will be pleased to recommend them to the favorable attention of my Lords Commissioners of the Admiralty, with the seamen and marines I have had the pleasure to command, their conduct having been such as to merit the highest encomiums—their privations, hardships, and fatigue, during upwards of six weeks, by day and night, in open boats, have been borne with cheerfulness, and every duty performed with alacrity.

"Of Captain Chads I can only say, he has fully supported his former character, and has my best thanks. I trust I may be allowed to name my first Lieutenant, Smith, an already distinguished officer. Mr. Watt, surgeon of the *Arachne*, a volunteer, has been of most essential service in attention to the sick and wounded."

On the 7th April, "by the exertions of the boats under Lieutenant Smith, sent on by Captain Alexander to superintend the passage of the river," Sir Archibald's advanced guard, consisting of two European regiments, was crossed over to Sarrawah, and by the 12th, the whole of the land column was on the left bank of the Irrawaddy. After the occupation of Prome, the light division, under Lieutenant James Wilkinson, of the *Liffey*, captured eight war-boats, pulling from fifty to sixty oars each, and another laden with guns, jingals, and spears.

In Sept. 1825, Lieutenant Smith was employed as a negotiator at Meady, in conjunction with Lieutenant-Colonel Tidy †. On the 2d Dec., he assisted at the capture of nearly three hundred boats, laden with arms, ammunition, grain, and military stores. On the 5th, he assisted in completing the discomfiture of the Burmese army; and on the 26th we again find him selected to act as a diplomatist ‡. About this period he was appointed to the *Boadicea* frigate, Commodore

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\* Lieutenants Smith, Keele, Kellett, and Bazely; acting Lieutenant Hall; Mr. Reed, master's-mate; and Messrs. Duthy, Hand, Pickey, Lett, Coyde, and Murray, midshipmen.

† See *Naval Operations*, p. 90, *et seq.*

‡ See *Id.* p. 103.



Sir James Brisbane; and on the 19th Jan. 1826, he commanded that ship's launch at the capture of Melloone, on which occasion a very ample magazine of grain, seventy-six guns, ninety jingals, seventeen hundred muskets, two thousand spears, eighteen thousand round shot, a quantity of quilted and loose grape, one hundred thousand musket balls, more than twenty tons of gunpowder, an immense quantity of refined saltpetre and sulphur, upwards of a ton of unwrought iron, eighteen war-boats, fifty-seven accommodation and store boats, nearly three hundred canoes, and about seventy horses, fell into the hands of the victors \*. In less than three weeks afterwards, the operations of the British, by land and water, had released from the tyranny of the enemy above 25,000 persons, inhabitants of the lower provinces, who had been driven before the retreating forces, many of them ever since the commencement of the war. The light division, under Lieutenant Smith, subsequently liberated numerous canoes, and was very active in annoying the enemy's out posts.

The subject of this sketch was made a commander on the 22d July, 1826; appointed to the *Philomel* sloop in April 1831; and paid off, on his return from Gibraltar, where he had been for some time stationed, Sept. 16th, 1833.

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### CHARLES KEELE, Esq

FOURTH son of John Keele, Esq., many years a respectable surgeon at Southampton.

This officer entered the royal navy in April 1807, as midshipman on board the *Superieure* sloop, commanded by his gallant relation, the late Captain Edward Rushworth, and then fitting out, at Portsmouth, for the West India station; and continued to serve under the same gentleman, in various vessels, until he gave up the command of the *Satellite* sloop, in April, 1809. He next joined the *Caledonia* 120, flag-ship

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\* See *Naval Operations*, p. 109.

of Lord Gambier, commander-in-chief of the Channel fleet; and afterwards the *Boyne* 98, bearing the flag of Sir Harry Neale, off Rochefort, in which ship he continued until July 1811. We afterwards find him on board the *Barbadoes* 28, Captain Rushworth, off Cherbourg.

On the 7th Sept. 1811, the *Barbadoes*, then in company with the *Goshawk* sloop, and cruising to the eastward of Cape Barfleur, fell in with seven French gun-brigs, coming from Boulogne, each mounting three long 24-pounders and a mortar, and manned with 75 men. These the *Barbadoes* and her consort immediately attacked and chased into Calvados, driving one of them on shore. On the following day, one of those vessels was sunk, and two others driven on the rocks, by the *Hotspur* frigate, Captain the Hon. Josceline Percy, which ship unfortunately grounded when within gunshot, and lay exposed to a heavy fire from the brigs and the shore for four hours, sustaining a loss of five men killed and twenty-two wounded\*.

The *Barbadoes* subsequently escorted a large fleet of merchantmen to Jamaica, where Captain Rushworth was prematurely cut off, June 14th, 1812, in the twenty-fifth year of his age †. From thence, Mr. Keele returned home in the *Thetis* frigate, Captain W. H. Byam, which ship was paid off at Chatham, in Sept. 1812 ‡. He then joined the *Java* frigate, Captain Henry Lambert, fitting out for the East India station; and on the 29th Dec. following was very severely wounded in action with the United States' ship *Constitution* §. Among the mortally wounded on this occasion was his brother Edward, only thirteen years of age,

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\* See Suppl. Part I. p. 187.

† Captain Rushworth was the eldest son of Edward Rushworth, Esq., by the Hon. Catherine Rushworth, daughter of the late Lord Holmes, and grandson of Captain Rushworth, R. N., who died in 1780. His remains were deposited near those of his maternal great uncle, who died at Jamaica in 1760, when commander-in-chief on that station. See *Nav. Chron.* vol. 28, p. 264.

‡ See Suppl. Part II. p. 313.

§ See Vol. III. Part I. pp. 247—251.

and then on his first voyage :—The following is an extract of a letter written by one of the Java's officers, dated at St. Salvador, Brazil, Jan. 26th, 1813 :—

“ My dear friend,—I have a most unpleasant commission for you, or rather, it would be better for B. to break it to his father, which is the death of poor young Keele ; he was badly wounded in the action, and obliged to have his leg amputated, and in consequence died the next day :—he was a fine courageous little fellow. The elder Keele also, poor fellow ! was very severely wounded in the arm, but is now quite out of danger, and the limb safe. The youngest continued to shew the same undaunted spirit to the last ; when the action was over, he enquired if the ship had struck, and seeing a ship's colour spread over him, he grew uneasy, until convinced it was an English flag. The wound the elder received must have proceeded from a shot passing between his arm and side ; he was particularly noticed by his superior officers, for his great coolness and bravery in action.” \* \* \* \* \*

On his return to England, after being exchanged, Mr. Charles Keele joined the *Rivoli* 74, Captain (now Sir Graham E.) Hamond, fitting out for the Mediterranean station ; where he was serving when the war with France terminated, in 1814. He then, together with many other young men who, like himself, had passed their examination, volunteered his services against America, and was returning home from Genoa, passenger on board the *Edinburgh* 74, Captain John L. Manley, when he found at Gibraltar an official notification of his promotion, by commission dated Sept. 24th, 1814, appointing him lieutenant of the *Rivoli*.

The rock being then under quarantine, and having no immediate prospect of obtaining a passage to Genoa or Malta, Lieutenant Keele continued in the *Edinburgh* until her arrival at the Motherbank, when he reported himself to the Admiralty, and was immediately ordered back to the Mediterranean, in the *Clorinde* frigate, Captain Samuel G. Pechell. In the mean time, Rear-Admiral Penrose had selected an officer to supply his place, and although Lieutenant Keele presented himself on board the *Rivoli*, he was told that he must await further orders before he could be received, except as a supernumerary. In consequence of this, he was precluded sharing prize money as a commissioned officer for

the capture of the French frigate *Melpomène*, intercepted on her passage from Elba to Naples, during the 100 days war\*. In the short but spirited action which took place on this occasion, Lieutenant Keele, who invariably performed the duty of a commissioned officer, received a severe blow from one of the gun-breechings giving way. The *Rivoli* brought her prize to Portsmouth in Feb. 1816; and was soon afterwards paid off.

Mr. Keele remained on half-pay from this period until Nov. 1823, when, after repeated solicitations for employment, he was applied for by his friend Captain H. D. Chads, and accordingly appointed first lieutenant of the *Arachne* sloop, fitting out for the East India station. The manner in which he acquitted himself while serving under that officer will be seen by the following outline of the operations in which he was engaged during the Burmese war.

After touching at Lisbon, the Cape of Good Hope, Mauritius, Trincomalee, and Madras, the *Arachne* proceeded to co-operate with the expedition under Sir Archibald Campbell, K. C. B., at Rangoon, where she arrived, and her commander assumed the direction of the naval force attached to the invading army, Sept. 15th, 1824.

On the 21st and 24th of the same month, Lieutenant Keele, then commanding a division of gun-vessels and row-boats, assisted at the destruction of eight stockades on the Paulang river †. He subsequently commanded the naval part of an expedition sent to reduce and occupy the city of Martaban, situated at the bottom of the gulf of that name, and about 100 miles to the eastward of Rangoon. The force under his orders consisted of six gun-vessels, one mortar-boat, seven row-gun-boats, and an armed transport; the latter having on board four hundred and fifty troops, commanded by Lieutenant-Colonel Godwin.

On the 27th Oct. this little armament entered Martaban river, and succeeded in destroying about thirty of the enemy's war-boats, two of them pulling fifty oars each, and the whole

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\* See Vol. II. Part I. p. 298.

† See p. 162

armed with muskets, spears, and swivels. On the 29th, when closing the town, the transport grounded too far off to make use of her carronades with good effect. The Burmese then opened their fire from a stockade, which was returned by all the row-boats, forming a line close along-shore, until after sunset; the mortar-vessel likewise took her position, under Captain Kennan, of the Madras artillery, and kept up a well-directed fire the whole night, killing, from report, great numbers of the enemy. The defences of Martaban are thus described by Lieutenant-Colonel Godwin:—

“The place rests at the bottom of a very high hill, washed by a beautiful and extensive sheet of water; on its right a rocky mound, on which was placed a two-gun battery, with a deep nullah under it. This battery communicates with the usual stockade of timber, and behind this a work of masonry, varying from twelve to twenty feet thick, with small embrasures for either cannon or musketry. The stockade runs along the margin of the water for more than three-quarters of a mile, where it joins a large pagoda, which projects into the water in the form of a bastion. The defences then continue a short distance, and end at a nullah, on the other side of which all is thick jungle. The town continues to run in an angle way from the pagoda for at least a mile, and terminates in the house of the Mayoan, close to a stockade up the hill. The whole defence is the water line, with its flanks protected. The rear of the town and work is composed of thick jungle and large trees, and open to the summit.”

“At 5 o'clock in the morning of the 30th,” says the lieutenant-colonel, “the men composing the first division were in their boats—ninety-eight of H. M. 41st regiment, seventy-five of the 3d native light infantry, eight of the Bengal artillery, and thirty-eight seamen of the royal navy; and I was fully aware that these men would have the business to themselves, as I had no where to wait for the remainder of the force, and every boat was already occupied.”

“The advance sounded a little after five, and the boats rowed off, and soon came under a very heavy fire of all arms. On approaching the shore, I perceived there had been a misunderstanding with respect to the spot at which I wished to land, and that we had got on the wrong side of the nullah. As we could not carry the ladders through the mud, I ordered the boats to push off and put in at the place I appointed; at

this time, a heavy fire of artillery and musketry was on us, and *the Lossours would not face it*. Lieutenant Keele, of the *Arachne*, commanding the naval force with me, pushed on shore, and gallantly went to see if the nullah could be passed: he came back almost directly, and informed me there was a boat in the nullah, over which the men could go, and that the side of the rock to the battery appeared practicable. Trusting to the gallantry of the people with me, I determined to try it; and from the men getting on shore, there was not a halt till we had possession of it. It was stormed under a heavy fire of musketry; the enemy did not leave the fort till we were within a few paces of them, and they even threw stones at us, when we were too much under the fart for their fire to reach us. *It is due to Captain Burrores, of H. M. 41st regiment, and Lieutenant Keele, R. N., to say they were in first*. I now felt secure of the place, and after waiting till the men had recovered from the exertion, and to get them together, they marched down along the works, and cleared all before them. On marching through the town it was, as usual, deserted, except by a great many women. The emptiness of the houses shewed every preparation had been made, if the place was captured, to prevent our getting any property. I enclose a return of the guns taken, as also the ordnance stores; the quantities of the latter are immense, kept in a stockade about half a mile up the hill, and a regular manufactory to make the powder. Our loss has been comparatively small—seven killed and fourteen wounded. In this immense place, with so many facilities to escape, I cannot guess what the enemy's loss may have been; but from the prisoners, of whom we have a great many, and from other sources, it must have been great; as allowing that two-thirds of the number reported were within this place at the attack, there must have been between three and four thousand."

The ordnance and stores captured at Martaban consisted of sixteen guns of various calibre, one hundred wall-pieces, five hundred muskets, seven thousand round shot, one thousand five hundred grape, one hundred thousand musket balls, nine thousand pounds of lead, twenty thousand flints, ten thousand musket cartridges, six thousand ditto for wall-pieces, twenty-six thousand five hundred pounds of loose gun-powder, ten thousand pounds of saltpetre, and five thousand pounds of sulphur. The Hon. Company's gun-vessel *Phaëton* was found at this place, with her crew in irons. Her commander had put into Martaban by mistake, and was then a prisoner at Ava.

The loss sustained by the naval detachment was two men killed, one dangerously wounded, and three severely. In con-

cluding his report to Sir A. Campbell, the lieutenant-colonel expresses himself as follows :—

“ Where every one contended honorably, it would be difficult to select for your particular notice. \* \* \* \* \* *Lieutenant Keele, of the Arachne, Lieutenant Bazely, of the Sophie, and their respective crews, behaved with their usual gallantry. Lieutenant Keele's unremitting exertions with this little force, as also the share he has taken in the fall of the place, together with the good understanding kept up between the services, I leave for you, Sir, properly to appreciate.*”

At the same period, Lieutenant-Colonel Godwin addressed the following private letter to Lieutenant Keele :—

“ *Martaban, Nov. 1st, 1824.*

“ My dear Sir,—The events of yesterday, in which you bore so conspicuous a part, call upon me thus early to offer you my warmest acknowledgments of your gallantry and judicious conduct, which tended so much to place this town in our possession, and I shall be most happy to state to Sir Archibald Campbell how much he owes to your bravery and talents on this occasion. Believe me, my dear Sir, ever most faithfully yours,

(Signed) “ *HY. GODWIN, Lieut.-Col. 41st Regt.*”

Sir Archibald Campbell describes the capture of Martaban as “ an achievement no less honorable than beneficial to the British arms, reflecting the highest credit on every individual composing the force employed.” On the 26th Nov., Mr. Secretary Swinton wrote to Sir Archibald as follows :—

“ The Governor-General in Council commands me to express his fullest concurrence in the tribute of applause which you have bestowed on Lieutenant-Colonel Godwin, and the officers and men under his command, and on Lieutenant Keele and the seamen of the royal navy, composing the expedition fitted out against Martaban.

“ The ability and judgment with which Lieutenant-Colonel Godwin planned the attack, and the gallantry with which the place was carried by the small force of 220 men, against the numerous and well-armed troops of the enemy, reflects the highest credit on the professional character of the officers in command, and the cool and resolute intrepidity of the handful of men by whom so important and brilliant an exploit has been achieved.

“ His Lordship in Council accordingly desires, that you will be pleased to express to Lieutenant-Colonel Godwin the very high sense which Government entertain of his conduct on this occasion. *You will also be pleased to convey to Lieutenants Keele and Bazely, of H. M. sloops*

*Arachne and Sophie, the acknowledgments of the Governor-General in Council for the zealous and gallant exertions of themselves and the British seamen under their command."*

After arranging matters at Martaban, Lieutenant-Colonel Godwin despatched a party against Yeh, situated to the eastward, which fell without resistance. By the capture of these places, the British obtained the command of all the Burman sea-coast to the eastward of Rangoon.

In Jan. 1825, shortly after his return from Martaban, Lieutenant Keele, with forty-eight officers and men under his command, accompanied Lieutenant-Colonel Elrington to the attack of a strong hill fort, situated on the left bank of the Pegu river, about eight miles from Rangoon, and the pagoda of Syriam, five miles in the interior. The troops employed on this occasion landed on the 11th about three quarters of a mile from the fort, and the advanced party moved on until stopped by a deep, unfordable nullah, the bridge over which had been removed, purposely to check their progress: to make another, with planks brought for the occasion, gave the blue jackets an opportunity of displaying their usual activity, skill, and steady courage. On this point the enemy kept up a very galling fire, by which nearly thirty men were killed and wounded, including six belonging to the navy. In a few minutes, however, the bridge was laid, by the sailors swimming across with planks; two gun-boats were also brought up the creek. On the soldiers gaining the opposite bank, and rushing upon the works, the enemy instantly fled, although the place was capable of making a formidable resistance. Four guns were found in the fort, and upwards of twenty swivels. At the attack of the Syriam pagoda, next morning, the sailors assisted in manning the scaling ladders, and "*Lieutenant Keele was the first over*" the outer stockade. "Here ended the military operations, for the enemy made no further resistance, and parties were immediately formed to burn and destroy the works." Lieutenant-Colonel Elrington, in his official letter on this occasion says, "*the naval part of the expedition, under the orders of Lieutenant Keele, was most nobly conducted.*" In a letter from Commodore



Coe, to Captain Chads, dated Mar. 29th, that officer says :—  
“ I have to acknowledge the receipt of your communications of the 14th and 17th Jan. last, and feel much gratified by the continued and successful exertions of the officers, seamen, and marines, under your command, to whom I am again to request you will convey my warmest thanks, more particularly to Lieutenant Charles Keele, of the *Arachne*.”

On the 5th Feb., an expedition was sent to open a passage up the Lyne river ; the military part under Lieutenant Colonel Godwin, and the naval, consisting of the *Satellite* armed transport, the *Diana* steam-vessel, the Hon. Company's cruiser *Prince of Wales*, fifteen row-gun-boats, seven boats belonging to H. M. squadron, and several flats and canoes, under the command of Captain Chads. On the 6th, at five P. M., the *Satellite*, towed by the *Diana*, advanced upon *Than-ta-bain*, a strong and imposing position, upon the point of a peninsula, measuring three-quarters of a mile on its water front, built of teak-timber, very high, strongly stockaded, and abattised down to the water's edge, but entirely open in the rear. The boats, in three divisions, were led by Lieutenants Keele, Kellett, and Fraser. The result is thus officially stated by Lieutenant-Colonel Godwin, who was with Captain Chads on board the armed transport :—

“ The *Satellite* laid her broadside on so admirably, as to enfilade the whole of the principal works. At half-musket shot we were received with thirty-six pieces of artillery, independently of jingals. This was forcibly replied to by the guns of the *Satellite*, assisted by Captain Graham of the Bengal rocket troop, who by his most excellent practice, from the steam-boat, surprised them with an arm of defence that will prove a most formidable weapon. I soon perceived the work all around was easily assailable, and in ten minutes after the signal was made the place was stormed. The resistance within was trifling, although the place was garrisoned by two thousand fighting men. The enemy suffered severely, and were followed for a mile and a half. I have again the pleasure to mention the name of Lieutenant Keele, of H. M. sloop *Arachne*, who with Lieutenant Hall of the *Alligator*, were the first to enter the enemy's position, and their conduct was most conspicuous : these were followed by Captain O'Reilly, with the grenadiers of H. M. 41st regiment. Our loss, I am most happy to say, is comparatively nothing ; and this is accounted for by the boats containing the troops being kept under the

land, out of the enemy's fire, till they were ordered to storm by signal\*.

Immediately after the capture of the Than-ta-bain stockade, Captain Chads sent boats up both branches of the river, under Lieutenants Keele and Kellett, who took and destroyed many of the enemy's war-boats. On the morning of the 7th Feb., Lieutenant Keele was again sent up the Panlang branch to explore; and Captain Chads, accompanied by Lieutenant-Colonel Godwin, went up the main branch for the same purpose. Both parties met with and destroyed hundreds of fire-rafts and canoes similarly prepared, lying on the banks for upwards of fifteen miles, some of which the enemy lighted and launched as the boats approached. The following is an extract of a letter from the Secretary to Government at Calcutta, addressed to Sir Archibald Campbell:—

“ I am directed to acknowledge the receipt of your despatch relative to the capture of the strong post of Than-ta-bain or Quangalee, by a detachment of troops under the command of Lieutenant-Colonel Godwin, aided by a party of seamen under Captain Chads, and Lieutenants Keele and Hall.

“ The Governor-General in Council is happy to observe in the signal and complete success which attended the operations against Than-ta-bain, the same judgment, energy, and skill, on the part of Lieutenant-Colonel Godwin, which distinguished his conduct on the occasion of his being detached against Martaban, and which again demand the unqualified approbation and applause of his Lordship in Council.

“ To Captain Chads the Governor-General in Council desires to express his constant acknowledgments for the distinguished share he bore in the action. His Lordship in Council has also noticed, with particular satisfaction, the characteristic gallantry displayed by Lieutenants Keele and Hall, of H. M. ships *Arachne* and *Alligator*, who, with their boats' crews, were the first to enter the enemy's post, followed by Captain O'Reilly of the grenadiers of H. M. 41st regiment. His Lordship in Council requests that these sentiments of the Supreme Government may be conveyed to Captain Chads, and Lieutenants Keele and Hall, through the senior officer of His Majesty's ships, &c.”

(Signed)

“ GEO. SWINTON.”

“ *Fort William, 18th March, 1825.*”

From this period Lieutenant Keele appears to have been

\* One seaman drowned; four sailors, three soldiers, and two lascars wounded.

thrown somewhat into the back-ground ; captains senior in rank to his gallant friend having successively arrived in the Irrawaddy, and naturally placed in the most prominent situations those with whose merits they were better acquainted. Had Captain Chads retained the uninterrupted command of the naval force in Ava, it is not to be doubted that the "fire eater," as he was once so aptly designated by a late witty member of parliament, would have invariably selected him to be his second in every hazardous enterprise. During the advance upon, and operations against, Donoobew, he was attached to the light division of the flotilla, under the orders of Lieutenant (now Commander) William Smith, of whose services at that period we have recently made mention \*. On the 14th April, 1826, Sir Archibald Campbell wrote to Captain Chads as follows :—

" Dear Sir,—In observing with the greatest pleasure the promotion which has taken place in the navy lately serving with the army in Ava, I much regret to remark the name of your first lieutenant, Mr. Charles Keele does not appear in the list of promotions, feeling as I do the meritorious services of Lieutenant Keele, than whom no officer had more frequent opportunities of distinguishing himself, and having been chief in naval command at the taking of Martaban, on which occasion Lieutenant-Colonel Godwin acknowledges the important aid he derived from the seamen under the command of Lieutenant Keele : that service alone will, I should hope, still insure him his promotion. In conclusion I have only to add, that if it is in any way in my power to contribute the name of Lieutenant Keele to the favorable notice of the Lords Commissioners of the Admiralty, it will afford me much pleasure. I remain, my dear Sir, yours very faithfully,

(Signed)

" ARCHIBALD CAMPBELL, Major-General."

On the 22d July, 1826, Lieutenant Keele, then first of the Alligator 28, to which ship he had been removed with Captain Chads, was advanced to the rank of commander, but he did not hear of his promotion until her arrival at Portsmouth in the end of that year. Previous thereto, Captain Chads had addressed a letter to the Admiralty, of which the following is an extract :

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\* See p. 187, *et seq.*

"I beg leave to bear most ample testimony to his forward gallantry on all occasions. From the time of my going to Rangoon till the final treaty of peace at Yandaboo, he was with me, and by his steady good conduct tended very considerably to procure for the naval service those high encomiums that have been bestowed on it, and to myself individually he has been of the greatest service."

On the night previous to his arrival at Spithead, the subject of this memoir nearly lost his life in attempting to save a shipmate from a watery grave. The Alligator was paid off at Plymouth on the 3d Jan. 1827, since which Commander Keele has made many applications for employment, but without success.

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### THOMAS FRASER, Esq.

THIRD and youngest son of the late Vice-Admiral Alexander Fraser, Equerry to H. R. H. the Duke of Cambridge, by Helen, eldest daughter of John Bruce, Esq., Advocate, and Collector of the Customs in Shetland\*.

We first find this officer serving as admiralty midshipman on board the *Leander* 60, Captain Edward Chetham, at the battle of Algiers, in Aug. 1816. His promotion to the rank of lieutenant took place on the 16th of the following month, but his commission appears to have been dated back to the 5th, in order to give him precedence of others who did not happen to be so highly connected. He subsequently served under Captain William Ramsden, in the Scout sloop, on the Mediterranean station; and, in Mar. 1823, was appointed to the *Larne* 20, Captain Frederick Marryat, which ship he commissioned at Portsmouth on the 1st April. Previous to his sailing for the East Indies, he assisted in taking round to the Downs the *Ramillies* 74, and bringing back the Severn frigate. The following is an outline of his services during the Burmese war.

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\* See Vol. I. Part II. p. 458, *et seq.*; and the Addenda, &c., at the end of this volume.

In the beginning of May 1824, he caught the jungle fever, while indefatigably exerting himself in procuring a supply of water for the Rangoon expedition, assembled at Port Cornwallis, in the great Andaman island \*. On the 3d June following, two boats under his directions, proceeding from Rangoon to Kemmendine, in advance of a reconnoitring force headed by Sir Archibald Campbell, "carried a small stockade and brought off an 18-pounder carronade: they were afterwards engaged under a most harassing fire of great guns and musketry from another stockade, and suffered severely, though infinitely less than could have been expected on such service." On this occasion, the senior naval officer present officially reported, that "he had every reason to be much satisfied with the co-operation of Lieutenant Thomas Fraser, who commanded the *Larne's* pinnace, and whose exemplary zeal and gallantry were both conspicuous †."

The numerous fire-rafts which the enemy sent down from Kemmendine, had hitherto kept the naval force at Rangoon in a constant and harassing state of exertion. The incessant annoyance experienced from these attacks rendered it necessary that the stockades which commanded that part of the river should be occupied by the British forces; and they were accordingly attacked and carried on the 10th June. About three thousand troops were employed on this occasion, commanded by Sir Archibald Campbell in person: the naval force consisted of two of the Hon. Company's cruisers, six gun-vessels, six row-boats, and a proa, the whole under the command of Lieutenant Fraser, whose official report is given in p. 12, *et seq.* of our "Narrative of the Naval Operations."

On the 8th July, being then in command of the Satellite armed transport, Lieutenant Fraser accompanied Sir Archibald Campbell to the attack of a fortified and commanding point of land, which not only obstructed the navigation of the river above Kemmendine, but afforded an excellent situa-

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\* See *Naval Operations in Ava*, (Appendix to Vol. III. Part I.) p. 3.

† See *id.* p. 11.

tion for the construction of fire-rafts, by the judicious employment of which the enemy contemplated the destruction of our shipping. To this post the Burmese seemed to attach the greatest importance, and their stockades, three in number, were so constructed as to afford mutual support, presenting difficulties apparently not to be overcome without a great sacrifice of lives. "I therefore resolved," says Sir A. Campbell, "to try the effect of shelling, and consulted with Captain Marryat upon the employment of such armed vessels as he might select to breach, in the event of our mortar practice not succeeding. The shells were thrown at too great distance to produce the desired effect, and the swampy state of the country would not admit of any advance. The armed vessels, viz. the *Satellite*, *Teignmouth*, *Thetis*, and *Jessey*, the whole under the command of Lieutenant Fraser, of H. M. S. *Larne*, now took their stations according to a disposition made by Captain Marryat, and opened a fire which soon silenced that of fourteen pieces of artillery, besides swivels and musketry from the stockades, and in one hour the preconcerted signal of 'breach practicable' was displayed at the main-mast-head. The troops, as previously arranged, entered their boats on the signal being hoisted. The assault was made in the best order and handsomest style: \* \* \* \* the enemy kept up a sharp, but ill directed fire, while the troops were landing, but, as usual, fled on our making a lodgment in the place; \* \* \* \* the second stockade was carried in the same style; the third was evacuated by the enemy. \* \* \* \* To the officers and men of the breaching vessels every praise is due; and I much regret that severe indisposition prevented Captain Marryat from being present to witness the result of his arrangement\*."

On the 11th July, Captain Marryat wrote to the senior officer on the East India station as follows:—

"When I sent away the expedition, under Lieutenant Fraser, on the 7th instant, I could only muster three officers and twelve men fit for duty.

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\* See *Naval Operations*, p. 19.

The conduct of Lieutenant Fraser, in the several expeditions which he has commanded, has been that of a gallant and steady officer.\*"

On the 8th Aug., a detachment of 400 men, commanded by Lieutenant-Colonel Kelly, proceeded in boats up the Dalla river, accompanied by a party of seamen and marines of the Larne, under Lieutenant Fraser.

"After entering a large creek on the east side of Dalla, and proceeding two miles, two stockades were observed, one on each bank of the river, immediately opposite to each other, and both in commanding situations, particularly that on the left bank, which the lieutenant-colonel instantly decided on attacking. The boats were hove to for a short time, to make the necessary preparations; and as soon as these were completed, the whole moved on under a heavy fire from the guns and musketry in both stockades. The landing was effected under an incessant fire from them, and after great labour and exertion in getting through the mud, which was remarkably stiff, and *thigh deep*, the scaling ladders were placed, and the stockade stormed and immediately carried. Some of the troops then re-embarked, crossed the river, and took possession of the opposite stockade. In his official report to Sir A. Campbell, the lieutenant-colonel expressed himself "highly indebted to Lieutenant Fraser, whose unremitting exertions, throughout the affair, greatly contributed towards the success of the day†." In a letter addressed to the senior officer of H. M. squadron on the East India station, Captain Marryat says, "the gallantry of the officers employed in this expedition deserves the highest encomiums. I am sorry that our list of killed and wounded is so heavy ‡; but it will be accounted for when I state, that in these attacks the Lascars, who man the other boats, will not pull into the fire unless they are led by the officers and men of H. M. sloop the Larne. §"

On the 2d Sept., Lieutenant Fraser accompanied Captain

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\* See *Naval Operations*, p. 21.

† See *id.* p. 24

‡ Four killed, fifteen wounded.

§ See *Naval Operations*, p. 25.

Marryat to the Dalla creek, for the purpose of dislodging the Burmese from the stockades which they had re-occupied. Two mortar-vessels and one gun-boat having been anchored within six hundred yards of the enemy's works, and the other gun-boats having taken up a more advanced position, in a battering line, the whole opened their fire at 6 A. M., which was smartly returned by the enemy, both with guns and musketry. At 9 o'clock, a detachment of row-boats, with troops under the command of Major R. L. Evans, pulled up the creek. By this time, the enemy's great guns were silenced, and their magazine blown up; they still, however, held possession of the stockades, and maintained a constant fire of small arms.

The ditches of these works had been so widened as not to allow the scaling ladders to be planted, and a strong chevaux-de-frise was found placed across the creek to impede the advance of the flotilla. The original intention of storming the stockades from the river side was therefore abandoned, and Major Evans determined to attack the smallest in the rear. At half-past 9, he landed with 150 men, forced his way through the jungle by single files, and succeeded in dislodging the Burmese. Possession having been gained, the advance was sounded, and the boats pulled up to the main stockade, which was stormed without loss, the enemy retreating into the jungle. From the precision of the mortar practice, and the excellent fire of the gun-boats, which had completely riddled the stockades, the enemy's loss must have been considerable. Leaving a sufficient force to defend the stockades, Captain Marryat and Major Evans then pushed higher up the creek, where they discovered between twenty five and thirty boats and canoes, laden with arms and ammunition, the whole of which were either destroyed or brought away. In his official letter on this occasion, Captain Marryat says, "the zeal and activity of Lieutenant Fraser was as highly satisfactory to me as creditable to himself \*."

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\* See *Naval Operations*, p. 26.



The captured stockades now became the site of constant warfare, the enemy proving extremely tenacious of any passage being opened up the creek leading to Thon-tai (the capital of Dalla, and the retreat of the Rangoon people, who had resisted the decree for a *levy-en-masse*). The flotilla and troops left to defend these works were every night assailed with musketry from the surrounding jungle, and the officers and men of the navy were constantly in their boats, watching, grappling, and towing away fire-rafts.

On the 5th Sept., at midnight, a straggling fire was again heard in the direction of the Dalla stockade, and shortly afterwards a rocket was thrown up, the signal previously arranged with the detachment, in case of immediate assistance being required. With the advantage of a strong flood tide, the boats of the Larne proceeded rapidly to the point of contention, where a heavy fire was exchanged; and as their approach could not be perceived, in consequence of the smoke, the officers and men cheered, to announce that support was at hand; and they had the satisfaction to hear it warmly returned, both by the military and those afloat. The attacks of the enemy had been simultaneous; the gun-vessels in the creek having been assailed by a number of war-boats, while the troops on shore were opposed to a force estimated at from fifteen hundred to two thousand men. Upon perceiving the boats of the Larne advancing a-head of the gun-vessels, the Burmese war-boats made a precipitate retreat. Chase was immediately given, and five of them, which had been most severely handled, and could not keep up with the main body, were successively boarded and carried. "The active and zealous support which he received from Lieutenant Fraser," on this occasion, was publicly acknowledged by Captain Marryat\*.

On the 9th Sept., Lieutenant Fraser was sent to search for the passage up to Thon-tai, by way of the Dalla creek, but, after an absence of three days, he returned without having been able to find it. While on this service, two persons

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\* See *Naval Operations*, p. 29.

under his command were wounded, by musketry from the shore\*.

The scurvy was now making a rapid progress among the crew of the *Larne*, in consequence of their having been for four months confined to a diet of salt and damaged provisions, added to a total privation of vegetables, and the usual effects of a long continued wet season. Captain Marryat, therefore, supposing that a period of at least six weeks must elapse before active operations could be re-commenced, determined upon proceeding to Penang, where those comforts essentially necessary for the recovery of his crew were then most conveniently to be had. In reply to Captain Marryat's representation of the inefficient state of the *Larne*, Sir A. Campbell says,—“In taking, I hope, a very short leave of yourself, and the officers and men of the *Larne*, I shall not dwell, as I otherwise would, on the valuable and ready aid I have invariably received from you all, since the commencement of the present service, embracing duties of perhaps as severe and harassing a nature as ever were experienced by either sailors or soldiers, and under privations of the most trying nature. Any number of Malay sailors you may require, to assist in navigating the *Larne* to Penang, are at your service.”

At the request of Sir Archibald, Captain Marryat left his first lieutenant, William Burdett Dobson, and sixteen of the *Larne's* crew, in charge of the *Satellite*, stationed at Pagoda Point †. He then dropped down the river, with only twenty-seven of his original officers and men on board, leaving the naval force at Rangoon under the command of Captain George F. Ryves, of the *Sophie* sloop, the only vessel of war belonging to his Majesty, then attached to the invading army ‡.

On the 24th Dec., the *Larne* returned from Calcutta; and soon afterwards, the army and flotilla received large reinforcements from Bengal, Madras, Ceylon, and Chittagong.

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\* See *Naval Operations*, p. 30.

† See p. 162.

‡ See *Naval Operations*, p. 31.

In the beginning of 1825, Sir Archibald Campbell and Captain H. D. Chads, of the *Arachne* sloop, then senior naval commander, prepared to advance upon the Birman capital. The joint crews of the *Arachne*, *Larne*, and *Sophie*, including supernumeraries, and the officers and men employed in the flotilla, at this time amounted to no more than 237 persons\*.

On the 11th Jan. and following day, Lieutenant Fraser assisted in driving the enemy from the old Portuguese fort, and doubly stockaded pagoda of Syriam: "his steady bravery and good conduct" on this occasion was officially reported †. On the 6th Feb. he commanded a division of boats, under the orders of Captain Chads, at the capture of a formidable stockade at Than-ta-bain, the particulars of which service have been given in the preceding memoir ‡. On the 17th of the same month, the *Larne* sailed from Rangoon, accompanied by the Hon. Company's cruiser *Mercury*, and the *Argyle* transport, with 780 troops under Major Robert H. Sale, for the purpose of attacking Bassein, on the western branch of the Irrawaddy. After a tedious passage, this little armament arrived off Great Negrais on the 24th Feb.; and next day, the boats of the *Larne*, under Lieutenant Fraser, were sent in to reconnoitre, and sound the passage, in the execution of which service they received a harmless fire from two stockades, apparently full of men, and distant about a mile from each other. On the 26th, at daylight, the *Larne* and her consorts stood in; the *Mercury*, on account of her light draught of water, taking the lead. At noon, the first stockade commenced firing; and shortly afterwards the *Larne* and *Mercury* took their positions, within one hundred yards: the enemy soon fled, and the troops landed and occupied the work. The second stockade was taken in the same manner, without loss; both of them were burnt, and their guns, &c. either brought off or destroyed. On the 27th, at dark, the expedition anchored

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\* See *Naval Operations*, p. 62.

† See *id.* p. 63.

‡ See p. 198.

about thirty-five miles above the entrance of the river. From this point, the stream being very narrow, and the wind blowing strong down every reach, the ascent became extremely arduous; the ships often getting on shore, towing and warping day and night, till the evening of the 3d March, when they anchored about three miles below the town of Bassein, then in smoking ruins and deserted by its garrison. Finding this to be the case, Major Sale immediately landed his troops, and took post in the area of the principal pagoda, a strongly fortified and commanding position. He subsequently made a reconnoissance as far as Lamina, with three hundred troops and seventy seamen, proceeding up the river in boats, under the command of Lieutenant Fraser, and bivouacking at night upon the banks. All the villages he passed were found deserted, the population having been driven into the interior by the retreating Burman warriors. Lamina, also, although a place of great extent, was found abandoned. On the 23d, he returned to Bassein, bringing with him a state barge and several war canoes. During this excursion, two men were wounded by musketry from the jungle, five died from fatigue and privation, and many others became incapable of service.

On the 26th Mar., the Larne weighed and dropped down to Naputtah, a considerable village, which had accepted British protection. On the 28th, he proceeded against the town of Thingang, situated up a branch of the river leading to Rangoon, taking with him fifty seamen and marines, twelve sepoy, and fifty villagers whom he had prevailed upon to fight against the Burmese, and armed with swords and spears. At 3 P. M., while forming for the attack of a force reported to consist of eight hundred men, a canoe came off with intelligence that the enemy would submit to his terms: these were, that all arms should be surrendered, that one hundred and fifty Naputtah men, then detained there to be forwarded to Donoobew, should be liberated and provided with canoes to return to their homes, and that the Wongee of the town should be placed at his disposal. This personage, who had commanded 1000 men at the attack of Rangoon, and been

invested with the gold chattah, was brought away as a prisoner.

On the night of the 30th, the same force was sent, under Lieutenant Fraser, to surprise the village of Pungkayi, where the enemy were stated to be three hundred strong, and commanded by another gold chattah chief. The attack was successful; the Burmese submitted to the terms proposed, and the Wongee, who had fled into the jungle, was followed and taken by the Naputtah men, who, in consequence of their good conduct, were now entrusted with muskets. A party of one hundred men, the only force that remained between Negrais and Bassein, subsequently sent in their submission.

The conduct of Lieutenant Fraser during the above operations was reported to Captain Alexander, then commanding the naval force before Donoobew, in terms of high commendation.

On the 15th April, 1825, Captain Marryat assumed the command of the Tees 26, at Rangoon; and on the 8th of the following month, the Larne took her final departure from thence. The manner in which she was subsequently employed will be seen by reference to our memoir of Commander John Kingcome, under whom and his successor, Commander W. B. Dobson, Mr. Fraser continued to serve as first lieutenant, until Aug. or Sept. 1826, when he was removed into the Athol 28, at Trincomalee. His promotion to the rank of commander took place at home, July 22d, 1826.

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### ALLEN FRANCIS GARDINER, Esq.

YOUNGEST son of Samuel Gardiner, Esq., of Coombe Lodge, co. Oxford.

This officer was made a lieutenant on the 13th Dec. 1814; appointed to the Leander 60, fitting out for the flag of Sir Henry Blackwood, July 29th, 1819; removed to the Dauntless 24, Captain the Hon. Valentine Gardner, on the East India station, May 11th, 1820; and advanced to the rank of

commander on the 13th Sept. 1826. He married, in July 1823, Julia Susanna, second daughter of John Reade, Esq., of Ipsden House, co. Oxford; which lady died at Godhill Parsonage, May 23d, 1834.

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### RICHARD OWEN, Esq.

SON of a clergyman in county Wexford, Ireland. He entered the royal navy in 1811; obtained the rank of lieutenant in Feb. 1821; and was appointed to the *Leven* 24, Captain W. Fitzwilliam Owen, fitting out for a scientific voyage, Nov. 14th, 1821; since which period he has been almost constantly employed as a maritime surveyor, on the African and West India stations. He was made a commander in Sept. 1826; appointed to the *Blossom* sloop, May 27th, 1829; and is now continuing his surveys in the *Thunder*, which vessel sailed from England on the 28th June, 1833.

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### JAMES COOPER BENNETT, Esq.

SERVED as midshipman on board the *Sybille* 44, bearing the flag of Sir Charles Rowley, commander-in-chief at Jamaica; and was made a lieutenant of that ship in Aug. 1821. He obtained his present rank on the 26th Oct. 1826; and is now inspecting commander of the coast guard at Belmulletts, Ireland.

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### WILLIAM HEWETT (*b*), Esq.

ENTERED the royal navy in 1805; passed his examination in June 1812; and was promoted into the *Inconstant* frigate, Captain Sir Edward Tucker, on the South American station, Sept. 10th, 1814. During the last fifteen years, he has commanded the *Protector* and *Fairy*, surveying vessels, on the North Sea station. His promotion to the rank of commander took place on the 8th Nov. 1826.

**WILLIAM HENVEY, Esq.**

PASSED his examination in Jan. 1813; obtained his first commission on the 3d Mar. 1815; and was promoted to the rank of commander Nov. 17th, 1826.

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**WILLIAM DANIELL, Esq.**

PASSED his examination in April 1813; obtained his first commission on the 16th Sept. following; and was appointed to the Crocus sloop, Captain Arden Adderley, in Jan. 1814. He subsequently served under the flag of Lord Exmouth, in the Boyne and Queen Charlotte, of which latter ship he was sixth lieutenant at the battle of Algiers. His promotion to the rank of commander took place on the 22d Nov. 1826.

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**JOHN CORNWALL, Esq.**

ELDEST son of the late John Cornwall, Esq., of Hendon, co. Middlesex; and grandson of the first Viscount Gardner. He was born on the 22d Jan. 1795; made a lieutenant in April 1815; and promoted to the rank of commander, Nov. 22d, 1826. He married, Dec. 5th, 1822, Charlotte Susan, daughter of Sir John Gregory Shaw Turner; and his youngest sister, Sophia, has since been united to the Rev. Robert William Shaw, son of the same baronet.

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**ROBERT SHARPE, Esq.**

*Knight of the Royal Portuguese Order of the Tower and Sword.*

OBTAINED his first commission on the 13th Mar. 1815; and was a lieutenant of the Windsor Castle 74, Captain (now Sir Charles) Dashwood, when King John of Portugal took

refuge on board that ship, at Lisbon, in May 1824, His promotion to the rank of commander took place Nov. 24th, 1826.

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**WILLIAM CARLETON, Esq.**

Son of the late General Carleton. Obtained his first commission on the 18th July, 1810; served during the latter part of the war with France, in the Royal George, first rate, Captain T. F. C. Mainwaring, on the Mediterranean station; and was promoted to the rank of commander, Dec. 2d, 1826. He married, in 1832, Rosamond, daughter of the late Lieutenant-General Orde, of Westwood Hall, Northumberland.

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**WILLIAM TUCKER (b), Esq.**

Was made a lieutenant on the 26th Dec. 1822; and served with great credit under Commodore Bullen, on the African station, in 1824, 5, and 6.

On the 6th Sept. in the latter year, after capturing a beautiful Spanish schooner, the Nicanor, with 176 slaves on board, Lieutenant Tucker, then commanding the Maidstone's tender, Hope, a schooner of five guns and twenty-six men, was ordered to scour the Bight of Benin, and examine more particularly Lago, Whydah, and Badagry. At Whydah there were no less than twelve vessels waiting for slaves; and one of these, a Brazilian brig of nine guns and seventy-six men, was taken by the Hope, after a gallant action of two hours and a half. A letter written by an officer of the squadron gives us the following particulars:—

“ One of those vessels, a fine brig of 287 tons, had just come over from Rio Janeiro, with her water filled, slave-deck laid, and farina and yams on board. She was by her papers allowed to take 701 slaves. After examining her, Lieutenant Tucker was convinced she would be off in the course of a day or two; and, running out of sight, placed himself in a situation likely to intercept her. As he suspected, so it turned out, for



the Hope was no sooner lost sight of, than the brig began to embark slaves, and in the course of three hours put to sea, with 587 men, women, and children on board. The next morning Tucker saw her, not far off, and, after a chase of twenty-eight hours, began an action with her, which was severely contested for two hours and a half, when, the Hope having two guns dismounted, Tucker made up his mind to board her, he being at this time slightly wounded. Under a fine young man (Mr. Robert Lamport Pengelly) who headed the boarders, a sharp conflict took place, but the Brazilians at length laid down their arms and called for quarter. Pengelly was shot in the side in boarding, but went on. The brig had thirteen men killed and twelve wounded: the Hope not a man slain, and only three persons wounded: three of the poor Africans were killed and eleven wounded.

The commander of the Hope and his gallant assistant were both promoted on the 9th Dec. 1826. The former married, in Oct. 1827, Susannah Fortune, third daughter of Thomas Selby, Esq., of Otford Castle, Kent; the latter was lately serving as lieutenant of the Asia 84, on the Mediterranean station.

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#### FRANK RAMSDEN, Esq.

PASSED his examination in Feb. 1816; obtained his first commission on the 7th Nov. 1818; subsequently served as lieutenant of the Prince Regent 120, bearing the flag of Sir Benjamin Hallowell in the river Medway; and was promoted to his present rank on the 15th Dec. 1826.

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#### BENJAMIN MORTON FESTING, Esq.

SON of Commander H. Festing, R. N., who died at Andover, in 1807; and nephew to the late Vice-Admiral Sir Richard Grindall, K. C. B.

This officer obtained his first commission on the 19th Feb. 1812; and served, during the remainder of the war, as lieutenant of the Eagle 74, Captain (now Sir Charles) Rowley, on the Mediterranean station. In Nov. 1814, we find him sailing for the East Indies, in the Tyne 24, Captain John

Harper. In April 1819, he was appointed to the *Cameron* sloop, Commander W. J. Mingay, on the Portsmouth station. He was promoted to his present rank, Dec. 22d, 1826.

One of Commander Festing's brothers, (Robert Worgan George) is a captain in the royal navy; and two others (Colson and Thomas Colson) are lieutenants.

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### WILLIAM NEHEMIAH CLARKE, Esq.

WAS made a lieutenant on the 19th Sept. 1806; and commander, Dec. 28th, 1826. During several years of the late war, he served under various commanders, in the *Redwing* sloop, on the Mediterranean station.

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### WILLIAM HEWGILL KITCHEN, Esq.

WAS made a lieutenant on the 12th May, 1808; advanced to his present rank in the beginning of Mar. 1827; and appointed an inspecting commander of the coast guard, July 6th, 1830. He married, in 1820, Miss Bell, of Shields, co. Durham.

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### RICHARD STUART, Esq.

OBTAINED his first commission on the 14th June, 1809; and was slightly wounded while commanding a boat belonging to the *Cumberland 74*, at the capture and destruction of a French convoy, in the bay of Rosas, Nov. 1st following\*. His promotion to the rank of commander took place Mar. 12th, 1827.

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\* See Suppl. Part III. p. 159.

**JAMES CHEAPE, Esq.**

WAS made a lieutenant on the 5th Sept. 1816; and commander Mar. 12th, 1827.

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**JAMES CREAGH, Esq.**

PASSED his examination in June 1816; served as midshipman at the battle of Algiers, and obtained his first commission on the 16th Sept. in the same year. He was made a commander Mar. 31st, 1827.

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**EDWARD STEPHENS, Esq.**

WAS made a lieutenant in Mar. 1796; and commander on the 11th April, 1817. He married, in 1815, Miss Jane Comben, of West Cowes, Isle of Wight.

This officer is the author of "A Plan for Renovating the Navy, by removing the Aversion of Seamen, and establishing a System that would insure its future Prosperity,"—published in 1819, pp. 33, price 2s.

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**CHARLES ENGLISH, Esq.**

WAS made a lieutenant on the 21st Mar. 1812. He subsequently served under Captains Charles Dashwood, Robert Preston, Robert Tait, and G. H. Guion; in the *Cressy* 74, *Euphrates* 36, *Larne* 20, and *Tribune* 42. His commission as commander bears date April 17th, 1827.

This officer married, Oct. 11th 1834, *Jemima Georgiana*, only daughter of the late *James Carden, Esq.*, of *Bedford Square, London*.

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**GEORGE SHEPHERD DYER, Esq.**

SON of John Dyer, Esq., late Chief Clerk of the Admiralty.

This officer was made a lieutenant on the 1st April, 1823; promoted to his present rank, April 17th, 1827; and appointed an inspecting commander of the coast guard, April 17th, 1832.

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**PARKER DUCKWORTH BINGHAM, Esq.**

SON of the late Rear-Admiral Joseph Bingham, by Sarah, second daughter of the late Admiral Sir William Parker, Bart.

This officer was made lieutenant into the Myrmidon 20, Captain H. J. Leeke, on the African station, April 28th, 1821; and promoted to the rank of commander, April 26th, 1827. He married, in 1833, Emily, eldest daughter of Major-General Payne, of Weybridge.

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**EDWIN RICHARDS, Esq.**

WAS made a lieutenant in April 1811; appointed to the Pactolus frigate, Captain the Hon. F. W. Aylmer, Sept. 14th, 1813; and promoted to his present rank on the 23th April, 1827. He has since been employed as an inspecting commander of the coast guard.

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**JOSIAH OAKE, Esq.**

WAS made a lieutenant in Mar. 1815; appointed to the Adventure surveying vessel, Captain William Henry Smyth, Jan. 23d, 1821; and advanced to the rank of commander, April 23th, 1827.

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### JOHN BALFOUR MAXWELL, Esq.

ENTERED the royal navy in 1812; and served as midshipman on board the *Alceste* frigate, Captain (afterwards Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816—7\*. He was made a lieutenant on the 6th April, 1820; appointed to the *Briton* frigate, commanded by Sir Murray Maxwell, Nov. 30th, 1822; and promoted to the command of the *Chanticleer* sloop, April 28th, 1827. His last appointment was, June 6th, 1833, to the *Gannet* sloop, on the Jamaica station, from whence he returned home in Feb. 1834.

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### HENRY ESCH ATKINSON, Esq.

THIS officer passed his examination in July 1813, at which period he was a midshipman of the *Vigo* 74. He obtained the rank of lieutenant on the 16th Feb. 1815; and subsequently served in the *Bacchus* 16, Commander William Hill; *Brazen* 26, Captain William Shephard, on the Cape of Good Hope station, from whence he returned home invalided in 1820; *Queen Charlotte* 108, flag-ship of Sir James Hawkins Whitshed, commander-in-chief at Portsmouth; and *Britomart* 10, Commander Octavius V. Vernon, on the Jamaica station. He was appointed a supernumerary lieutenant of the *Hyperion* 42, coast guard dépôt, at Newhaven, Aug. 23d, 1825; removed to the *Weazle* sloop, Commander John Dundas, fitting out at Portsmouth, Mar. 9th, 1827; and advanced to his present rank on the 30th of the following month.

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\* See Vol. II. Part II. pp. 805—816.

## ALEXANDER SHAIRP, Esq.

OBTAINED his first commission in Mar. 1815; and subsequently served in the *Rochfort 80*, and *Beaver* and *Nimrod* sloops. He was made a commander on the 30th April, 1827.

## CHARLES HENRY SWINBURNE, Esq.

SECOND son of Sir John Swinburne, Bart., F. A. S., by Emma, daughter of Richard Henry Alexander Bennet, Esq., of Beckenham, co. Kent, and niece to the late Frances Julia, dowager Duchess of Northumberland.

This officer was made a lieutenant on the 14th July, 1818; appointed to the *Glasgow* frigate, Captain (now Sir Bentinck C.) Doyle, fitting out for the East India station, Mar. 26th, 1821; and promoted to the rank of commander April 30th, 1827. His last appointment was, Sept. 7th, 1829, to the *Rapid* sloop; which vessel he paid off, at Portsmouth, July 15th, 1833. The following is his official report to Vice-Admiral the Hon. Sir Henry Hotham, of a curious and interesting discovery on the south-west coast of Sicily:—

“ *H. M. sloop Rapid, at Malta, July 22d, 1831.*

“ Sir,—I have the honor to inform you that on the 11th of July, 1831, at 4 p. m., the town of Marsala bearing by compass E.  $\frac{1}{2}$  N. 9 miles, I observed from on board *H. M. sloop* under my command, a high irregular column of very white smoke or steam, bearing S. by E. I steered for it, and continued to do so till 8-15, p. m., when having gone about thirty miles by the reckoning, I saw flashes of brilliant light mingled with the smoke, which was still distinctly visible by the light of the moon.

“ In a few minutes the whole column became black and larger; almost immediately afterwards several successive eruptions of lurid fire rose up amidst the smoke; they subsided, and the column then became gradually white again. As we seemed to near it fast, I shortened sail, and hove to till daylight, that I might ascertain its nature and exact position. During the night the changes from white to black with flashes, and the eruption of fire, continued at irregular intervals, varying from

half an hour to an hour. At daylight I again steered towards it, and about 5 A. M., when the smoke had for a moment cleared away at the base, I saw a small hillock of a dark colour a few feet above the sea. This was soon hidden again, and was only visible through the smoke at the intervals between the more violent eruptions.

“ The volcano was in a constant state of activity, and appeared to be discharging dust and stones with vast volumes of steam. At 7-30, the rushing noise of the eruptions was heard. At 9, being distant from it about two miles, and the water being much discoloured with dark objects at the surface in various places, I hove to and went in a boat to sound round and examine it. I rowed towards it, keeping on the weather side and sounding, but got no bottom till within twenty yards of the western side, where I had eighteen fathoms soft bottom; this was the only sounding obtained, except from the brig, one mile true north from the centre of the island, where the depth was 130 fathoms soft dark brown mud. The crater (for it was now evident that such was its form) seemed to be composed of fine cinders and mud of a dark brown colour; within it was to be seen in the intervals between the eruptions a mixture of muddy water, steam, and cinders dashing up and down, and occasionally running into the sea over the edge of the crater, which I found on rowing round to be broken down to the level of the sea on the W. S. W. side for the space of ten or twelve yards. Here I obtained a better view of the interior, which appeared to be filled with muddy water violently agitated, from which showers of hot stones or cinders were constantly shooting up a few yards, and falling into it again; but the great quantities of steam that constantly rose from it prevented my seeing the whole crater.

“ A considerable stream of muddy water flowed outward through the opening, and, mingling with that of the sea, caused the discolouration that had been observed before. I could not approach near enough to observe its temperature; but that of the sea, within ten or twelve yards of it, was only one degree higher than the average, and to leeward of the island, in the direction of the current (which ran to the eastward), no difference could be perceived, even where the water was most discoloured; however, as a ‘mirage’ played above it near its surface, it was probably hot there.—The dark objects on the surface of the sea proved to be patches of small floating cinders. The island or crater appeared to be 70 or 90 yards in its external diameter, and the lip as thin as it could be, consistent with its height, which might be 20 feet above the sea in the highest, and six feet in the lowest part, leaving the rest for the diameter of the area within. These details could only be observed in the intervals between the great eruptions, some of which I witnessed from the boat. No words can describe their sublime grandeur; their progress was generally as follows:—After the volcano had emitted for some time its usual quantities of white steam, suddenly the whole aperture was filled with an

enormous mass of hot cinders and dust, rushing upwards to the height of some hundred feet, with a loud roaring noise, then falling into the sea on all sides with a still louder noise, arising in part, perhaps, from the formation of prodigious quantities of steam, which instantly took place. This steam was at first of a brown colour, having embodied a great deal of dust; as it rose it gradually recovered its pure white colour, depositing the dust in the shape of a shower of muddy rain. While this was being accomplished, renewed eruptions of hot cinders and dust were quickly succeeding each other, while forked lightning, accompanied by rattling thunder, darted about in all directions within the column, now darkened with dust and greatly increased in volume, and distorted by sudden gusts and whirlwinds. The latter were most frequent on the lee side, where they often made imperfect water-spouts of curious shapes. On one occasion some of the steam reached the boat; it smelt a little of sulphur, and the mud it left became a gritty sparkling dark brown powder when dry. None of the stones or cinders thrown out appeared more than half a foot in diameter, and most of them much smaller.

"From the time when the volcano was first seen till after I left it, the barometer did not fall or rise; the sympiesometer underwent frequent but not important changes, and the temperature of the sea did not bespeak any unusual influence.

"After sunset, on the 18th, soundings were tried for every hour, to the average depth of eighty fathoms, no bottom. The wind was N. W., the weather serene.

"On the forenoon of the 19th, with the centre of the volcano bearing by compass S. by W.  $\frac{1}{2}$  W. one mile distant, good sights, for the chronometer gave the longitude  $12^{\circ} 41'$  East; and at noon on the same day, when it bore W. by N.  $\frac{1}{2}$  N. by compass, the meridian altitude of the sun gave the latitude  $37^{\circ} 7' 30''$  North; an amplitude of the sun the same morning gave the variation of  $1\frac{1}{2}$  point westerly. It is worthy of remark, that on the 28th of June last, at 9-30 P. M., when passing near the same spot in company with the *Britannia*, several shocks of an earthquake were felt in both ships. I have the honor to be, &c.

(Signed)

"C. H. SWINBURNE."

The appearance of this volcanic island, in Aug. 1831, is thus described by Mr. Alick Osborne, surgeon of the *Ganges* 84, Captain George Burdett:—

"On the 19th, we got sight of Graham Island in the afternoon; it is about twenty-seven miles from Sciacca on the southern coast of Sicily, lat.  $37^{\circ} 11'$  N., long.  $12^{\circ} 44'$  E. It appeared two hummocks, united by a lower neck of land; and from the southern extremity emitted a column of smoke or vapour of uncertain density and magnitude. On the 20th, after diligently working to windward all night, we approached the island



considerably; and the breeze springing up favourable from the S. E., we were enabled to heave to within one mile distance, at ten o'clock, A. M. On our approach to the island we observed immense shoals of porpoises, and multitudes of sea-fowl, chiefly gulls, attracted, no doubt, by the fish which may have been destroyed by the late volcanic eruptions. It was very remarkable what a regular distance these voracious tribes kept from the land, about four or five miles, not one being observed near the shore on our visit to the volcano.

"The island appeared about 160 feet high, presenting a various aspect, as the bearing by compass altered; but in general, that of two longitudinal hills connected by intermediate low land, sending up smoke or vapour in abundance. On the western and highest part we observed the union flag of England waving majestically over this new and appalling scene of danger and desolation. At ten A. M., the boats were lowered down and manned; and in pursuance of previously concerted arrangements with the commander-in-chief, all officers impelled by curiosity or science, desirous of witnessing the phenomenon, took their places in them accordingly.

"We pushed off from the ship, made sail, and landed in a little bay on the N. E. side of this sombre lonely isle. A boat from the St. Vincent preceded us a few yards, and the bowman, an officer, prepared to be first ashore, touched the ground with the boat-hook, laid his weight upon it, pushed it down the second time firmly, with a kind of apparent misgiving of terrestrial stability, and jumped upon the beach. We were all on shore in an instant, scampering up the hill to the flag-staff, through a dense, oppressive vapour of carburetted hydrogen gas. The flag-staff is on the highest point of the island, bearing the name of Lieut. Coleman, of the cutter *Hind*, and from it we had a bird's-eye view of the wonderful scene.

"In the centre of the island, to the eastward of us, was a circular basin, of about ninety feet diameter, of boiling salt water, of a dingy red colour, from the peroxide of iron in solution. The active ebullition from the centre, and emission of steam from the whole surface were evident to every one. From the summit where we stood, this basin appeared like a funnel a quarter full, the bank shelving down in the same imaginary proportion. The vapour here was oppressive to most of us, affecting the digestive more than the respiratory organs, producing nausea and faintness, without any sense or feeling of suffocation. The pulse was not affected in the least; mine was 86, accelerated by the exertion of quickly ascending the hill, breathing a highly rarefied atmosphere, not a little augmented by the internal caloric emitted copiously in vapour from the earth, as well as the heat of a scorching sirocco sun, which was extremely fervent this day.

"On the S. W. side of the island, adjoining the principal crater, was a terrific ebullition and agitation of the sea, evidently the commencement

of a new crater, with constant ascension of dense white steam, impregnated with the carburetted hydrogen gas, which blackened the silver and watches in the pockets of the observers. That this vapour was not impregnated with sulphur, I infer, first, from the absence of that peculiar fetor, and its not affecting the lungs; secondly, from the colour of the water in the crater, which, by coming in contact with sulphuretted hydrogen gas, would have been changed to a protoxide, and been black in place of red. This last chemical test I consider conclusive on this point; but it has been the custom to speak of sulphureous smoke, which, by the bye, may have been ejected in actual combustion, during the violence of previous eruptions, but certainly not now, in form of gas.

“ On our descent, passing the margin of the crater, where it was not more than twenty feet to the boiling surface, I threw off my jacket, and jumped down, to the astonishment of all present, anxious alike to procure something from the cauldron, and try the temperature of the water. I plunged my hand into the margin, but quickly withdrew it, finding it about 190° of Fahrenheit; the reduction of twenty-two degrees being easily explained, on reflecting on the extended surface becoming exposed to the atmosphere in a basin, as before mentioned, of two hundred and seventy feet in circumference. The water was excessively salt, owing to the continued evaporation, since the direct communication with the sea has been closed (probably with the last eruption), and appears something lower than the sea, leaving evident marks of decrease on the coloured masses of scoria round the margin.

“ The island is about a mile in circumference, nearly round, or perhaps an imperfect spheroid, indented at the ends, where the great crater was at different periods connected with the sea. It is about one hundred and fifty or sixty feet high. The substance of which the island is composed is chiefly ashes, the pulverised remains of coal deprived of its bitumen, iron scoria, and a kind of ferruginous clay or oxidized earth. The scoria occurs in irregular masses: some compact, dense, and sonorous; others light, friable, and amorphous with metallic lustre, slightly magnetic, barely moving the load-stone. I only procured one native stone, a piece of limestone about two pounds weight, thrown up with the incumbent earth, having no marks of combustion. There was no trace whatever of lava, no terra puzzolana, no pumice stone, no shells or other marine remains, usually found at *Ætna* and *Vesuvius*. Around the island, where Neptune makes his advances, the sides fall down in abrupt precipices; and we could discern every strata ejected by each separate eruption; the water evaporating, left an incrustation of salt, which now appears a white, firm layer, plainly marking the regular progress and formation of the island. The surface of the island is likewise covered with a similar incrustation, in some places so thick as to be visibly white at some distance at sea.

“ From the nature of this island, there being no bond of coherence in its heterogeneous particles, and from the precipitous falling down of its sides by the action of the sea, I am inclined to think, that there is not the stability of permanence in its composition. The insatiable ocean will encroach upon its base; the winds of heaven will scatter the dusty surface to the four cardinal points of the compass; the rain will dissolve the saline bond of union, and the crumbling ruin will gradually sink and extend its base, to a bank barely above the level of the sea. Its loss will not be deplored, for the screaming sea-bird instinctively wheels and directs his flight to a distant part of the ocean, to avoid the dark and desolate spot; and even the inhabitants of the deep seem to avoid the unhallowed shore.”

The following particulars respecting the disappearance of this extraordinary phenomenon, appeared in the *Nautical Magazine* for April, 1832 :—

“ On the 16th Nov. the island was seen by the master of a trading vessel, between Malta and Marseilles, at which time it had diminished to within a very few feet above the surface of the water. The same person, returning to Malta from Marseilles, having shaped a course for it from Maritimo, with fine weather, passed within two miles of the place where it had been, without seeing it.

“ The master of another of these traders, on the 11th and 12th Dec. observed the sea breaking over the place where it had been, but could not see the island. Bad weather obliged him to bear up for Trapani, where he was informed, by the officer commanding a Sicilian gun-boat, that he had hoisted the Sicilian flag on the low hummock, which still remained on the 1st Dec. and that, having returned to it on the 9th following the whole had disappeared.

“ The American brig *Flora* passed the situation of it on the 19th Dec. being in lat. 37° 9' N. and long. 12° 43' E. at noon of that day. The weather being fine, and the water smooth, an extensive reef was seen, and this vessel passed about half a mile to the northward of it.

“ The master of the *Lady Emily* (the government yacht of Malta) passed the reef on the 9th Jan. and saw the sea breaking on it; and the fishermen of Pantellaria assert that there was then six feet of water on it.

“ The French Admiral Hugon searched for it unsuccessfully during a whole day, previous to his arrival at Malta on the 14th Jan.

“ Lieutenant Andrew Kennedy, commanding H. M. steam-vessel *Hermes*, passed it on the 4th and 5th Feb. and found a sensible change in the smoothness of the water when under its lee for a short time, when a heavy cross sea was running, and the wind was strong.”

The following official account of this shoal is copied from the Malta Gazette :—

“ *H. M. sloop Rapid, Aug. 25th, 1832.*

“ Sir.—I have the honor to inform you, that, in compliance with your order of the 18th June last, I have examined the spot where the volcanic island appeared last summer. It has left a dangerous shoal, consisting principally of black sand and stones, with a circular patch of rock in the middle of it, about 42 yards in diameter, on which there are two fathoms of water generally, but on one spot only nine feet. All around the rock there are from 2½ to three fathoms, deepening gradually to five and six fathoms at the average distance of 100 yards from the centre; then more rapidly to 10, 20, 30, 40, &c. fathoms. A small detached rock, with 15 feet water on it, lies 130 yards to the S. W. of the central patch. About ¼ of a mile N. W. of the centre there is a detached bank, with 23 fathoms on it. All the rock appears to be dark coloured porous lava; and the sand, which is extremely fine in the deepest water, is composed entirely of particles of the same substance. By this the soundings near the shoals may be distinguished, but it should be approached with great caution, as a large extent of deep water discoloured, which lies to the south-west, may be mistaken for it, while the real danger is seldom visible till it is near, being composed of very dark-coloured materials, and it is so steep that the lead cannot be trusted. Its latitude and longitude, as far as my limited means of observation enabled me to decide, are 37° 9' north, and 12° 43' east of Greenwich. In four days, during which the wind was constantly from N. W., currents were perceived from N. W., N., and N. E., the N. W. prevailing, and sometimes running at the rate of a mile an hour. The temperature of the water, on and near the shoal, does not differ from that of the sea at a distance. I have moored in three fathoms water, at the N. W. side of the shoal, a water cask, painted white, with a pole on it, surmounted by a white ball, and at the S. E. side of the shoal, in 3½ fathoms, a similar cask, painted black, bearing a black ball on a pole. These two buoys are about 120 yards apart.

(Signed)

“ C. H. SWINBURNE.”

“ *To Vice-Admiral the Hon. Sir Henry Hotham,*

*K. C. B. &c. &c. &c.*”

Thus has a volcanic eruption become a most formidable danger to our Mediterranean cruisers and trade.

**JOHN RIVETT CARNAC, Esq.**

ENTERED the royal navy in 1810; obtained his first commission in Oct. 1818; and subsequently served as lieutenant of the *Racchorse* sloop, Captains the Hon. George P. Campbell and Charles Abbot, in the Mediterranean; *Rochfort* 80, flag-ship of Sir Graham Moore, commander-in-chief on that station; *Galatea* 42, Captain Sir Charles Sullivan, fitting out at Deptford; and *Success* 28, Captain James Stirling, employed in examining the western coast of New Holland, previous to the establishment of the colony at Swan River\*. He was made a commander on the 30th April, 1827; appointed to the *Wellesley* 74, Captain Samuel Campbell Rowley, Sept. 21st, 1830; and paid off from that ship Jan. 21st, 1832.

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**SPENCER LAMBART HUNTER VASSALL, Esq.**

ELDEST son of the late Lieutenant-Colonel Spencer Thomas Vassall, H. M. 38th regiment, who, after twenty-eight years of active and unremitting service, during which he had acquired a high military reputation, was mortally wounded at the storming of Monte Video, Feb. 3d, 1807, at the moment he had conducted his corps through the breach in the walls of that fortress. The following is taken from a printed memoir of that gallant officer:—

“ Lieutenant-Colonel Vassall was the second son of the late John Vassall, Esq., of the Crescent, Bath, and of Newfound River, in the island of Jamaica. The latter derived his origin from a gentleman of the same name, who, as Rushworth informs us, fitted out two ships of war at his own expence, and led them in person against the Spanish Armada, in the year 1588. He also reckoned among his immediate ancestors Alderman Samuel Vassall, member in several successive parliaments for the city of London, who took an active part in the political transactions of his time. He was the first man in England who had the courage to

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\* See Suppl. Part IV. p. 200.

refuse payment of the arbitrary tax of tonnage and poundage. He was one of the three hundred members who signed the protestation to support the church of England and the liberty of parliament; and was appointed one of the members of the council during the recess. His name stood at the head of the list of subscribers for raising money against the rebels in Ireland; for which purpose he bestowed the sum of 1200*l*. The son of this Samuel Vassall afterwards embarked for America, and purchasing two-twentieth shares of Massachussett's Bay, in New England, became an original settler in that country, where the family henceforward resided, and where the lieutenant-colonel and his father were both born. The latter, who, at the commencement of the civil war, was a colonel of militia, and one of his Majesty's council for the province of Boston, did not attempt to conceal the sentiments of loyalty and attachment to his sovereign, with which he was animated; and after many fruitless efforts to support the royal cause, becoming at last convinced that any further struggle would be ineffectual, he abandoned his native country and his property, and came with his wife and children to England, supporting an honourable independence on an estate which still belonged to him in the island of Jamaica. Though his family was large, and the losses which he had suffered in America were considerable, his high and noble spirit would not allow him to accept of any remuneration for the sacrifices to which his adherence to Great Britain had compelled him to submit; and he contented himself with receiving back those advances which he had actually made for the service of government. On being pressed by Lord George Germain, then H. M. secretary of state for the colonial department, to bring forward his claims he modestly answered, 'It shall never be said, that I emigrated from my own country to become a charge on this.' So ardent, indeed, was his attachment to our gracious sovereign, that he never could be persuaded to use his family motto, '*Sæpe pro rege semper pro publicâ*;' because, though these words when properly construed, are expressive of the purest patriotism, he was apprehensive lest they might be misinterpreted, and considered as conveying a sentiment unfavorable to monarchical principles. Such was the father of the gallant Lieutenant-Colonel Vassall, who, from the first hour in which he became a soldier, to the moment of his honorable death, seemed only to exist for the profession which he had chosen, and for the country which he served.

"The Vassall arms were a cup and sun; a ship for a crest. The lieutenant-colonel's descendants have been granted the following heraldic honors, commemorative of his heroic death:—The sun rising in full splendour from behind the breached bastions of a fortress, and above the same, the words '*Monte Video*;' the number '38th' on a canton argent within a branch of cyprus and another of laurel, the stems uniting in saltire; and for their crest, on a wreath of the colours upon a mount vert, a breached fortress, thereon hoisted a flag, gules, with the inscription

'Monte Video,' in letters of gold; motto, 'Every bullet has its billet,' supported by two colours on each side, half furled \*."

Besides a widow (Catharine, daughter of the Rev. D. Evans, D. D., of Harley Street, London, chaplain to King George III., and rector of West Tilbury, co. Essex), Lieutenant-Colonel Vassall left four children to deplore his loss, the elder of whom was not eight years of age at the time of his father's death.

MR. SPENCER L. H. VASSALL entered the royal navy in May 1812, as midshipman on board the *Venerable* 74, Captain Sir Home Popham, and was present at the successful attack soon afterwards made upon the French troops in possession of Lequitio, on the north coast of Spain, by a squadron under the orders of that officer, aided by a body of guerillas. He subsequently witnessed the destruction of the fortifications of Bermeo and Plencia, the castle of Galca, and the batteries of Algorta, Begona, El Campillo las Quersas, and Xebiles; the reduction of Castro, the attacks upon Puerta Galletta, Guetaria, and Santander; and the capture of the castle of Ano †.

In April 1813, Mr. Vassall followed Sir Home Popham into the *Stirling Castle* 74, fitting out for the conveyance of the Marquis of Hastings to India. In June 1814, he was removed into the *Magnificent* 74, Captain (now Sir Willoughby T.) Lake, with whom he proceeded to the West Indies. On his return from thence, in Aug. 1815, he joined the *Lacedemonian* frigate, Captain Samuel Jackson; and in Oct. following, sailed with that officer, in the *Niger* 38, for North America. After visiting Annapolis, Quebec, and Halifax ‡, he was turned over to the *Harrier* sloop, Captain Sir Charles T. Jones.

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\* When Lieutenant-Colonel Vassall observed any of his men stoop or flinch, at the assault of Monte Video, he cried out as loud as possible, "Brave 38th, my brave men, don't flinch; every bullet has its billet. Push on, follow me, 38th!" He rallied them repeatedly until he got them inside the breach.

† See Vol. II. Part II. pp. 523—527.

‡ See Suppl. Part I. p. 278.

In June 1818, he returned to England, for the purpose of passing his examination ; and in Oct. following, we find him on board the *Iphigenia* 42, Captain Hyde Parker, destined to Jamaica, where he was appointed an acting lieutenant of that ship, by Sir Home Popham, Mar. 11th, 1819. His commission appears to have been confirmed at home, on the 3d July, in the same year.

Mr. Vassall's next appointment was, July 5th, 1820, to the *Blossom* 26, in which ship he served, under Captains Frederick E. V. Vernon (now Harcourt) and Archibald M'Lean, on the St. Helena and South American stations, until July 1823, when he was obliged to return home, for the recovery of his health, which had been much impaired by two attacks of yellow fever. In July 1824, he joined the *Prince Regent* 120, flag-ship of Sir Robert Moorsom, in the river Medway ; in July 1825, the *Ranger* 28, Captain Lord Henry Thynne, fitting out for the South American station ; and in April 1827, the *Ganges* 84, bearing the flag of Sir Robert Waller Otway, by whom he was promoted to the command of the *Eclair* sloop, in the month of July following. His advancement to the rank of commander had then already taken place, by commission dated April 30th, 1827. After paying off the *Eclair*, in Sept. 1827, he remained on half-pay till Nov. 24th, 1831, when he was appointed to the *Harrier*, a new 18-gun corvette, of very superior construction, in which vessel he is at present serving on the East India station.

Commander Vassall's only brother is a captain in H. M. 78th regiment, the Highland, or Ross-shire, Buffs. His eldest sister, wife of the Rev. E. P. Henslowe, chaplain in the royal artillery, died at Tunbridge Wells, in Aug 1834 ; his youngest sister is married to the Hon. T. Le Marchant Saumarez, son of Admiral Lord De Saumarez, G. C. B.

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### HON. FRANCIS MAUDE.

Fifth and youngest son of Cornwallis, first Viscount Hawarden and Baron de Montalt, by his third wife, Isabella Elizabeth Stanley, sister to the first Viscount Monck\*.

This officer was born in 1798; and made a lieutenant on the 7th Oct. 1820; previous to which he had been acting as such in the *Superb* 78, bearing the broad pendant of Sir Thomas M. Hardy, on the South American station. He obtained the rank of commander on the 30th April 1827; and subsequently married Frances, second daughter of the Hon. A. H. Brooking, collector of H. M. Customs at St. John's Newfoundland, and Member of the Council for that island.

### PERCY FRASER HALL, Esq.

A son of the late Very Rev. Charles Henry Hall, Dean of Durham, who died in 1827, by the Hon. Anna Maria Bridget Byng, third daughter of John, fifth Viscount Torrington, and aunt to the present peer.

This officer was made a lieutenant on the 16th Oct. 1821; appointed to the Active frigate, *Captain Andrew King*, Feb. 25th, 1822; and promoted to his present rank April 30th, 1827. He married, Sept. 25th, in the same year, Amelia Ourry, eldest daughter of the late Captain George Wolfe, R. N., C. B.

### THOMAS MAITLAND, Esq.

*A Deputy Lieutenant of Berwickshire.*

This officer entered the naval service in 1816; obtained his first commission on the 16th May, 1823; and was promoted

\* See Vol. IV. Part I. p. 424.

to his present rank while serving under the flag of Sir Robert Waller Otway, in the *Ganges* 84, on the South American station, April 30th, 1827. He was appointed to the Sparrowhawk sloop, on the West India station, June 14th, 1832; and paid off at Portsmouth, May 7th, 1833. The Sparrowhawk brought home 589,405 Mexican dollars, and 42 bales of cochineal. On the day after her arrival at Spithead, two of her crew were killed and three others wounded, by the accidental discharge of a gun which had just before missed fire during exercise.

Commander Maitland married, Feb. 7th, 1828, at Rio Janeiro, Amelia, daughter of William Young, Esq.

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### RICHARD CROZIER, Esq.

*Knight of the Royal Portuguese Military Order of the Tower and Sword.*

Son of R. B. Crozier, Esq., a retired military officer, of Western Cottage, Freshwater, Isle of Wight, was made a lieutenant, while serving as midshipman of the Royal Sovereign yacht, Sept. 6th, 1823; and promoted to his present rank on the 30th April, 1827.

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### EDWARD JOHN CARPENTER, Esq.

Was educated at the Royal Naval College; from whence he joined the *Phaëton* frigate, Captain (now Sir Wm. Augustus) Montagu, Oct. 30th, 1819. He was made a lieutenant in Aug. 1824; and promoted to the rank of commander on the 30th April, 1827.

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### DAVID ROSS, Esq.

Was made a lieutenant on the 7th July, 1795; and commander May 5th, 1827.

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### THOMAS COWAN, Esq.

PASSED his examination in May 1812; obtained his first commission on the 28th Sept. 1814; and was advanced to his present rank May 5th, 1827.

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### GEORGE PEARD, Esq.

ELDEST son of the late Vice-Admiral Shulldham Peard, by Elizabeth, third daughter of the late Admiral Sir Richard Rodney Bligh\*.

This officer was born at Gosport, Feb. 18th, 1793; and educated at the Royal Naval College, which he entered in 1807, and left in 1809, when we find him embarking as midshipman on board the *Lavinia* frigate, Captain Lord William Stuart, whom he followed, in 1810, into the *Conquestador* 74. On the 27th Dec. 1811, he was sent in the barge of the latter ship to attack a number of French coasting vessels, proceeding alongshore between Rochelle and l'Isle d'Aix: the unlucky result of this enterprise was thus officially reported to Captain Thomas Alexander, of the *Colossus* 74:—

“ *H. M. S. Conquestador, Basque Roads, 27th Dec. 1811.*

“ Sir,—In compliance with your desire to state the particulars, as far as came to my knowledge, respecting the unfortunate loss of the boats of this ship and the *Colossus*, I shall, in order to make every circumstance that relates to the transaction as clear as possible, begin with the moment of the enemy's convoy coming out of Rochelle.

“ At noon, several *chasse-marées*, sloops, and other vessels were reported to me by the officer of the watch, steering towards l'Isle d'Aix, in consequence of which, the *Conquestador* being the inshore ship, I made the telegraphic signal to you, ‘ Shall I attack the enemy?’ which being answered with the words, ‘ As you please,’ I sent three boats, the barge, pinnace, and launch, with directions to the officers commanding them to run no risk, to keep a good look-out for the boats' recal, and particularly, if the enemy's vessels got under protection of their batteries, not on any account to attack them. The wind at their departure was N. by W.; shortly after I made the telegraphic signal, ‘ May I weigh and

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\* See Vol. II. Part I. p. 23, *et seq.*

close with boats?' upon your answering in the affirmative, I immediately did so, and stood as close in as the depth of water would allow me with safety to the ship. The *Piercer* gun-brig, by signal from yourself, weighed also, and I believe it was then that three boats from the *Colossus* went in pursuit of the enemy's vessels.

" At half-past two P. M., or nearly that time, perceiving the boats of the two ships had got very deep into the bay, between the points of Chatillon and Du Rocher, I took upon myself to hoist their signal of recall, and fired guns to enforce it. At this time the wind shifted suddenly from N. W. to W., and shortly after I perceived three French gun-brigs, a gun-boat, and several armed pinnaces, weigh from under *l'Isle d'Aix*. This circumstance, so unfortunate, and so impossible to have been calculated on, caused the lamentable consequences that ensued. Our boats, by the change of wind, were placed between the shore and the enemy's flotilla; and seeing no chance of their escape, but by a prompt attack of the *Piercer*, I despatched a boat with eighteen seamen and marines, to enable her more effectually to cope with them; and at the same time made the signal to her commander to protect the boats. Why he did not do so—whether from the shallowness of the water, or from what cause, it is for him to make the representation to you.

" The boats, hard pressed, and under an incessant fire from the enemy's brigs, gun-boat, pinnaces, land-batteries, and field-pieces along shore, which they with the utmost spirit returned, still stood on until they reached half-way between Points Chatillon and Du Rocher: the gun-boat then came up with, and ran on board the barge of the *Colossus*, the crew of which, though surrounded by the other vessels, were seen fighting upon her decks for some minutes before they surrendered. The other boats (with the exception of one belonging to the *Colossus*, out of danger), completely enfiladed between the fire of the enemy's flotilla and batteries, were driven on shore, and the crews made prisoners.

" However the Lords Commissioners of the Admiralty may judge of this disaster, which for myself I do not hesitate to declare was solely owing to the untoward accident of the wind shifting, I should be shamefully remiss, were I not to express in the strongest manner the extraordinary perseverance, and determined intrepidity, shewn by the whole of the boats of H. M. ships. Never, perhaps, were people placed under more trying circumstances, and *never did people more nobly, or more manfully, fulfil their duty*. The barge of the *Colossus*, and the Conquestador's launch, exhibited a degree of persevering courage, I believe, unrivalled, and I do humbly hope, should the officers and men, so worthy of a better fate, be ever restored to their country, the Lords Commissioners of the Admiralty will take them into their favourable consideration. If bravery, never surpassed, when unattended with success, can command reward, it is for them to receive it. I herewith enclose a list

of the officers and crews of the three boats taken and destroyed belonging to H. M. ship under my command. I have the honor to be, &c.

(Signed) "WILLIAM STUART."

Thus was Great Britain, when on the eve of a war with her late trans-atlantic colonies, deprived of the services of 113 gallant fellows, doomed to captivity until the abdication of Napoleon Buonaparte, in 1814. Among those killed, wounded, and taken prisoners on this occasion, were Lieutenant Edmund Stackpoole, senior officer, in the Conquestador's launch; Mr. Peter Hodder, a passed midshipman, commanding the barge of the Colossus; Mr. Edwin Toby Caulfield, in charge of the Conquestador's barge; Mr. John Franklyn, to whom had been entrusted the direction of the launch of the Colossus; Mr. Daniel Baird, master's-mate, in command of the Conquestador's pinnace; Messrs. Francis Sutherland, George Peard, and Donald O'Bryan, midshipmen of that ship; and Messrs. J. Hynson, Neil Malcolm, and William Campbell (the latter gentleman an assistant surgeon), of the Colossus.

In June 1814, Mr. Peard passed his examination, and in Sept. following was sent out to Lake Ontario, on promotion. He there received from that excellent and most worthy officer, Sir Edward W. C. R. Owen, an order to act as lieutenant in the gun-boat service, which appointment was confirmed by the Admiralty, July 5th, 1815. On the dismantlement of the flotilla in that quarter, we find him despatched to Lake Champlain, where he remained until the spring of 1817, when, in consequence of the further reduction of the naval force in the Canadas, he was ordered home, and placed on half-pay. He afterwards served, for two years and a half, under Captain Thomas Searle, in the Hyperion frigate, on the Leith and South American stations. His next and last appointment was, in Mar. 1825, to be first lieutenant of the Blossom sloop, Commander F. W. Beechey, fitting out for a voyage of discovery in the Pacific Ocean, and to cooperate with Captains Parry and Franklin, in the event of their effecting the N. W. passage. Whilst absent on this service, he was advanced to the rank of commander, by commission dated 7th May, 1827, the first one signed by his

present Majesty, when Lord High Admiral. After his promotion, he continued to serve as first lieutenant of the Blossom until superseded at Rio Janeiro, in Aug. 1828, a period of fifteen months. An outline of the Blossom's most interesting voyage will be found in Vol. III. Part I. pp. 313—326; the following is her scientific commander's account of an attack made upon her boats, under the orders of Lieutenant Peard, by the natives of Easter Island, in Nov. 1825:—

“ When the ship had arrived off the N. W. point of the island, she was hove to for the purpose of taking observations; and a boat was lowered to examine the bays, and obtain soundings near the shore. Immediately she put off, the natives collected about the place where they supposed she would land. The sea broke heavily upon the rocks, and some of them apprehending the boat would be damaged, waved their cloaks to caution her against making the attempt to land; while others, eager to reach her, plunged into the sea and so surrounded her, that she was obliged to put about to get rid of them. They all showed a friendly disposition, and we began to hope that they had forgotten the unpardonable conduct of the American master, who carried several of the islanders away by force, to colonize Masafuera.

“ Immediately the noon observation was obtained, we ran along the western side of the island, towards the bay in which Cook and Perouse had both anchored. The natives, as before, followed along the coast, and kindled fires in different directions, the largest of which was opposite the landing-place. With a view to ascertain the feelings of the inhabitants, and, if possible, to establish an amicable intercourse with them, I desired Lieutenant Peard to proceed with two boats to the shore, and by presents and kindness to endeavour to conciliate the people, and to bring off what fruit and vegetables he could. Lieutenant [John] Wainwright was directed to accompany him; and, though I did not apprehend any hostility, yet, as a precautionary measure, I armed the boats, and placed two marines in each; their strength was further increased by several of the officers, and the naturalist [Mr. George T. Lay]. Thus equipped, they rowed to the landing-place, in Cook's Bay, while the ship remained at a short distance. The islanders were collected in great numbers, and were seen running to and fro exhibiting symptoms of expectation and delight. Some few, however, were observed throwing large stones at a mark behind a bank erected near the beach.

“ As the boats approached, the anxiety of the natives was manifested by shouts, which overpowered the voices of the officers: and our boats, before they gained the beach, were surrounded by hundreds of swimmers, clinging to the gunwales, the sterns, and the rudders, until they became unmanageable. They all appeared to be friendly disposed, and none

came empty handed. Bananas, yams, potatoes, sugar-cane, nets, idols, &c., were offered for sale, and some were even thrown into the boats, leaving their visitors to make what return they chose. Among the swimmers there were a great many females, who were equally or more anxious to get into the boats than the men, and made use of every persuasion to induce the crew to admit them. But to have acceded to their entreaties would have encumbered the party, and subjected them to depredations. As it was, the boats were so weighed down by persons clinging to them, that for personal safety the crew were compelled to have recourse to sticks to keep them off, at which none of the natives took offence, but regained their position the instant the attention of the persons in the boats was called to some other object. Just within the gunwales there were many small things that were highly prized by the swimmers; and the boats being brought low in the water by the crowds hanging to them, many of these articles were stolen, notwithstanding the most vigilant attention of their crews, who had no means of recovering them, the marauders darting into the water, and diving the moment they had committed a theft. The women were no less active in these piracies than the men; for if they were not the actual plunderers, they procured the opportunity for others, by engrossing the attention of the seamen by their caresses and ludicrous gestures. \* \* \* \* \* All those in the water were naked, and only here and there, on the shore, a thin cloak of the native cloth was to be seen. Some had their faces painted black, some red; others black and white, or red and white, in the ludicrous manner practised by our clowns; and two demon-like monsters were painted entirely black. It is not easy to imagine the picture that was presented by this motley crowd, unrestrained by any authority or consideration for their visitors, all hallooing to the extent of their lungs, and pressing upon the boats with all sorts of grimaces and gestures. It was found impossible to land where it was at first intended; the boats, therefore, rowed a little to the northward, followed by the multitude, and there effected a disembarkation, aided by some of the natives, who helped the party over the rocks with one hand, while they picked their pockets with the other. It was no easy matter to penetrate the dense multitude, and much less practicable to pursue a thief through the labyrinth of figures that thronged around. The articles stolen were consequently as irretrievably lost here, as they were before in the hands of the divers. \* \* \* \* \* Among the foremost of the crowd were two men, crowned with pelican's feathers, who, if they were not chiefs, assumed a degree of authority, and with the two demons above mentioned attempted to clear the way by striking at the feet of the mob; careful, however, so to direct their blows, that they should not take effect. Without their assistance, it would have been almost impossible to land: the mob cared very little for threats; a musket presented at them had no effect beyond the moment it was levelled, and was less efficacious than some water

thrown upon the bystanders by those persons who wished to forward the views of our party. The gentleman who disembarked first, and from that circumstance probably was considered a person of distinction, was escorted to the top of the bank and seated upon a large block of lava, which was the prescribed limit to the party's advance. An endeavour was then made to form a ring about him; but it was very difficult, on account of the islanders crowding to the place, all in expectation of receiving something. The applicants were impatient, noisy, and urgent: they presented their bags, which they had carefully emptied for the purpose, and signified their desire that they should be filled; they practised every artifice, and stole what they could, in the most careless and open manner; some went even further, and accompanied their demands by threats. About this time one of the natives, probably a chief, with a cloak and head-dress of feathers, was observed from the ship hastening from the huts to the landing-place, attended by several persons with short clubs. This hostile appearance, followed by the blowing of the conch-shell, a sound which Cook observes he never knew to portend good, kept our glasses for a while rivetted to the spot. To this chief it is supposed, for it was impossible to distinguish amongst the crowd, Lieut. Peard made a handsome present, with which he was very well pleased, and no apprehension of hostilities was entertained. It happened, however, that the presents were expended, and this officer was returning to the boat for a fresh supply, when the natives, probably mistaking his intentions, became exceedingly clamorous; and the confusion was further increased by a marine endeavouring to regain his cap, which had been snatched from his head. The natives took advantage of the confusion, and redoubled their endeavours to pilfer, which our party were at last obliged to repel by threats, and sometimes by force. At length they became so audacious that there was no longer any doubt of their intentions, or that a system of open plunder had commenced; which with the appearance of clubs and sticks, and the departure of the women, induced Lieut. Peard, very judiciously, to order his party into the boats. This seemed to be the signal for an assault. The chief who had received the present threw a large stone, which struck Lieut. Peard forcibly upon the back, and was immediately followed by a shower of missiles which darkened the air. The natives, in the water and about the boats, instantly withdrew to their comrades, who had run behind a bank out of the reach of the muskets; which former experience alone could have taught them to fear, for none had yet been fired by us. The stones, each of which weighed about a pound, fell incredibly thick, and with such precision, that several of the seamen were knocked down under the thwarts of the boat; and every person was more or less wounded.

\* \* \* A blank cartridge was at first fired over the heads of the crowd; but forbearance, which with savages is generally mistaken for cowardice or inability, only augmented their fury. The showers of stones were, if



possible, increased ; until the personal safety of all rendered it necessary to resort to severe measures. The chief, still urging the islanders on, very deservedly, and perhaps fortunately, fell a victim to the first shot that was fired in defence. Terrified by this example, the natives kept closer under their bulwark ; and though they continued to throw stones, and occasioned considerable difficulty in extricating the boats, their attacks were not so effectual as before, nor sufficient to prevent the embarkation of the crew, all of whom were got on board. Several dangerous contusions were received in the affair ; but fortunately no lives were lost on our part : and it was the opinion of the officer commanding the party, that the treacherous chief was the only victim on that of the islanders, though some of the officers thought they observed another man fall. Considering the manner in which the party were surrounded, and the imminent risk to which they were exposed, it is extraordinary that so few of the natives suffered ; and the greatest credit is due to the officers and crews of both boats for their forbearance on the occasion. After this unfortunate and unexpected termination to our interview, I determined upon quitting the island, as nothing of importance was to be gained by remaining, which could be put in competition with the probable loss of lives that might attend an attempt at reconciliation."

Commander Belcher continued in the Blossom until her return home, in Sept. 1828, after an absence of three years and a half, during which period he had sailed 73,000 miles, and experienced every vicissitude of climate.

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#### DAVID EDWARDS, Esq.

OBTAINED his first commission on the 5th Sept. 1803 ; and subsequently served in the Thunder bomb, Courageux 74, Adamant 50, and Latona receiving ship. He was made a commander on the 11th May, 1827.

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#### HERBERT CAIGER, Esq.

WAS made a lieutenant on the 13th Dec. 1806 ; and " conducted himself like a brave officer and good seaman," while serving as second of the Tartar frigate, Captain G. E. B. Bettesworth, in action with a Danish flotilla, near Bergen, in Norway, May 15th, 1808 \*. His next appointment was,

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\* See Vol. IV. Part I. p. 133, *et seq.*

Aug. 25th, 1809, to the Unicorn 32, in which ship he continued, under Captains Alexander R. Kerr, George Burgoyne Salt, and Samuel G. Pechell, on the Channel and North Sea stations, until paid off about the end of Sept. 1814. During that period, he assisted at the capture of the French privateers Gascon and Miquelonnaise, the former of 16 guns and 113 men, the latter of 18 guns and 130 men; the letter of marque Espérance (formerly H. M. 22-gun ship Laurel), with a valuable cargo of East India produce; and the American letter of marque Hebe (formerly H. M. schooner Laura) of 2 guns and 15 men. He was promoted to the rank of commander May 11th, 1827.

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### SAMUEL RIDEOUT, Esq.

OBTAINED his first commission on the 21st Sept. 1807; and served under Captain (afterwards Rear-Admiral) James Walker, in the Bedford 74, on various stations, from Sept. 1810, until that ship was paid off, on her return from the coast of America, in 1815\*. He was subsequently appointed to the Northumberland 74, a guard ship commanded by the same veteran officer. His promotion to the rank of commander took place on the 11th May, 1827.

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### MICHAEL MILSOM WROOT, Esq.

Was born at Whitgift, near Howden, co. York. We first find him serving on board the Requin brig, Lieutenant S. Fowell, employed in Quiberon Bay, where he suffered shipwreck on a sunken rock, in the night of Feb. 1st, 1801. Owing to this disaster, twenty-one of that vessel's crew were taken prisoners; and the remainder only saved from almost inevitable death or captivity by the boats of the Excellent 74, Captain the Hon. Robert Stopford.

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\* See Vol. I. Part II. p. 852, *et seq.*

Mr. Wroot was appointed an acting lieutenant in July 1807; and obtained his first commission on the 21st Nov. following. During the last two years of the European war, he served under the flag of Lord Amelius Beauclerk, in the Royal Oak 74, principally employed in cruising off the Azores, and between the North Cape and Iceland, for the purpose of intercepting the national ships and privateers of America.

In May 1814, Lord Amelius having struck his flag, the Royal Oak, then commanded by Captain Edward Dix, was ordered to the mouth of the Gironde river, from whence she conveyed Rear-Admiral (now Sir Pulteney) Malcolm to Bermuda and the mouth of the Potowmac, accompanied by a body of troops under Major-General Ross, destined to capture the North American capital. On the termination of the operations against Washington, Baltimore, and Alexandria, of which we have, in former volumes, given outlines, Rear-Admiral Malcolm was left with a squadron under his command in the Patuxent, from whence he soon proceeded to Negril bay, Jamaica, the grand rendezvous of the expedition against Louisiana.

Lieutenant Wroot commanded the boats of the Royal Oak at the capture of the American flotilla, on Lac Borgue, Dec. 14th, 1814 \*; and had the command of a party of seamen on shore, brigaded under Captain Sir E. T. Troubridge, at the unsuccessful siege of New Orleans. Since then he has served in the Active 46; Superb 78, bearing the broad pendant of Sir Thomas M. Hardy, on the South American station; Bulwark 76; and, as flag-lieutenant to Lord Amelius Beauclerk, in various ships on the Lisbon station; where he was appointed by that officer, May 11th, 1827, second captain of the Spartiate 76; and, in the beginning of July following, governor of the forts at the entrance of the Tagus, garrisoned by British marines, which responsible office he retained until the presence of the army under Lieutenant-General Sir W. H. Clinton, sent out to protect Portugal

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\* See Suppl. Part IV. pp. 4—7.

from invasion, was no longer requisite. He returned home in the *Spartiate*, May 1st, 1828.

Commander Wroot married in 1832, Harriet, daughter of Captain John Wentworth Holland, R. N.

### GEORGE ANTHONY HALSTED, Esq.

SON of Commander George Halsted, R. N., and nephew to Admiral Sir Lawrence W. Halsted, K. C. B., by whom he was made a lieutenant, and appointed to the Hussar frigate, Captain George Harris, on the West India station, in 1824. He obtained his present rank on the 13th June, 1827; and was appointed inspecting commander of the coast guard at Clifden, in Ireland, Mar. 18th, 1834.

### HENRY NEVILL EASTWOOD, Esq.

SON of superannuated Commander Joseph N. Eastwood, R. N.

This officer passed his examination in May 1811; obtained his first commission on the 21st Mar. 1812; and was a lieutenant of the *Impregnable* 98, flag-ship of Admiral William Young, on the North Sea station, in 1813—4. His promotion to the rank of commander took place June 15th, 1827.

### JOHN JERVIS TUCKER, Esq.

SECOND son of the late Benjamin Tucker, Esq., of Trematon castle, co. Cornwall.

This officer was made a lieutenant, after accompanying King George IV. to Scotland, in 1822. He subsequently served in the *Semiramis* frigate, bearing the flag of Lord Colville, commander-in-chief on the Irish station. He ob-

tained his present rank on the 15th June, 1827; and married Oct. 16th, 1830, Sabine Ann, daughter of Vice-Admiral James Young.

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### WILLOUGHBY LAKE, Esq.

ELDEST son of Vice-Admiral Sir Willoughby T. Lake, K. C. B., by Charlotte, daughter of the late Admiral John Macbride\*.

This officer was made a lieutenant into the *Superb* 78, bearing the broad pendant of Sir Thomas M. Hardy, commander-in-chief on the South American station, May 18th, 1821. He subsequently served as flag-lieutenant to his highly respected father, with whom he returned from the Halifax station, Aug 12th, 1827. His promotion to the rank of commander took place on the 20th of that month.

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### HUGH DONALD CAMERON DOUGLAS, Esq.

WAS made a lieutenant into the *San Domingo* 74, Captain (now Sir S. John Brooke) Pechell, on the North American station, Jan. 11th, 1814; and advanced to the rank of commander on the 28th Aug. 1827.

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### JOHN JAMES HOUGH, Esq.

OBTAINED his first commission on the 19th Nov. 1807; and served under Captain (now Sir George) Scott, in the *Horatio* 38, at the capture of the French frigate *Junon*, Feb. 10th, 1809 †. We subsequently find him serving under the flag of Rear-Admiral Penrose, in the *Egmont* 74 ‡;

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\* See Vol. I. Part II. p. 709.

† See Vol. II. Part I. p. 147, *et seq.*

‡ See Suppl. Part II. p. 287, *et seq.*

and, since the peace, commanding the Active revenue cruiser. He was advanced to his present rank on the 29th Sept. 1827.

This officer married, Aug. 28th, 1815, a daughter of Mr. George Thomas Tracey, purser in the royal navy.

Kt., K.H.

JAMES PEARL, Esq.

Maske's mate, of  
Neptune  
at  
Trafalgar

OBTAINED the rank of lieutenant on the 21st Dec. 1808, and was second of the Mediator fire-ship, Captain James Wooldridge, at the attack of a French squadron near l'Isle d'Aix, in April 1809\*. Speaking of this service, Mr. James says:—

“Several of the fire-ships were ignited and abandoned long before they got abreast of even the northernmost of the two vessels stationed as guides. Others, again, were admirably conducted; especially the Mediator, the largest and most efficient of the whole. This ship, from her great weight, and the strength of the wind and tide, broke the boom, and thus afforded a clear passage to the others. So determined was the Mediator's gallant commander to see the service he had engaged in properly executed, that himself and the officers and men who had volunteered to accompany him nearly perished, along with their vessel. The gunner was killed, and Captain Wooldridge, Lieutenants Nicholas Brent Clements and James Pearl, and one seaman, were blown out of the ship, the three latter slightly, but the Captain very severely scorched †.

The fortunate circumstance of the Mediator (formerly a 32-gun frigate) being fitted as a fire-ship, was the means of the success with which the British arms were so gloriously crowned, as all the other fire-vessels were so small and light, being mostly transport brigs, that none of them could possibly have forced the boom. She was not set on fire till long after the boom had been broken, many minutes after the vessel conducted by Lord Cochrane had exploded, nor until she was within the buoys of l'Océan 120, flag-ship of Vice-Admiral Allemand. Her gallant commander was immediately

\* See Vol. I. Part I. p. 84.

† See *Nav. Hist.* V. 154, *et seq.*

advanced to post rank, and presented by order of his sovereign with a gold chain and medal, and by the Patriotic Society at Lloyd's with a sword value 100*l.* Lieutenant Clements was made a commander and received a sword value 50*l.* Lieutenant Pearl was presented with one of similar value, but, unfortunately, he had not served sufficient time as a commissioned officer to render him eligible for promotion\*.

In the ensuing summer, Lieutenant Pearl was appointed to the Harpy sloop, Captain George William Blamey (formerly commander of the Mediator), under whom he served in that vessel and the Comet 20, at the reduction of Walcheren, and on various foreign stations for upwards of five years. He obtained his present rank on the 29th Sept. 1827.

*Died suddenly in his 50<sup>th</sup> year at Mount Pearl, S. John's, Newfoundland (N. & M. Gazette 22 Feb 1840)*

#### DAVID JOHN DICKSON, Esq.

A SON of the late Admiral William Dickson, and nephew to the late Admiral Sir Archibald Dickson, Bart., both of whom died in the year 1803.

This officer was born at Sydenham House, near Kelso, N. B., Oct. 24th, 1790; and entered the navy as midshipman on board the Sceptre 74, commanded by his half-brother, the late Rear-Admiral Sir Archibald Collingwood Dickson, Bart. under orders for the East Indies, April 4th, 1803. In the following year he was removed to the Albion 74, Captain (now Admiral) John Farrier; and subsequently into the St. Fiorenzo frigate and Culloden 74, the latter ship bearing the flag of Sir Edward Pellew †, commander-in-chief on that station. We next find him in the Orion, Captain Sir A. C. Dickson, at the reduction of Walcheren; and shortly afterwards (Nov. 1809) receiving a commission appointing him lieutenant of that ship, in which he continued, principally on

\* See Suppl. Part II. note at p. 275.

† Afterwards Viscount Exmouth.

the Baltic station, until paid off at Plymouth, in Jan. 1814. During the first seven years of the peace he served in several guard-ships and sloops of war; and subsequently commanded the *Hound*, *Basilisk*, and *Sylvia* cutters, employed in protecting the revenue. From the latter vessel he was promoted to his present rank Sept. 29th, 1827.

Commander Dickson married, Aug. 21st, 1823, Hester, youngest daughter of the late Rev. William Rawlins, M. A., rector of Teversal, co. Notts. His surviving brothers are, Colonel Sir Alexander Dickson, K. C. B., K. C. H., Deputy-Adjutant General Royal Artillery, Aide-de-Camp to the King; and Captain Rowland Cotton Dickson, H. E. I. C. artillery. His sister, Jane, married her first cousin, Captain Archibald Dickson, R. N., son of General John Dickson.

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### THOMAS FAVELL, Esq.

WE first find serving as master's-mate of the *Minorca* sloop, Captain the Hon. Henry Duncan, on the Mediterranean station, in 1805. He passed his examination in May 1809; obtained his first commission on the 9th Dec. in the same year; and was advanced to his present rank on the 29th Sept. 1827.

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### EDWARD WEBB, Esq.

DISTINGUISHED himself on several occasions while serving as lieutenant under the late Sir William Hoste, from whose official letters, addressed to Rear-Admiral Fremantle, we make the following selection:—

*“ H. M. S. Bacchante, off Otranto, Jan. 6th, 1813.*

“ Sir,—At day-break this morning, in company with *H. M. sloop Weazle*, I discovered a division of the enemy's flotilla close to us, steering for the coast of Italy; it was nearly a calm. The enemy, on seeing us, separated; and I detached the boats of this ship, under Lieutenant O'Brien, to attack one subdivision, and directed the *Weazle's* boats, with one from the *Bacchante*, to pursue the other, then endeavouring to gain



the island of Fano. The Weazle was directed to support her boats, whilst I continued, with what little wind there was, the chase of those my own boats were after; and I have much satisfaction in stating the capture of the whole, without the loss of a man. The enemy waited in line to receive the attack; but the judicious disposition of the commanding lieutenant, and his prompt measures for boarding them, occasioned their surrender. \* \* \* \* \* The Weazle joined me in the evening, with the two gun-boats she had been sent in pursuit of; and a circumstance occurred in the capture of them, which will, I trust, recommend Mr. Edward Webb to the notice of the commander-in-chief. Notwithstanding the exertions of the Weazle, the boats were enabled to close with the enemy before her, and the then leading boat, commanded by Mr. Webb, of the Bacchante, got up with the sternmost who received him very warmly: he boarded and carried her. She mounted one 14-pounder in the bow, one 6-pounder in the stern, and had forty men on board. He left her to be taken possession of by the boats that were coming up, and pushed on after the headmost, which he boarded and carried in the same gallant manner. This one had a 9-pounder in the bow, a 6-pounder in the stern, and thirty-two men on board. Mr. Webb's boat mounted an 8-pounder in the bow, and he had eighteen men only with him. He has passed his examination as lieutenant, has been two years acting, and is a very promising, meritorious young man. The enemy had quitted Corfu the evening before. \* \* \* They are very fine vessels, and sail remarkably fast. Their guns are fitted so as to turn on a pivot, and may be fired in any direction without altering the course, which enabled them to keep up a very smart fire as our boats approached. The enemy had two men severely wounded. I am happy to say, we had no casualty whatever."

" June 12th, 1813.

" At day-light this morning we discovered an enemy's convoy under the town of Gala Nova, on the coast of Abruzzo. As I was six or seven miles to leeward of them, with a light breeze, and a current against me, I thought it best to detach the boats, with discretionary orders to the first lieutenant, S. T. Hood, either to attack them, or wait till I arrived. He found the enemy much stronger than was expected, consisting of seven large gun-boats, each mounting one 18-pounder in the bow, three smaller vessels with a 4-pounder in the bow, and fourteen sail of merchantmen under their protection, four of which had guns in the bow also. The shore astern of the vessels was lined with troops, entrenched on the beach with two field-pieces. This was the force opposed to a frigate's boats; but no disparity of numbers could check the spirit of the brave officers and men employed on this service. The attack was determined on instantly, and executed with all the gallantry and spirit which men accustomed to danger, and to despise it, have so frequently shewn; and never

was there a finer display of it than on this occasion. The boats, as they advanced, were exposed to a heavy fire of grape and musketry; and it was not till they were fairly alongside that the enemy slackened their fire, and were driven from their vessels with great loss. \* \* \* \* \* Lieutenant Hood speaks in the highest possible terms of acting Lieutenant Webb, who distinguished himself in January last. \* \* \* \* \* I regret to say we have suffered severely, though not so much as might have been expected. Two seamen and one marine killed, five seamen and one marine wounded. This was a Neapolitan flotilla, from Ancona bound to Barletta, under the direction of French officers. \* \* \* \* \*

\* \* I have the honor to be, &c.

(Signed) "W. HOSTE."

Other dashing and important services, in which Mr. Webb participated, have been noticed in our memoirs of Sir William Hoste, Captain Donat H. O'Brien, and Commander Silas T. Hood, in Vol. II. Part I., Suppl. Part IV., and Vol. IV. Part I.

Mr. Webb was promoted to the rank of lieutenant on the 14th June, 1813; appointed to the *Cephalus* sloop, Captain John Furneaux, Oct. 7th, 1814; to the *Queen Charlotte* 108, flag-ship of Sir James H. Whitshed, commander-in-chief at Portsmouth, Feb. 8th, 1821; to the *Hind* 20, Captain the Hon. H. J. Rous, Feb. 14th, 1822; and advanced to his present rank, Sept. 29th, 1827.

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### CHARLES MORTON, Esq.

Is descended from a family who for some centuries have farmed a small patrimony in the West-Riding of Yorkshire. His father being a younger son was educated as a professional man, and practised in the British metropolis.

This officer was born in the vicinity of London; and in Oct. 1807, being then very young, embarked as midshipman on board the *Volontaire* frigate, commanded by the present Captain-Superintendent Charles Bullen, C. B., under whom he had the honor to serve in every ship to which that officer was subsequently appointed. The following is an outline of the services in which he participated during the war.

In 1807, the *Volontaire*, after conveying the Duke of

Orleans and his brother, Count Beaujolois, to Malta, was first attached to the in-shore squadron off Toulon, and from thence sent to cruise on the coast of Catalonia. In 1808, her amiable and distinguished commander was sent on a mission to the emperor of Morocco, and succeeded in obtaining permission for supplies of cattle, grain, &c., to be exported from his dominions for the support of the allied forces in the European peninsula. In 1809, the island of Pomigüe near Marseilles, was taken possession of, after a desperate resistance on the part of the enemy; and Fort Rioux, near Cape Croisette, destroyed by detachments landed from the *Volontaire*. Her boats subsequently assisted at the capture and destruction of a French convoy in the bay of Rosas. In 1810, she was very actively employed in co-operation with the Spanish patriots, between Rosas and Barcelona.

On the 12th and 14th April, 1811, Captain Bullen, then commanding the *Cambrian* frigate, took possession of the towns of St. Philon and Palamos, destroyed the batteries of both places, and embarked the guns. On the 16th he reported to his commander-in-chief, the surrender of Figueras to the Spaniards. He afterwards captured nineteen merchant vessels at Cadaques, and received a severe wound while in a battery on shore, at Selva. In June 1811, the *Cambrian* was employed in the defence of Tarragona; after the fall of which place she brought home a considerable number of French prisoners from Malta.

In 1812, 1813, and 1814, Captain Bullen being on half-pay, Mr. Morton served in the *Bulwark* and *Pompée*, third rates. In the beginning of Jan. 1815, he passed his examination; and about the same period, re-joined Captain Bullen, in the *Akbar*, a double-banked frigate, fitted out for the purpose of coping with the American ships of that description. In April following, he was sent from Flushing to Antwerp, with despatches for Sir T. Byam Martin, then employed on a particular service, by whom he was appointed acting lieutenant of the *Akbar*, in which capacity he served until confirmed by the Admiralty, on his return from the Halifax station, Dec. 10th, 1816.

In 1819, Lieutenant Morton exhibited at the Royal Academy, of which he is now an honorary member, a sketch of the tomb of Abelard and Heloise, in the burial ground of Pere la Chaise, near Paris.

In Dec. 1823, Captain Bullen was nominated to the chief command on the African station, and Mr. Morton appointed to accompany him thither in the Maidstone frigate. Between May 1824 and June 1827, that ship captured nineteen vessels, with 2595 slaves on board; and five others, laden with dry goods for slave barter, all of which were condemned as prizes at Sierra Leone. The total number of vessels engaged in this hateful traffic, captured by the squadron under the orders of Commodore Bullen, was fifty-nine, and the number of slaves, *ten thousand eight hundred and fourteen*. In addition to this, the Maidstone and her consorts rendered very essential assistance to the troops on the Western coast of Africa during the progress of the Ashantee war.

The Maidstone was paid off at Portsmouth, on the 15th Sept. 1827; and her first lieutenant, Mr. Morton, promoted to his present rank on the 6th Oct. following.

This officer is the author of "An Essay on the *Electrical Formation of Hail Stones*, in opposition to the absurd theories of the learned philosophers," published, we believe, in the early and middle numbers of the Gentleman's Magazine, and copied into the London Philosophical Magazine, and other periodical works, for 1822. Among other scientific inventions and improvements, he has proved by experiment the great power and rapidity that may be acquired in swimming by artificially increasing the surface of the hands and feet so as to meet (without impediment) such re-action from the water as to prevent the strength being exerted to disadvantage. Equipped with propelling gloves and slippers, a man might reach the shore from a shipwrecked vessel, with the aid of a log-line, when it would be impossible without such assistance.

Commander Morton has a sister married to a physician in Yorkshire; and a younger brother member of Trinity College, Cambridge, and Fellow of the Royal College of Physicians, London.

**ROBERT FITZGERALD GAMBIER, Esq.**

Son of Sir James Gambier, formerly H. M. consul-general in Portugal; and grandson of the late Vice-Admiral Gambier, whose nephew, James, was raised to the British peerage in Nov. 1807; and died Admiral of the Fleet and a G. C. B., in April 1833.

This officer was born at Lisbon on the 21st Nov. 1803; and entered the royal navy, as midshipman on board the *Myrmidon* 20, Captain Robert Gambier, fitting out for the Mediterranean station, Feb. 27th, 1816. After serving nearly three years in that ship. he joined the *Bulwark* 76, bearing the flag of Sir John Gore, in the river Medway; and, in Sept. 1819, the *Owen Glendower* 42, Captain the Hon. R. C. Spencer, destined to South America; where he was removed to the *Dauntless* 28, Captain George Cornish Gambier, in Oct. 1821. From thence he proceeded to the Marquesas Islands, Otaheite, New South Wales, and, through Torres Straits, to India; on which station, in Mar. 1823, he joined the *Liffey* 50, bearing the broad pendant of Commodore Charles Grant, by whom he was appointed acting lieutenant of the *Tees* 26, Captain Thomas Coe, on the 1st April following. His first commission bears date Oct. 22d, 1823.

Mr. Gambier's subsequent appointments were, in June 1824, to the *Blonde* 46, Captain Lord Byron, which ship was employed in conveying the remains of the late King and Queen of the Sandwich Islands to Woahoo\*; and, in Oct. 1826, to the *Asia* 84, flag-ship of Sir Edward Codrington, under whom he served at the battle of Navarin, and by whom he was presented with the extra commission placed at his disposal, dated Oct. 21st, 1827.

Commander Gambier has one brother, Mark, in the Scots Fusilier Guards; and another, Ferdinand, in the royal navy. The latter was on board the *Philomel* sloop, Commander Viscount Ingestrie, at the battle of Navarin.

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\* See Suppl. Part III. p. 376, *et seq.*

### JOHN DRAKE, Esq.

ENTERED the royal navy in 1804; passed his examination in Oct. 1810; was made a lieutenant, into the Northumberland 74, Aug. 1st, 1811; and subsequently served, under Captain (now Sir William Hall) Gage, in the Indus 74, and Captain Peter Fisher, in the Wye 26, and Ranger of similar force. He was first of the Albion 74, Captain (now Rear-Admiral) Ommanney, at the battle of Navarin, and in consequence thereof promoted to his present rank, by commission dated Oct. 27th, 1827. He is now serving in the Britannia 120, Captain Peter Rainier, on the Mediterranean station.

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### SPENCER SMYTH, Esq.

OBTAINED his first commission on the 2d June, 1812; and subsequently served under the flag of Rear-Admiral (now Sir Philip C. H.) Durham, in the Bulwark and Venerable, third rates, on the North Sea, Channel, and West India stations. In the latter ship, he assisted at the capture of a French letter of marque, with a valuable cargo, Dec. 1813; and two frigates of the largest class, Jan. 16th and 20th, 1814\*. He was likewise present at the subjugation of Guadaloupe in 1815 †.

We next find Lieutenant Smyth in the Albion 74, Captain Richard Raggett, stationed as a guard-ship at Portsmouth, where he subsequently had charge of the semaphoric department. From thence he was removed to the Dartmouth frigate, Captain (now Sir Thomas) Fellowes, which ship formed part of the squadron under Sir Edward Codrington, at the battle of Navarin. On that occasion he was slightly

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\* See Suppl. Part II. p. 211, *et seq.*

† See Vol. I. Part II. note at p. 869.

wounded. He was advanced to his present rank, by commission dated Oct. 22d, 1827; and appointed an inspecting commander of the coast guard, Mar. 19th, 1833.

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### JOHN MONDAY, Esq.

PASSED his examination at Plymouth in Sept. 1812, was made a lieutenant in June 1814, and subsequently served, under Captain John Coode, in the Queen 74, flag-ship of the late Sir Charles V. Penrose, on the Mediterranean station. He was appointed first of the Semiramis 42, Captain Thomas Huskisson, fitting out for the flag of Lord Colville, commander-in-chief on the Irish station, Sept. 1st, 1821; and we find him serving in the same capacity on board the Glasgow frigate, Captain the Hon. James Ashley Maude, at the battle of Navarin. His commission as commander bears date Oct. 22d, 1827. He is now employed in the coast guard service at Valentia, in Ireland.

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### PETER CHRISTIE, Esq.

Is a protégé of Admiral-Superintendent Sir Frederick L. Maitland, K. C. B., under whom he served, from his first entry into the royal navy, until after the surrender of Napoleon Buonaparte to the Bellerophon 74, commanded by that highly esteemed officer, the present Sir Frederick L. Maitland, in 1815. He was acting lieutenant of the Tartar frigate, Commodore Sir George R. Collier, on the African station, in 1819; and his appointment to that ship confirmed by the Admiralty in Sept. 1820. We lastly find him first of the Cambrian 48, Captain Gawen William Hamilton, at the battle of Navarin. His commission as commander bears date Oct. 22d, 1827.

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### JOHN HAMILTON (*b*), Esq.

WAS made a lieutenant into the Sapphire 24, Captain Alexander Montgomerie, on the West India station, Sept.

11th, 1820. He was first of the Brisk sloop, Captain the Hon. William Anson, at the battle of Navarin. His commission as commander bears date Oct. 22d, 1827.

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### HON. WILLIAM EDWARDES.

SECOND son of Lord Kensington, by Dorothy, daughter of John Thomas, Esq.; and grandson of William Edwardes, who, having inherited, at the demise of his first cousin, Edward Henry, seventh Earl of Warwick, in 1721, the estates of the Rich family, was elevated to the Irish peerage in July 1776, by the title of Baron Kensington.

This officer was born on the 3d Feb. 1801; made a lieutenant, Aug. 2d, 1823; and promoted to the rank of commander, Oct. 22d, 1827.

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### ROBERT SINCLAIR HAY, Esq.

OBTAINED his first commission on the 4th Oct. 1823; and was slightly wounded while serving as senior lieutenant of the Talbot 28, Captain the Hon. Frederick Spencer, at the battle of Navarin. He takes rank as commander from Oct. 22d, 1827; and is now employed in the coast guard service.

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### RICHARD STEPHENS TOMKINS, Esq.

WAS made a lieutenant in Jan. 1824; and served as first of the Philomel sloop, Captain Viscount Ingestrie, at the battle of Navarin. His commission as commander bears date 22d Oct. 1827.

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### EDWARD TAYLOR WEALE, Esq.

WAS made a lieutenant in the beginning of Jan. 1806. At the close of the war with France, in 1814, we find him



serving as first of the *Pactolus* frigate, Captain the Hon. Frederick W. Aylmer. He obtained his present rank on the 25th Oct. 1827; and was appointed an inspecting commander of the coast guard, July 6th, 1830.

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### JOSEPH NIAS, Esq.

PASSED his examination in April 1814; and was promoted to the rank of lieutenant, on his return from the Arctic regions, in the *Hecla*, commanded by the enterprising Parry, Dec. 26th, 1820\*. On the 1st of the following month, he was appointed senior lieutenant of the *Fury*, in which ship he served under the same officer until paid off, at Deptford, Nov. 14th, 1823†. His advancement to the rank of commander took place Nov. 11th, 1827.

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### WILLIAM ROBERTSON (*b*), Esq.

ENTERED the royal navy in 1803; passed his examination in the beginning of Feb. 1810; was made a lieutenant on the 20th of that month; and subsequently served in the *Lynx* sloop, Captain John Willoughby Marshall, on the North Sea station. He was afterwards successively appointed to the *Sarpedon* sloop, *Fortunée* frigate, and *Erne* of 20 guns, in which ship we find him serving under Captain (now Lord) Napier, at the close of the war with France, in 1814. He next joined the *Isabella* hired ship, Captain John Ross, fitting out for a voyage of discovery in the Arctic regions; and in May 1820, the *Conway* 26, Captain Basil Hall, from which ship he was removed to the *Creole* 42, Captain the Hon. Frederick Spencer, on the South American station, Dec. 2d, 1821. He was flag-lieutenant to Sir Thomas M. Hardy, when that officer escorted a body of troops to Lisbon, for the purpose of supporting the Portuguese constitu-

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\* See Suppl. Part IV. pp. 318—353.

† See *id.* pp. 353—361.

tionalists, in Dec. 1826; and during his command of an experimental squadron in 1827. He obtained the rank of commander on the 12th Nov. in the latter year; commissioned the Snake sloop, in May 1832; and, after serving for some time under Sir Pulteney Malcolm, on the North Sea station, sailed for South America on the 15th June, 1833. Since then he has captured a Portuguese brig, having on board 425 slaves.

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ARTHUR DARLEY, Esq.

PASSED his examination in June 1812: and was made lieutenant into the Bellerophon 74, bearing the flag of the late Sir Richard G. Keats, commander-in-chief at Newfoundland, Aug. 11th, 1813. He subsequently commanded the Townsend revenue cruiser, on the Irish station; and obtained his present rank Nov. 21st, 1827.

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GEORGE YOUNG (c), Esq.

WAS made a lieutenant on the 3d May, 1810; and commander Nov. 30th, 1827.

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WILLIAM HUTCHINSON (b), Esq.

OBTAINED his first commission on the 9th Feb. 1805. He was appointed to the command of the Pigmy schooner in Jan. 1812; to be a lieutenant of the Ordinary at Chatham in 1816; and to the command of the Plumper gun-brig, on the Irish station, Sept. 14th, 1820. He was promoted to his present rank on the 3d Dec. 1827; and appointed an inspecting commander of the coast guard, July 21st, 1829.

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JAMES PUCKFORD, Esq.

WAS made a lieutenant into the Alacritty sloop, Captain the Hon. Frederick Spencer, at Brazil, Sept. 8th, 1821; and

appointed to the *Valorous 26*, Captain James Murray, about to be employed on a "particular service," Nov. 13th, 1822. He obtained the rank of commander Dec. 15th, 1827.

Commander Puckford married, Nov. 10th, 1834, Mary, youngest daughter of the Rev. J. F. Muckleston, D. D., Prebendary of Litchfield, &c. &c.

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### HENRY LE VESCONTE, Esq.

A son of the late Mr. Philip Le Vesconte, who lost a leg in Earl Howe's action, June 1st, 1794, and died purser of the *Royal William 84*, flag-ship at Spithead, May 25th, 1807.

This officer was made a lieutenant on the 27th Oct. 1800. Towards the close of the late war he served under the flag of the late Sir Thomas F. Fremantle, in the *Rodney 74*; and subsequently under Rear-Admiral (afterwards Sir Charles V.) Penrose, in the *Queen 74*, both on the Mediterranean station. He obtained his present rank Jan. 5th, 1828. His brother, Philip, was made a commander in 1816.

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### CHARLES CALMADY DENT, Esq.

Son of the late Lieutenant Dent, R. N., and brother to Commander Digby Dent.

This officer served as midshipman under Captain the Hon. Henry Duncan, in the *Imperieuse* and *Glasgow* frigates, on the Mediterranean and Channel stations. He was wounded while serving as master's mate of the *Minden 74*, Captain William Paterson, at the battle of Algiers; and immediately afterwards promoted. We next find him appointed, Feb. 6th, 1821, to the *Impregnable 104*, flag-ship of the Hon. Sir Alexander I. Cochrane, in Hamoaze. He obtained his present rank on the 5th Jan. 1828.

Commander C. C. Dent married, Sept. 10th, 1829, Eliza, third daughter of the late Thomas Shepherd, Esq. formerly of Butcombe Court, co. Somerset.

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## JOHN KINGCOME, Esq.

WAS made a lieutenant on the 1st July, 1815; appointed to the Tees 26, Captain Thomas Coe, fitting out for the East Indies, July 29th, 1821; and promoted by that officer to the command of the Larne sloop, on hearing of the death of Commodore Grant, in 1824. Unfortunately for him, the two ships were then far distant, and without any means of communication, the one being at New South Wales, and the other engaged in the Burmese war, which prevented him from joining the Larne at Rangoon, until April 15th, 1825. He subsequently conveyed the lady of Commodore Sir James Brisbane, and her two daughters, from Madras to Penang; and the Archdeacon Scott, from Sydney, New South Wales, to Van Diemen's Land.

Whilst at Sydney, the Larne was sunk in the act of heaving down, and had her main-mast struck by lightning. From Van Diemen's Land, she proceeded to New Zealand and Norfolk Island, where acting Commander Kingcome and his first lieutenant W. Burdett Dobson, were swamped in her cutter when attempting to land, Mar. 2d, 1826. She returned to Madras *via* Torres Straits, touching at Melville Island, Batavia, and Sincapore.

On the 14th July following, this officer was appointed lieutenant of the Pandora sloop, Captain William Clarke Jervoise, a commission having arrived from England promoting Lieutenant Dobson to the command of the Larne. His own advancement to the rank of commander did not take place until Jan. 8th, 1828.

## WILLIAM JOHN THOMPSON HOOD, Esq.

BROTHER to Commander Silas Thompson Hood.

This officer passed his examination at Plymouth, May 5th, 1813; obtained his first commission on the 25th Feb. 1815; and was promoted to the rank of commander while serving as

senior lieutenant of the *Hyperion* frigate, Captain W. J. Mingay, coast guard dépôt at Newhaven, Jan. 9th, 1828. Previous to his latter advancement, he had received the thanks of the Board of Longitude, and been presented by the Society of Arts with the Gold Vulcan Medal, for an important improvement in the naval quadrant; and the large Silver Medal for his invention of an ice saw, for facilitating the progress or escape of ships navigating the high polar latitudes, when surrounded by field ice.

In 1828, the Society of Arts presented him with a second large Silver Medal, for his method of constructing a floating bridge, from the materials to be found on board all ships of war and vessels generally. In 1830, he received a similar honorary reward for his invention of an improved rocket staff. Whilst at Newhaven, he also forwarded to the Admiralty a model of an ice boat, and a plan for navigating the polar seas.

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### FRANCIS EDWARD COLLINGWOOD, Esq.

Is descended from a very ancient family, the Collingwoods, of Eslington, co. Northumberland, who, led by their attachment to the House of Stuart, suffered a great reverse of fortune, in 1715. His grandfather, Edward, successively master-attendant of the dock-yards at Plymouth, Portsmouth, Chatham, and Deptford, (the first person of the name of Collingwood whom we find mentioned in our naval annals), sailed round the world, as midshipman, with Anson, by whom he was ever afterwards patronised, and was master of the *Victory*, first rate, flag-ship of Admiral Sir John Balchen, a short time previous to her loss, in Oct. 1744\*.

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\* On the 3d Oct. 1744, the fleet under Sir John Balchen, then returning home from Gibraltar, encountered a violent storm, in which several of the ships were much shattered. On the 4th, the *Victory* separated from her consorts, and was never more heard of. It is supposed that she struck upon a ridge of rocks off the Caskets; as from the testimony of the men who attended the lights, and the inhabitants of the island of

Mr. F. E. COLLINGWOOD, only son of Francis Collingwood, of Greenwich, Esq., by Sarah, sister to the late Captain Thomas Richbell, R. N., chief magistrate of the Thames Police, was born at Milford, co. Pembroke, Mar. 23d, 1785; and entered the royal navy, as midshipman on board the *America 64*, commanded by his uncle-in-law, the late Vice-Admiral Sir William Parker, Bart., in 1799\*; and subsequently served in the Pheasant sloop, *Beaulieu* and *Alligator* frigates, *Elephant 74*, and *Victory* of 100 guns, the latter ship bearing the flag of the immortal Nelson, whose death he avenged by shooting the French rifleman who had, after repeated attempts, succeeded in mortally wounding that illustrious hero at the ever memorable battle of Trafalgar. During that tremendous conflict, he was sent from his quarters on the poop, where the carnage was most dreadful, with a few men, to assist in extinguishing a fire on board the French 74-gun ship, *le Redoubtable*, which service he performed in a manner highly satisfactory to his captain, the present Sir Thomas M. Hardy. His promotion to the rank of lieutenant took place on the 22d Jan. 1806.

After serving for some time in the *Queen 98*, flag-ship of Lord Collingwood, and *Bahama 74*, one of the Spanish ships captured off Trafalgar, this officer was appointed to the *Palas 32*, in which frigate we find him present, under the command of Captain (now Sir George F.) Seymour, at the destruction of five French men-of-war, in Aix Roads, April 12th, 1809†. In the ensuing summer, he accompanied the grand expedition sent against Antwerp, and was constantly employed, in guard boats and on shore, during the occupation of Walcheren. His next appointment was, Dec. 13th, 1809, to be first lieutenant of the *Iris 36*, in which ship he continued for a period of five years.

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Alderney, many guns were heard on the nights of the 4th and 5th, but the weather was too tempestuous to hazard boats out to their assistance. In this ship perished near one thousand men, besides fifty volunteers, sons of the first nobility and gentry in the kingdom.

\* See Suppl. Part III. p. 265.

† See Vol. I. Part I. p. 84.

The *Iris* was principally employed in co-operation with the patriots on the north coast of Spain, where Lieutenant Collingwood appears to have been a constant volunteer for boat and shore service; and on many occasions obtained the particular approbation of Captain Sir George Collier, senior officer of the squadron on that station. A sketch of the transactions in which he was engaged in the years 1811, 1812, and 1813, will be found in Vol. II. Part II. pp. 521—532.

In 1813, the *Iris*, then commanded by Captain H. H. Christian, captured three American letters of marque. In Nov. 1814, Mr. Collingwood was appointed first lieutenant of the *Niger* 38, Captain Peter Rainier, under whom he served for a short time on the Cape of Good Hope station. In Dec. 1820, he obtained the command of the *Kite* revenue cruiser, employed on the coast of Ireland, where he continued for the usual period of three years. During this time he had two ribs and his breast bone fractured, was wounded by a pike through the leg, and received two severe contusions on the head. He was also washed overboard in a heavy gale of wind, and must have perished, all his boats having been previously lost, had not a following sea thrown him on the square-sail brace, to which he clung until assisted in-board. His promotion to the rank of commander took place Jan. 15th, 1828.

This officer married, in May 1822, Ellen second daughter of the late Rev. Samuel Collis, of Fort William, co. Kerry, by whom he has several children. His only surviving sister was the wife of Dr. J. D. Burke, late surgeon of H. M. dock-yard at Pembroke, and is now the widow of the Rev. Hugh Taylor.

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### WILLIAM HARGOOD, Esq.

Son of Admiral Sir William Hargood, G. C. B., commander-in-chief at Plymouth.

This officer entered the royal navy in 1813; and was made

a lieutenant into the *Sybille* 44, flag-ship of Sir Charles Rowley, on the West India station, Oct 5th, 1822. He was promoted to the rank of commander on the 15th Jan. 1828; appointed to the *Scout* sloop, July 20th, 1832; removed to the *Scylla* sloop, on the Mediterranean station, Dec. 10th, 1833; paid off from that vessel Mar. 8th, 1834; and appointed secretary to his father, in the month of April following.

Commander Hargood married, in 1828, a Miss Catherine Harrison.

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SIR THOMAS RAIKES TRIGGE THOMPSON, BART.

ELDEST surviving son of the late Admiral Sir Thomas B. Thompson, Bart., G. C. B., by Anne, eldest daughter of Robert Raikes, Esq., of Gloucester.

This officer was born on the 1st April, 1804; entered the royal navy in Feb. 1818; obtained his first commission on the 8th April, 1825; and was promoted to the rank of commander Jan. 19th, 1828. His last appointment was to the *Cadmus* sloop, which vessel he paid off, on her return from South America, May 7th, 1830.

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HON. JOHN FREDERICK FITZGERALD DE ROOS.

THIRD son of Lord Henry Fitzgerald (fourth son of James first Duke of Leinster), by Charlotte, Baroness De Roos.

This officer is maternally descended from Robert De Ros, one of the twenty-five barons who extorted Magna Charta from King John; and his wife Isabelle, daughter of William the Lion, King of Scotland. His mother is the only daughter and heiress of the Hon. Robert Boyle Walsingham, youngest son of Henry, first Earl of Shannon, by Charlotte, daughter of Sir Charles Hanbury Williams, Bart., the descendant of Frances, sister to the sixth Earl of Rutland and seventeenth Baron De Roos, on the demise of whose grand-



son, George, second Duke of Buckingham and eighteenth Baron De Roos, in 1687, the latter title fell into abeyance, and so continued until terminated in favor of the present peeress, May 9th, 1806, when her ladyship assumed the additional surname of De Roos.

The subject of the following sketch was born at Boyle Farm, co. Surrey, on the 6th Mar. 1804; and entered the royal navy, as midshipman on board the *Tonnant* 80, flag-ship of the late Sir Benjamin Hallowell Carew, at Cork, Mar. 10th, 1818. He subsequently served under the late Hon. Sir Robert C. Spencer, and his brother, Captain the Hon. Frederick Spencer, in the *Ganymede* 26, *Owen Glendower* 42, *Alacrity* 10, and *Creole* 42, on the Mediterranean and South American stations. He was made a lieutenant, from the *Royal George* yacht, May 30th, 1825.

In 1826, Lieutenant De Roos, then belonging to the *Jupiter* 50, flag-ship of Rear-Admiral (now Sir Willoughby T.) Lake, on the Halifax station, made a tour of the United States and Canada. In 1827, he published a "Narrative of his travels, with observations on the Maritime Resources of North America, and present state of her Dock-yards and Navy." In the same year, he accompanied his present Majesty, then Lord High Admiral, in the *Royal Sovereign* yacht, as flag-lieutenant, during his first visit to the out ports. He was promoted to the rank of commander, from the *Undaunted* frigate, Captain (now Sir Augustus W. J.) Clifford, Jan. 19th, 1828.

This officer's next appointment was, May 14th, 1831, to the Algerine sloop, then in South America, to which station he proceeded, as passenger on board the *Druid* frigate, Captain G. W. Hamilton. In the following year, he relieved Commander Thomas Dickinson, of the *Lightning* sloop, at Cape Frio, and succeeded in getting up a considerable portion of the treasure from among the wreck of H. M. late frigate *Thetis* \*. The Algerine was put out of commission on the 3d Dec. 1833.

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\* See Vol. IV. Part I. pp. 262—260.

### JOHN WHITE PRITCHARD, Esq.

WAS aide-de-camp to the Earl of Northesk at the memorable battle of Trafalgar. He passed his examination in Dec. 1807; obtained his first commission on the 22d Sept. 1808; and subsequently served in the Derwent sloop and Akbar frigate, as agent of transports, and as senior lieutenant of the Britannia first rate, flag-ship of Lord Northesk, when commander-in-chief at Plymouth. He was advanced to his present rank on the 24th Jan. 1828.

This officer married, July 9th, 1810, Miss J. M. Appleby, of Soberton.

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### HUGH NURSE, Esq.

ENTERED the royal navy in 1809, as midshipman on board the Blake 74, Captain (now Sir Edward) Codrington, under whom he served, principally on the Mediterranean station, for a period of four years\*. In 1813, we find him proceeding to North America, where he participated in much active service under the late Commodore Joseph Nourse, then commanding the Severn frigate †. The last ship in which he served as a petty officer was the Tyne 26, Captain William M'Kenzie Godfrey, on the Jamaica station.

On the 30th Sept. 1822, the Tyne's tender, a small hired sloop named the Eliza, mounting one 12-pounder carronade, and having on board a midshipman (White), and twenty-four men, under the command of Mr. Nurse, was attacked at her anchorage in La Guahava by a piratical schooner, mounting six carriage guns, with a complement of forty men, and a felucca, the Firme Union, of five guns and thirty-five men:—the result will be seen by the following, hitherto unpublished, statement:—

“ At 8-30, P. M., the schooner brought up at a short distance, and without hailing, fired two shot at the Eliza. Mr. Nurse immediately

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\* See Vol. I. Part II. pp. 636 and 872, *et seq.*

† See Vol. II. Part II. p. 880.

opened a fire from his only gun, loaded with round and grape, supported by musketry; and after six rounds, the slaughter on the pirate's deck must have been great, as the cries of the wounded were hideous. A felucca now bore down between the schooner and the *Eliza*, with the evident intention of running alongside the latter, but which she frustrated by getting under her bow, and instantly boarding. The defence of the freebooters was desperate: the captain and nine men were killed, and the remaining part of her crew, with the exception of four men, two of whom were severely wounded, jumped overboard. She appeared to have been fully prepared for action. Shot were heating, and the men armed with cutlasses, each having a long knife in his left hand. On our side two seamen were killed, and Mr. Nurse and six men severely wounded. Perhaps in few actions of the kind has a greater degree of cool and determined gallantry been displayed."

On this occasion, Mr. Nurse was shot through the right arm, and received a sabre cut in the left. The former wound has been reported by Drs. Weir and Burnett equal to the loss of a limb, the shoulder joint having no power of motion: his name, however, does not appear in the pension list.

On the 5th Dec. 1822, Mr. Nurse was promoted, by Sir Charles Rowley, "for services independent of the above," into the *Pyramus* frigate, Captain Francis Newcombe, C. B. He obtained the rank of commander Jan. 26th, 1828; and married, Nov. 15th following, Amelia, only child of the late Colonel William Bulkeley.

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### ROBERT HENRY STANHOPE, Esq.

Was made a lieutenant in Mar. 1824; and commander on the 30th Jan. 1828.

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### JAMES WILKINSON, Esq.

We first find serving as master's mate of the *Thames* frigate, Captain Charles Napier, at the capture of the island of *Ponza*, Feb. 26th, 1813\*. He was made lieutenant into

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\* See Suppl. Part II. p. 5, *et seq.*

the Niemen 38, Captain Samuel Pym, on the North American station, Oct. 26th, 1814; appointed to the Tees 26, Captain Thomas Coe, fitting out for the East Indies, July 29th, 1821; and severely wounded while co-operating with the army in Ava, under Sir Archibald Campbell, at the commencement of the Burmese war\*.

After the occupation of Prome, April 25th, 1825, Lieutenant Wilkinson, then first of the Liffey 50, and commanding the light division of the flotilla in the Irrawaddy, under Captain Thomas Alexander, C. B., was despatched up the river, as far as Napadec, to reconnoitre. On the 1st May he returned, having captured eight war-boats, pulling from fifty to sixty oars each, and another laden with guns and small arms. This service was performed without any loss, in presence of five hundred musketeers and fifty horsemen, part of the force commanded by the Prince of Sarrawaddy †. The following is an extract of a letter from Captain Coe, addressed to the Secretary of the Admiralty, June 17th, 1825:

“ Mr. James Wilkinson, senior lieutenant of H. M. ship under my command, latterly in command of the light division of boats, has been spoken of in the highest terms by Captain Alexander, as well as those serving under him. I have known this officer since 1821, and while serving with me in H. M. ship Tees, and since in the Liffey, I have had frequent opportunities of observing his zeal and abilities.”

This officer was promoted to his present rank on the 31st Jan. 1828.

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### RICHARD FEGEN, Esq.

OBTAINED his first commission on the 8th Nov. 1806; and served in the expeditions to Monte Video and Walcheren, in 1807 and 1809. He was afterwards successively appointed to the Favorite, Gannet, and Kangaroo sloops; of which latter vessel we find him acting commander, on the West India station, in 1813. His next appointment was, we believe, Dec. 6th, 1813, to the Prince 98, flag-ship at Spithead.

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\* See *Naval Operations in Ava*, p. 7, *et seq.*

† See *Id.* p. 83.

He subsequently commanded the Mistletoe schooner, Tiger and Lapwing, revenue cruisers, and Pincher schooner, the latter employed in the West Indies, for the suppression of piracy, from which vessel he was promoted to his present rank on the 9th Feb. 1828. While in the Tiger and Lapwing, he captured the Dart smuggling cutter, of ninety tons, with a full cargo, and several other contraband traders.

Commander Fegen married, May 13th, 1831, Miss Banks, of Ryde, in the Isle of Wight.

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### GEORGE DELMÉ, Esq.

PASSED his examination in July 1815; obtained his first commission on the 19th Sept. following; and was made a commander on the 21st Feb. 1828.

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### PHILIP GOSTLING, Esq.

WAS made a lieutenant into the Pactolus frigate, Captain the Hon F. W. Aylmer, April 25th, 1815. He subsequently served under the flag of the Hon. Sir Alexander I. Cochrane, in the Impregnable 104, at Plymouth. His promotion to the rank of commander took place Mar. 2d, 1828.

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### BRUNSWICK POPHAM, Esq.

WAS made a lieutenant in Jan. 1826; and commander on the 2d Mar. 1828.

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### GEORGE HOPE, Esq.

WAS made a lieutenant in Jan. 1822; and commander on the 5th Mar. 1828.

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**ROBERT ROCHFORD, Esq.**

PASSED his examination in Jan. 1810; obtained his first commission on the 26th April, 1811; and commanded the *Lapwing*, revenue cruiser, in 1819 and the two following years. He was advanced to his present rank on the 10th Mar. 1828.

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**ROBERT SMART, Esq.**

*Knight of the Royal Hanoverian Guelphic Order.*

THIS officer entered the royal navy in 1810; and was made lieutenant into the *Scout* sloop, Captain William Ramsden, on the Mediterranean station, Sept. 11th, 1820. He obtained his present rank, while serving on board the *Cambrian* frigate, Captain G. W. Hamilton, April 21st, 1828; and is now commander of the *Satellite* sloop, on the South American station, where he has recently captured a Portuguese brig, with 577 slaves on board. In 1832, he was nominated a knight of the above order, and, we believe, received from the King of Prussia the order of the Red Eagle (third class), in consequence of his having been selected to accompany a miniature frigate, presented to that monarch by King William IV., from the river Thames to Germany.

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**JOSEPH RICHARD RAGGETT WEBB, Esq.**

OBTAINED his first commission on the 17th Mar. 1806; and served, during the last four years of the war with France, in the *Franchise* frigate, the greater part of the time under Captain Richard Buck. He was appointed to the *Portsmouth Ordinary* in 1816; and subsequently commanded the *Hind* revenue cruiser. He was advanced to his present rank on the 1st May, 1828.

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**THOMAS HOLBROOK, Esq.**

A SON of Mr. William Holbrook, an eminent solicitor of Ledbury, co. Hereford; and brother to Lieutenant Charles Holbrook, the only commissioned officer now employed on the Lakes of Canada.

The subject of this memoir was born at Ledbury, in Dec. 1792; and entered the royal navy in Feb. 1806, as midshipman on board the *Ocean* 98, Captain Francis Pender, fitting out for the flag of Lord Collingwood, commander-in-chief on the Mediterranean station, whom he followed into the *Ville de Paris*, first rate, in 1809. He subsequently served under Captains J. R. Lumley and Robert Barrie, in the *Hind* and *Pomone* frigates. In the latter ship, he was present at the capture of the French privateer *Dubourdieu*, of 14 guns and 93 men, Jan. 18th, 1811; and at the destruction of *P'Etourdie*, a national brig of 18 guns and 200 men, in Mar. following.

On the 1st May, 1811, the *Pomone*, in company with *P'Unité* frigate, and the *Scout* sloop, effected the destruction of two large French store-ships, an armed merchantman, a martello tower, and a 4-gun battery in Sagone Bay, island of Corsica, after an action of ninety minutes\*. At various other times, the boats of the *Pomone* captured and destroyed forty-two vessels, including three French privateers, mounting altogether 23 guns, and having on board 168 men.

Mr. Holbrook continued in the *Pomone* until that ship was wrecked near the Needles Point, Oct. 14th, 1811. We next find him in the *Alemene* frigate, Captain Edwards Lloyd Graham, employed in the Adriatic, where, in less than twelve months, he was at least ten times engaged with the enemy, either in boats or on shore. In May 1812, he was appointed acting lieutenant of that ship; and on the 23d Sept. following, promoted into a death vacancy on board the *Eagle* 74, Captain (now Sir Charles) Rowley. In April

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\* See Vol. II. Part II. p. 724, *et seq.*

1813, he assisted at the capture and destruction of six armed vessels, as will be seen by the following official letter :—

*“ Elizabeth, off the river Po, 29th April, 1813.*

“ Sir,—I have the honor to inform you, the boats of the Elizabeth and Eagle fell in, off Goro, with seven armed merchant vessels, laden with oil. Four of them were captured, and the other three ran on shore into a tremendous surf, under the protection of a two-gun battery, two schooners, and three settee gun-boats, who opened a most galling fire. Notwithstanding all these difficulties, one of the vessels was brought off, and another destroyed, much to the credit of Messrs. Roberts and Greenaway, senior lieutenants of the Elizabeth and Eagle, under whose directions this arduous service was performed. They speak highly of Lieutenant Holbrook, of the Eagle, who was also there, and of all the petty officers and men employed on this service. I am happy to add, no person was hurt. I have the honor to be, &c.

(Signed)

“ E. LEVESON GOWER, Captain.”

*“ To Rear-Admiral Fremantle.”*

On the 8th June, 1813, the marines of the Elizabeth and Eagle drove the enemy out of the town of Omago, on the coast of Istria, while the boats of those ships destroyed a two-gun battery, and brought off four vessels, loaded with wine, that had been scuttled. Between this period and the spring of 1814, when the Eagle was ordered home, Lieutenant Holbrook appears to have been present at the capture of Fiume, Trieste, Boca Ré, and nearly all the towns and forts on the coast of Istria and at the mouths of the Po; likewise at the capture and destruction of about 150 sail of the enemy's vessels\*.

On the 25th July, 1814, Mr. Holbrook was appointed to the Wanderer 20; and subsequently to the Fly sloop, in which vessel he served for three years and a half, as senior lieutenant, on the West India and Irish stations, where he assisted at the capture of several contraband traders. In 1825, we find him first of the Dryad 42, and three times at sea in command of that ship, during the protracted illness of her captain, the late Hon. Robert Rodney, under whose successor, the Hon. George A. Crofton, he continued to serve

\* See Vol. I. Part II. p. 673. *et seq.*



until promoted to his present rank, by commission dated May 6th, 1828.

After the demise of Captain Rodney, the *Dryad* proceeded to the Irish station, where Lieutenant Holbrook again had charge of her, during a cruise on the western coast. In July 1827, having then just returned to Plymouth, from Gibraltar, she was inspected by his present majesty, who fully approved of the arrangements throughout the ship. She subsequently joined the squadron under Sir Edward Codrington, off Navarino, from whence she was unfortunately detached to Smyrna, just before the battle of Oct. 20th, for which honors and rewards were so unprecedently bestowed. In Dec. 1827, she proceeded to the Dardanelles to embark Mr. Stratford Canning, H. M. ambassador at Constantinople, whom she conveyed with his suite to Vorla, Corfu, and Ancona. On his return to England, that diplomatist represented the services of Lieutenant Holbrook in such a way to the Lord High Admiral that he was immediately promoted. In the summer of 1829, he commenced a course of studies at the Royal Naval College, where he continued until the end of Dec. 1831.

Commander Holbrook's eldest brother is an attorney-at-law: his only surviving sister is the wife of Captain James Wallace Gabriel, R. N.

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### JOSEPH CHAPPELL WOOLLNOUGH, Esq.

*Knight of the Royal Hanoverian Guelphic Order.*

THE Woollnoughs claim descent from an ancient family originally seated at Wenlock, co. Salop, about the time of Henry III., a descendant of whom, Sir William Woolno'e, Knt., married and settled in Suffolk, temp. Edw. IV. At this period the family, it may be supposed, were wealthy and influential, Roger Woolno'e, a younger brother of Sir William, having married a sister of Richard Brandon, Duke of Suffolk. A pedigree up to the period of Cooke's Visitation,

(anno 1585) with the family arms, will be found among the Harleian MSS. in the British Museum.\*

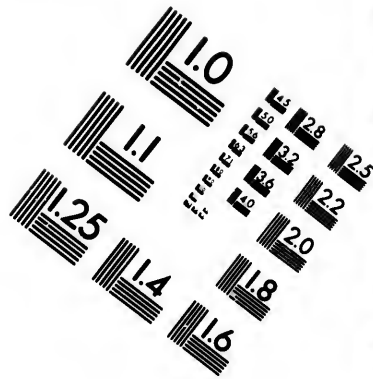
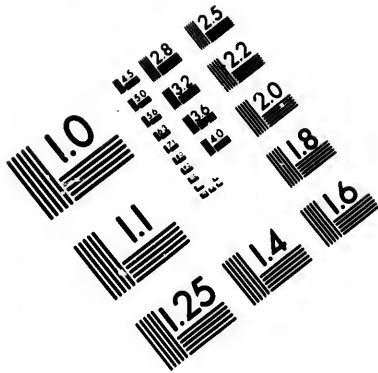
The subject of the following memoir is the only son of Mr. Joseph Chappell Woollnough, formerly dispenser of the royal naval hospitals at Deal, Madras, North Yarmouth, and the Cape of Good Hope, but now in private practice at South Town, North Yarmouth, by Ruth Cator, daughter of Mr. William Clarke, of Stubbs, in the county of Norfolk. His grandfather, a Suffolk yeoman, possessed property in Stadbrooke, which he added to by his marriage with Miss Cybele Chappell, of the same town. In 1774, he occupied Mettingham Castle, near Bungay, renting, in addition to his own estate, the manor and farm belonging to it. These he very much improved; he also laid out and beautified with much taste and at great expense, the grounds within the walls of the ancient castle and college, considerable portions of which, with the principal gateway, still remain, the towers forming a conspicuous object from many parts of the surrounding country. Like most country gentlemen of his time, he appears to have been a free liver and a great sportsman; an oracle among the neighbouring gentry and farmers, in all questions relative to horses and dogs; liberal and hospitable, but thoughtless and extravagant. In the latter years of his life, he entered into some mercantile speculations for which he was altogether unqualified, and at length died at Dunkirk, about the year 1789.

MR. JOSEPH CHAPPELL WOOLLNOUGH, junior, was brought up at Stubbs, under the care of his maternal relations. He entered the royal navy in 1800, as midshipman on board the *Monarch 74*, bearing the flag of Vice-Admiral Sir Archibald Dickson, then commanding the North Sea fleet; and in the course of a few months was removed, for the benefit of more active service, into the *Waaksamheid 28*, Captain Daniel

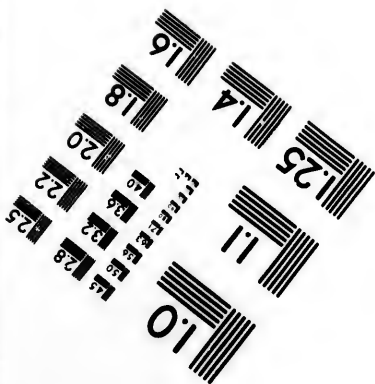
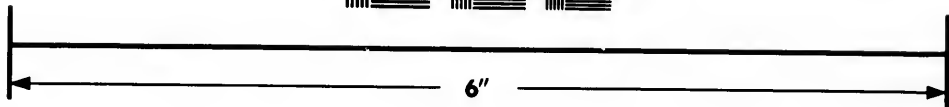
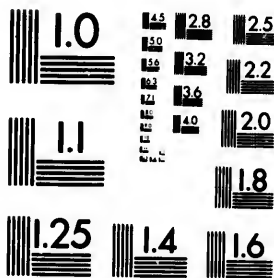
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\* In the reign of James I. one of the name of Woolnoagh, or Woollnough, held lands under the crown at Wymondham, as appears from a very curious petition, preserved in the library of the British Museum. Harleian MSS. 791.





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Atkins ; but which ship he was soon under the necessity of quitting, for the re-establishment of his health, then much impaired by his extraordinary rapid growth, he being at that time, although only fourteen years of age, no less than six feet, three inches and a half in height.

The treaty of Amiens having been concluded previous to young Woolnough's perfect recovery, his attention was next turned to the merchant service ; and we accordingly find him, early in 1802, embarking on board the *Harriet*, a beautiful and well armed ship, belonging to Messrs. Hurry and Co., commanded by Mr. Frank Hurry, and usually employed in the Honduras trade. An accident, however, which, though sufficiently serious in itself, was in all probability the means of preserving his health, if not his life, by checking his rapid growth, effectually prevented his proceeding to sea in her ; for playing one day, with another youngster, on the beams of the hold, the ship having only a half-deck for the people, he leaped upon an arm-chest which stood partially projecting over the break of that deck, and both fell together, a depth of about twenty feet, into the hold. The consequence was a compound fracture of the right thigh, a portion of the bone projecting through the trowsers. His recovery was tedious, but complete. To the care and attention of Mr. John Dinning, a skilful surgeon who resided at Shadwell, and by whom several pieces of the broken bone were extracted, he was probably indebted for the preservation of the limb. As soon as he had gained sufficient strength, he embarked on board another vessel belonging to the same owners, bound to Gibraltar ; where his father was then acting surgeon of *l'Aurore* prison-ship, and also attached to the naval hospital\*.

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\* Some years previously, Mr. Woollnough senior had, through the recommendation of Dr. John Weir, been appointed by Earl St. Vincent "examining surgeon" to the Mediterranean fleet. It was his duty to examine every reported hospital case, before the patient was allowed to be removed from his ship, and none could be received on shore without his sanction. This unique appointment ceased with his Lordship's command, if not before ; for it naturally gave offence to the old confirmed surgeons, nor are we aware that it was ever sanctioned by the Admiralty.

We next find our young officer, Sept. 26th, 1803, re-entering the royal navy, as midshipman on board the Bloodhound gun-brig, commanded by the late Lieutenant Henry Richardson, and employed in the blockade of Boulogne. In the course of the same year, he was four times engaged with the enemy's flotilla and land batteries. On the 29th Sept. he witnessed the destruction of two French gun-vessels; and on the 10th Dec. assisted in destroying a large ship, laden with hemp, iron, tar, &c. on the beach near Cape Grisnez. In the night of Jan. 20th, 1804, the Bloodhound was nearly sunk, off Dungeness, by the Arab 28, Captain Lord Cochrane, which ship, when in the act of wearing, ran her on board, stove in the larboard bow, and did considerable damage to her fore and head rigging.

In the ensuing spring, Mr. Woollnough was present at two attempts made to block up the entrance of Boulogne harbour, by means of three large merchant ships, loaded with masses of stone, firmly clamped and cemented together; leaving only spaces around the masts, filled with combustibles to ensure their destruction. After the abandonment of this hopeful scheme, the Bloodhound was incessantly employed in watching and annoying the enemy's flotilla. On the 31st July, 1804, the thanks of the Admiralty were read to her officers and crew, for their gallant conduct in a recent action, of which an account is given in Vol. II. Part II. p. 127, *et seq.*

On the 15th of the following month, Mr. Woollnough joined the Agamemnon 64, Captain John Harvey; in which ship he assisted at the capture of four Spanish merchantmen, from the Havannah and Vera Cruz, laden with sugar, cochineal, coffee, twenty chests of silver, and nearly a million of dollars. One of these valuable prizes, the Cleopatra, taken off Cape St. Vincent, Dec. 29th, 1804, was entrusted to his charge, and safely conducted to Gibraltar.

On the 31st Jan. 1805, the Cleopatra was driven on shore in a heavy gale of wind, during which many vessels were totally destroyed, the bay and new mole being then crowded with shipping of every description. The Agamemnon her-

self had a narrow escape, having parted one of her cables, and drifted close to the rocks under the Devil's Bowling Green, where she rode with two cables an end, the offset from the rocks fortunately easing the strain.

Some months previous to this destructive storm, the garrison at Gibraltar had been, for the first time, afflicted with that dreadful scourge the yellow fever; and many families had embarked to escape the infection, which had only just begun to assume a milder character at the period of Mr. Woollnough's arrival. During the continuance of the gale, the rain was incessant, and so heavy that many coffins buried in the red sands were exposed. After its abatement not a single case of fever occurred.

On the 8th April, while still detained with the prizes at Gibraltar, Mr. Woollnough had the mortification to see a French squadron from Toulon, consisting of eleven sail of the line, seven frigates, two brigs, and a store-ship, pass the Straits to the westward. Every eye was turned to the Mediterranean, in expectation of Lord Nelson and his squadron; but he not appearing, Lord Mark Kerr, of the Fisgard, then senior officer in the bay, immediately despatched a small fast-sailing vessel with the intelligence to his Lordship, while he himself watched the enemy until their arrival at Cadiz.

In the beginning of May, when Nelson also passed the rock, Mr. Woollnough was employed, together with the other prize-masters and their crews, in fitting out the Spanish frigate *Amphitrite*, captured by Sir Richard J. Strachan, and commissioned, *pro tempore*, by Captain Robert Corbet, with whose successor, the Hon. Courtenay Boyle, he returned home early in Aug. 1805. On the 25th of that month, he rejoined the *Agamemnon*, off Ushant; which ship was shortly afterwards placed under the command of Captain Sir Edward Berry, to whose notice he appears to have been strongly recommended by his Norfolk connections.

On the 10th Oct. the *Agamemnon*, then off Cape Finisterre, on her way to join Lord Nelson, had a very narrow escape from the famous Rochefort squadron. Her proceed-

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ings on this occasion are thus described by one of Sir Edward Berry's officers :—

“ We sailed from Spithead on the 2d Oct., having on board Lord Robert Fitzgerald, H. M. ambassador to the court of Lisbon. On the 10th, about 2 A. M., we found ourselves in the midst of several large ships, but it being excessively dark, and some difficulty arising about the signal lights, it was day-break before we made them out to be a French squadron, consisting of one three-decker, four other line-of-battle ships, one 54 (the Calcutta, recently captured from the British), two frigates, and a brig; with several sail of merchantmen in tow. At this time, the *Agamemnon* was so near the three-decker, bearing the flag of a rear-admiral, that a biscuit might almost have been thrown on board; all the ships going large. She was instantly hauled to the wind, and all sail made; and to the rapidity with which this was effected we owed our safety. We were immediately chased by the three-decker and two other ships; the former occasionally firing at us from her bow-guns. The wind was so fresh, that we could barely carry top-gallant sails over single reefed topsails, and were frequently obliged to take them in. In doing so, we always handed them, thereby gaining some advantage, as the enemy allowed theirs to hang loose until the squall had passed and admitted of their being again set. The hammocks were down, and one watch was ordered to lie down in them; the lee-guns were run in amidships, and the weather quarter boat was cut away. Two of the enemy gained on us; the three-decker barely held her own; the rest of the squadron were soon far astern. One of the former might have brought us to action with the greatest ease. We occasionally made signals and fired guns, in order to deceive the enemy, whose position, however, afforded us but very faint hopes of escape. At this time, Lord Robert Fitzgerald asked Sir Edward Berry if he thought we should be taken? ‘That, my Lord, I cannot exactly say,’ he replied, ‘but I can assure you they shall only have half of her—they shall never take her into port!’ At 10, A. M., one of the two-deckers was far advanced upon our starboard quarter, and the other on our larboard beam; notwithstanding which their chief thought proper to recall them, and bear up after a convoy to leeward, the outward-bound Oporto trade, part of which he captured.

“ The *Agamemnon*, it appeared, was not to be detained by landing Lord Robert Fitzgerald at Lisbon; as we carried him on past Cape St. Vincent, where we fell in with the *Nautilus* sloop, in which vessel he was conveyed to the Tagus. On the following morning, Oct. 13th, we joined Lord Nelson's fleet, then ninety-three miles due west of Cadiz.”

On the night previous to the battle of Trafalgar, the situation of the *Agamemnon* was rather a critical one, she having lost her main top-mast in a heavy squall, while midway be-

tween her friends and the fleets of France and Spain. On the glorious 21st Oct. 1805, after dismasting a French 74, she took up a position under the stern of the Santissima Trinidad, and stuck close to that huge ship until attacked by four two-deckers belonging to the enemy's van—two on the larboard bow, one a-beam, and one astern; had these ships fired steadily and low, she must have been sunk; but their guns were pointed so high, that not one shot in a hundred struck the hull. During this conflict, Mr. Woollnough had the command of the forecastle.

The Agamemnon subsequently accompanied Sir John T. Duckworth to the West Indies, and formed part of the squadron under that officer's command, at the battle of St. Domingo, Feb. 6th, 1806. Mr. Woollnough afterwards assisted at the capture of *la Dame Ernouf*, French privateer, of 17 guns and 115 men; *la Lutine*, national brig, of 18 guns and 95 men; and the Spanish national schooner *Sevillana*, from *Coruña* bound to *Vera Cruz*.

In Sept. 1806, the Agamemnon, then commanded by Captain Jonas Rose, returned home with 275 sail of valuable merchantmen under her protection. After refitting at Chatham, she joined the expedition destined against Copenhagen, where Mr. Woollnough was sent, with an old man and two boys, to take charge of the Danish merchant-ship *Louisa*, the crew of which were allowed to remain. Taking advantage of his temporary absence on board another prize, the Danes plied his boys with brandy until drunk, forced the old man below, and were about to cut and run, when he, not feeling perfectly at his ease, as the evening closed in dark, with a westerly breeze, paddled himself alongside in a little skiff. On reaching the deck, the first person he met was the master's wife, an Irishwoman, with her clothes all nearly torn off, flying from her husband, who, with a drawn dirk in his hand, was swearing that she should not live to betray him. On seeing Mr. Woollnough, he retreated to the cabin, where five of his countrymen, all in the prime of life, were finishing their potations. The mate then stepped forward, armed with a handspike; but, being intoxicated, he was

easily tripped up, disarmed, and put down the fore-castle, from whence the old Englishman, who had cautiously refrained from drink, was at the same time liberated. Thus checked at the outset, the whole party were easily overawed and placed in confinement.

On the surrender of the Danish navy, Mr. Woollnough was ordered to assist the Agamemnon's first lieutenant in equipping and taking to England the Princess Caroline 74. This ship was loaded with an immense quantity of knee-timber, oak-plank, and iron, some cables, between sixty and seventy anchor-stocks, and twenty-four spars, most of which were calculated for line-of-battle ships' lower masts. She also brought home 665 officers and men of H. M. 95th regiment.

In Dec. 1807, the Agamemnon formed part of the squadron employed in blockading the Tagus; and on the 28th of that month Mr. Woollnough was put in charge of the Portuguese ship *Commerciante*, of 900 tons, from South America bound to Lisbon. This ship he found in a most miserable state: her cargo had shifted in a gale of wind, and she heeled three streaks to port; her waist bulwarks had been washed away, her rudder pintles were loose, and she was so leaky as to require constant pumping. Notwithstanding the bad weather she had met with, her top-sails had never been reefed, but, when it blew hard, merely lowered on the cap: in consequence thereof, the reef-points were all fagged out, merely with knocking against the canvas. The only instrument found on board her was a mutilated quadrant; there was not a hole to shelter the crew from the weather, though in the midst of winter; even the cabin was filled with cocoa: added to all this she had but one cable, and was as heavily rigged as an English frigate. Mr. Woollnough's prize crew consisted of three tolerable seamen, nine other blue jackets, and four marines. The Portuguese remaining on board were eleven in number, principally officers.

On the 4th Jan. 1808, being then about twelve leagues west of Cape Finisterre, at 6 A. M., Mr. Woollnough found himself in the midst of a strange squadron, but, as the

morning was very dark and hazy, he could not make out what they were. To attempt running away in such a ship as the *Commerciante* was out of the question; he therefore kept on his course for England, without making any more sail, and the strangers fortunately paid no attention to him. At daylight, he was abreast of a frigate, and could clearly make out six sail of the line, evidently foreign, steering to the S. W. under a press of sail. The frigate was then a long way astern of them, and, although close to the *Commerciante*, who shewed no colours, hurried on after her friends, without stopping to overhaul a ship which every one could plainly see was not English.

On the 11th Jan., about 11 P. M., a vessel was discovered in chase of the *Commerciante*; and drawing up astern, Mr. Woollnough soon made her out to be a large lugger, and there was little doubt of her being a French privateer. Ushant then bore N. E., distant about eighty miles.

The *Commerciante* had originally mounted twenty nine-pounders; but those, with the exception of two, were in the hold, under the cargo, as were likewise all the shot belonging to them. Captain Rose had supplied Mr. Woollnough with a few cartridges of powder; but the only substitute he could find for shot was a compound of old iron, tin kettles, saucepans, &c. moulded into something like form by the hammer.

The wind was blowing strong from the westward, and the ship running with the fore and main topsails double reefed on the cap, the mizen topsail furled. The enemy ran under her lee without hailing, prepared for action, with a light at every gun, and when on the quarter lowered his main lug. One of Mr. Woollnough's men had a knack of imitating the boatswain's call by piping through his fingers, and did so while the topsails were being hoisted. The order was then loudly given, through a speaking-trumpet, to "stand by the fore-castle gun." "All ready, Sir," was promptly answered. The enemy had now shot before the beam, and seemed to hesitate how to act. The fire of the 9-pounder determined him; his lights were instantly extinguished, and, shooting

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across the *Commerciante's* bow like an arrow, he was soon out of sight. On the following day, this lugger was captured by a British cruiser, and proved to be a privateer of 14 guns, full of men. On the 14th, Mr. Woollnough, who then had not been in bed for seventeen nights, arrived safely at St. Helens.

Previous to his re-joining the *Agamemnon*, in South America, Mr. Woollnough was successively transferred, as supernumerary, to the *Resolution* 74, Captain George Burlton; *Hibernia* 110, bearing the flag of Sir Charles Cotton; *Minotaur* 74, Captain Norborne Thompson; *Royal William*, flag-ship at Spithead; *President* frigate, Captain Adam Mackenzie; and *Lightning* sloop, Captain Bentinck C. Doyle; in which latter ship he arrived at Rio Janeiro, about Sept. 1808.

The Brazilian station, though interesting at first, from its novelty, was altogether an inactive one. The representative of the House of Braganza, who had recently emigrated from Portugal with his family and court, dreaded to have any of the British squadron go to sea. The *Agamemnon*, however, had one cruise, during which the situation of Trinidad and the rocks of Martin Vaz was correctly ascertained. On Trinidad were found seven men, who stated that they belonged to an American whaler, and had landed on the island eighteen months before, for the purpose of burying their legs in the earth, as a remedy for the scurvy; that it had come on to blow, and, there being no anchorage, their ship had been blown off, leaving them behind. They had built themselves a hut, just sufficient to shelter them from the weather; and they had subsisted on the flesh of goats and fish, the former of which are numerous on the island, and tame; the fish they caught with their hands among the rocks; eggs also they obtained in abundance. Their boat was lying on the beach, but stove; they declined being taken off, as they said they had no doubt of their ship calling for them again, if she came on the coast. They appeared the very counterparts of De Foe's "*Robinson Crusoe*," clothed from head to foot in goat-skin dresses, with the hair outwards; and their beards

of eighteen months growth, leaving but little of the "human form divine" at first sight distinguishable.

On the 5th Aug. 1809, the *Agamemnon* was wrecked near Gorita, an island in the Rio de la Plata. Mr. Woollnough's exertions after the ship struck, in saving her stores, &c. were most incessant and laborious; they attracted the notice of Captain Richard Turner Hancock, commanding the *Foudroyant* 80, bearing the flag of Rear-Admiral De Courcy, who offered him a mate's rating in that ship, which he accordingly joined on the 8th of the same month. The admiral and his lady also paid him the most polite attention; the former even supplying him with body linen until his chest could be recovered.\*

Thus ended the services of Nelson's favorite ship, always before a fortunate, and always a favorite one. Many of the older seamen, when they went over her side for the last time, were actually shedding tears. Her name will always be associated with that of Britain's greatest naval hero. Still, among all our new ships, we have not an "*Agamemnon*."

Mr. Woollnough's stay in the *Foudroyant* was but short. He passed his examination on the 23d of August; and, in three days afterwards, was appointed sub-lieutenant of the *Steady* gun-brig, then under the command of the late Captain Arthur Stow. While in this vessel he became a good pilot for the Rio de la Plata and the adjacent coast of Brazil.

In the spring of 1810, the *Steady* was ordered to bring home Mr. Hill, Secretary of Legation, and the bearer of a treaty highly advantageous to the commercial interests of Great Britain; also a Portuguese Consul for St. Petersburg.

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\* To Captain Adam Mackenzie, of the *Bedford* 74, and the officers of that ship; also to Lieutenant (now Captain) Robert Ramsay, who then commanded the *Misletoe* schooner, the *Agamemnon*s were particularly indebted for their unwearied kindness and attention to them while on the wreck. The schooner anchored alongside, and cooked the people's dinners; the *Bedford*'s supplied their distressed brother officers with their daily meals.

On her arrival in England, Lieutenant Stow obtained leave of absence, and the charge of the vessel devolved upon Mr. Woollnough, for a period of two months. His active and officer-like conduct during the time that she was refitting did not escape the notice of Sir Roger Curtis, then commander-in-chief at that port, who kindly asked him what his prospects were, and what he intended to do? Mr. Woollnough frankly replied, that he had no one to whom he had any reason to look for patronage, and that he must rely on his own exertions. "Why then," said the gallant veteran, "do you not go and wait on Mr. Yorke (First Lord of the Admiralty), and lay your services before him?" Mr. Woollnough thanked him for the friendly hint, and requested his permission to visit London for that purpose. "No," said Sir Roger, "I cannot give you leave *to go to London*, but I will allow you to be absent from your duty for twenty-four hours, and you may go where you like."

Mr. Woollnough was received by Mr. Yorke in the most gentlemanly manner; his services were considered by him as a sufficient claim to promotion; but he was told, that he must go abroad, as no officer, "except for immediate and particular service," would be promoted at home. Accordingly, a few days after he had re-joined the *Steady*, an order was received for him to proceed to Halifax, on promotion; but as the *Steady* was about to sail for the Mediterranean, he requested permission to remain in her, and that his name might be transferred to the list of recommended candidates on that station: this was unhesitatingly acceded to.

On the 26th Sept. 1810, the *Steady* arrived at Gibraltar, in company with the *Undaunted* frigate and Mediterranean trade. On the 28th, Mr. Woollnough received an order from Commodore Penrose to act as lieutenant of that fine ship, then about to sail for Malta, where he was unfortunately obliged to leave her in consequence of severe illness. From thence he proceeded, in the *Bustard* sloop, to join the fleet under Sir Charles Cotton; and on his arrival at Port Mahon, found himself promoted into the *Leviathan* 74, commanded by his friend Captain John Harvey, and then re-

fitting at Gibraltar. This appointment was confirmed by the Admiralty, Jan. 19th, 1811.

Having joined the *Leviathan* before his health was re-established, Lieutenant Woollnough soon had a relapse, and was ultimately obliged to invalid. He returned home in the *Hotspur* frigate, Captain the Hon. Josceline Percy; and on presenting himself at Haslar hospital, appeared so ill that the medical officers insisted on his remaining there as a patient. On his recovery, he again applied for employment, and was immediately appointed to the *Providence* armed brig, Captain Peter Rye, on the North Sea station. We next find him in the Arab sloop, Captain John Wilson, employed in taking out a Spanish ambassador for the court of St. Petersburg; and bringing home from Gottenburg the despatches containing an account of the burning of Moscow, and commencement of Napoleon's retreat from Russia. This momentous intelligence Lieutenant Woollnough had the honor to convey to London; and although he could not expect promotion before he had served the allotted period, he reasonably hoped that at a future period it would be remembered in his favor.

The Arab was afterwards employed in escorting a fleet of merchantmen to Barbadoes, where shortly after his arrival, Captain Wilson, whose health had been extremely bad, found himself under the necessity of going to sick-quarters; and was succeeded in the command of his sloop by Lieutenant Robert Standly, the officer next on the Admiralty list for promotion\*.

In April 1813, the Arab detained four vessels under Swedish colours, two of which were condemned; but the prize agent, a Mr. Burrige, having failed, no money was ever received for them. In the summer of the same year, Lieutenant Woollnough returned home in the *Tartarus* 20, Captain John Pasco; from which ship he appears to have been appointed to the *Blazer* sloop, Captain Francis Banks, Oct. 8th following.

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\* Mr. Standly was confirmed into the *Crane* sloop, which vessel foundered with all on board, Sept. 30th, 1814.



Owing to the movements of the *Blazer*, then actively employed in the rivers Elbe and Weser, Lieutenant Woollnough could not join her until after the capture of the enemy's forts at Cuxhaven, Dec. 1st, 1813.\* The subsequent operations against Gluckstadt, in all of which he bore an ample share, are officially detailed under the head of Captain (now Sir John) Marshall.†

After the fall of the latter place, the *Blazer* returned to Cuxhaven, where she remained in charge of the flotilla and French prisoners, until the breaking up of the ice, in Mar. 1814. The prisoners, about 300 in number, including several ladies, were placed under the directions of Lieutenant Woollnough, in the "chateau," with every regard to their comfort.

During the severe frost of 1814, this officer, who had also charge of the stores on shore, imposed upon himself the voluntary duty of patrolling the towns of Cuxhaven and Ritzbüttele twice or thrice every night, thereby preventing many depredations which the foreign troops, sent by Count Walmoden to assist in guarding the prisoners, would otherwise have committed.

In March, General the Count de Bennigsen having invested Hamburg, then occupied by a French army under Marshal Davoust, he applied to Commander Marshall, of the *Shamrock* sloop, for the assistance of the British flotilla. The gun-boats at Cuxhaven were consequently equipped with all possible speed, and moved up in company with the *Shamrock* and *Blazer*, the former sloop having wintered at Gluckstadt. Their crews consisted of British and Danish seamen, some Hanoverian peasantry, and 300 Russian soldiers. The only officers to command this motley group were Commanders Marshall and Banks, Lieutenants Woollnough and Edgecombe, two second masters, and two midshipmen; those who had been employed in them during the sieges of Cuxhaven and Gluckstadt having gone home with the Heligoland squadron.

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\* See Suppl. Part III. p. 251.

† See *Id.* p. 390, *et seq.*

Shortly after their arrival before Hamburg, a division of these gun-boats, under Commander Marshall and Lieutenant Edgcombe, in flanking a reconnoissance of the troops investing Haarburch, had some sharp firing with the enemy's batteries, during which one of them was sunk, but no loss in men sustained.

Although the allies entered Paris on the 30th March, the restoration of Louis XVIII. was not fully known before Hamburg until late in April. when the Count de Bennisen lost no time in sending a summons to Davoust. After this, it was evident that great excitement existed in the city, Napoleon's colours being hoisted on several of the forts, while others displayed those of Louis. Under these circumstances, Lieutenant Woollnough was directed to go in with a flag of truce, bearing a letter from Commander Marshall, sanctioning, on the part of England, the convention by which Hamburg was to be surrendered. He was also directed to insist on the flotilla being considered an independent co-operating force, and not at the disposal of the Count de Bennisen, as the Russian officers had affected to represent it. In this Mr. Woollnough perfectly succeeded.

After the embarkation of the French army, the charge of the arsenal at Hamburg was given to Commander Banks; and Lieutenant Woollnough was sent with some gun-boats to Gluckstadt, to claim the brass guns and mortars belonging to that fortress, and to equip and bring away the late Danish flotilla. On his arrival at Stadt, he had the mortification to find that the transports which were to have received the guns, &c., had sailed for England; and at Gluckstadt, where he was left with only twelve *seamen* (the Danes, Hanoverians, and Russians having all been discharged,) every possible obstacle was thrown in his way. On the 19th May, 1814, Commander Marshall, then at Altona, wrote to him as follows:—

“ My dear Sir,—Your letter of the 17th reached me this morning. I beg to express my sense of your exertions on the service in which you are at present employed. You have done perfectly right in making every effort to place the *ci-devant* Danish flotilla and brass ordnance in the

actual possession of our squadron. I beg you will persevere in your activity, and I am induced to hope that we shall yet succeed in getting every thing clear of Gluckstadt. I remain, dear Sir, &c.

(Signed) "JOHN MARSHALL."

The flotilla alluded to consisted of an armed brig, a galliot, and nine gun-vessels. During the absence of the British force, the masts of the former had been cut away above the deck, and two of the latter sunk; added to which, the greater part of the rigging, sails, &c., of the whole, had been stolen from the storehouses. Notwithstanding all these difficulties, and the extremely limited means at his disposal, Lieutenant Woollnough had the satisfaction of bringing away all the vessels, except those sunk, together with forty-nine heavy guns and mortars. This service was performed in an incredibly short time, to the astonishment of the Danish naval officers, who had offered heavy bets that, with the few men he had, it would not be accomplished in a month, if at all. The galliot and gun-boats were sold; the brig, in company with our own flotilla, arrived at the Nore, Aug. 1st, 1814. About this period, Lieutenant Woollnough received letters from Commander Marshall and the Count de Bennigsen, of which the following are copies:—

"My dear Sir,—It is particularly gratifying to me, when on the eve of resigning the command of the Elbe squadron, to notice the good conduct of the officers who served in it. I therefore feel very great pleasure in expressing my sense of your services; although I am assured the captain of your own sloop will not neglect to observe your merits. Your *great zeal and exertions* are honourable claims, and will, I trust, lead you to promotion, of which I am confident your efforts will, on every occasion, render you worthy. I have the pleasure to remain, yours very faithfully.

(Signed) "JOHN MARSHALL."

"Monsr. Lieutenant Woollnough.—Sa Majesté l'empereur de tout les Russes, sur ma representation, a bien voulu rendre justice à la bravour et aux talens militaires dont vous avez donné des preuves pendant le blocus de Hamburg et Haaburg—surtout dans la dernier affaire navale contre les fortifications de Haaburg. Pour vous donner une marque de son contentement, Sa Majesté a daigné vous conférer son ordre de St. Vladimir, 4<sup>me</sup> class, dont je joins ici les signes pour vous en decorer.

(Signed) "CONT DE BENNIGSEN,"

Commandant-in-chef de l'Armée de Pologne,  
Generale de Cavallerie."

"No. 589. A 5 Juillet, 1814."

As the order of St. Vladimir conferred no distinction in England, nor was even noticed by a distinctive mark on the navy list, Lieutenant Woollnough did not then apply for the royal permission to accept and wear it; but in 1827, when his present Majesty, then Lord High Admiral, was graciously pleased to direct that the names of officers having foreign orders should be inserted in that list, and a distinguishing mark placed against their names as they stood in seniority, it became desirable to attain it; and he accordingly applied through the proper channel. About twelve months afterwards, he was told that the Board of Admiralty could not recommend him to his Majesty for permission to wear the order, as it did not appear that he had been under fire while before Hamburg. Captain Marshall, Commander Banks, and Lieutenant Edgecombe, had each received permission to wear their respective orders; though the only firing which took place at Hamburg was on the occasion mentioned in p. 284, which led to no result, and where the former and the latter officers only were present, Commander Banks, as well as Lieutenant Woollnough, being on the other side of the river, separated from them by a long range of islands. On no occasion was Commander Banks under fire, that Lieutenant Woollnough was not so likewise; yet the former gentleman obtained permission, and the latter was denied it. Lieutenant Woollnough could not help feeling also, that on him, under the direction of Commander Banks, had rested the equipment of the gun-boats for this service in the first instance; that he had been afterwards selected for the rather delicate missions to Davoust and the Danish authorities at Gluckstadt; and that he had finally received the thanks of the senior officer for his exertions. To the determination of their Lordships, he felt it to be his duty to bow without a murmur; but still he could not help feeling, that, whatever regulations might have been more recently made, his own case was a hard one.

The Blazer was paid off, at Sheerness, Aug. 18th, 1814; and on the following day, we find Lieutenant Woollnough appointed to the Hearty sloop, Commander James Rose, on

the North Sea station. He soon afterwards volunteered to serve in Canada, the only quarter which then appeared to afford an opening for a zealous officer's exertions: but negotiations for peace between Great Britain and America having commenced about the same period, probably prevented his appointment. In the spring of 1815, when the return of Napoleon Buonaparte from Elba again called forth the energies of the British nation, permission was given for a certain number of seamen from the ships in commission, to join the army in Belgium, as volunteers, for the purpose of working guns and managing pontoons. Lieutenant Woollnough lost not a moment in offering his services for this duty, but was told that all the officers intended to be so employed were already appointed.

After the battle of Waterloo, the *Hearty* was employed in suppressing a very serious riot among the seamen in the river Tyne, for which service her commander, officers, and crew were honored with the thanks of H. M. ministers. She was paid off, at Deptford, Dec. 1st, 1815. Up to this period, Lieutenant Woollnough had witnessed the capture and destruction of 44 sail of the line (French, Spanish, and Danish), 11 frigates (one of which was a Russian seized at Spithead), 19 sloops, 57 gun-boats, and 13 merchant vessels, mounting altogether 4337 guns.

In 1816, Lieutenant Woollnough laid before the Hon. Court of Directors of the East India Company a plan of what he considered a much shorter route than that commonly used, for the conveyance of despatches, &c. overland to and from Calcutta; offering his own services to establish its practicability. The Court complimented him on the occasion, but did not think it expedient to adopt his proposition.

In 1817, having resided for several months at Cartmell, in Lancashire, this officer's attention was drawn to the number of lives lost on the extensive sands which separate that promontory from Lancaster and Furness; and which are daily crossed, between half ebb and quarter flood, by great numbers of persons in their way to and from the market

towns of Lancaster and Ulverston. These sands, from shore to shore, on the Lancaster side, are about nine miles across; and the great danger arises from the passengers being overtaken by fog, thick weather, or darkness, and thus prevented from distinguishing the land, or the guide who attends at the bed of the rivers to shew the ford; in which case, and should he deviate from the proper route, he would run serious risk of being overtaken by the tide, or overwhelmed in a quicksand. Lieutenant Woollnough drew up a plan and estimate for rendering this passage more safe, which he submitted to Lord George Cavendish, and various gentlemen of property residing in the same neighbourhood. His Lordship's opinion thereon was conveyed to him in a note, of which the following is a copy:—

“ Lord George Cavendish's compliments to Lieutenant Woollnough, is much obliged to him for the communication, and sketch of the vessel, for insuring the safety of passengers crossing the sands. It appears to be very ingenious, but he should much fear the practicability of carrying it into effect. There would be great difficulty in securing the vessel being stationary, and the expense attending it would not be easily defrayed, or likely to be adopted by the county.”

Subsequently, in exploring the sands and adjacent coasts, Lieutenant Woollnough soon discovered that they were very erroneously laid down in the existing charts; and he therefore set about constructing one of Morecambe Bay and the coast, from the north end of Walney Isle to the entrance of the Ribble, including the river Lune. This he effected at great personal risk, and immense labour, arising from the want of proper assistance. It was presented to the Lords Commissioners of the Admiralty, who honored him, through their secretary, with a very handsome letter of thanks.

Lieutenant Woollnough also published, in the Lancaster newspaper, plain and easy directions for crossing the above mentioned sands, when overtaken by fog, &c. He subsequently presented a copy of his survey to the corporation of Liverpool, for which he received a vote of thanks.

In 1817 and 1818, when the disturbances in the large manufacturing towns in the north of England, agitated by

Messrs. Hunt and Co., assumed a very serious aspect, Lieutenant Woollnough offered his services to the Secretary of State for the Home Department, in any way in which they could be rendered available ; and had the honor of receiving Lord Sidmouth's thanks for his zeal. In May 1819, he was appointed to the command of the Tartar revenue cruiser, and stationed in her from the Goodwin Sands to the coast of Essex, including the entrances to the Thames. On a service of this kind, an officer who turns his whole attention, as it is his duty, to the suppression of smuggling, cannot expect to be very fortunate in seizures, as the very activity which prevents the successful pursuits of the illicit trader drives him to try some other part of the coast, which he hopes to find less vigilantly guarded. Lieutenant Woollnough, however, captured about 1000 tubs of spirits while on this station, and was moreover successful in materially checking the contraband trade. In 1822, when the revenue cruisers were placed under the orders of the Comptroller-General of the Coast Guard, the Tartar was removed to the Weymouth station. While there, Lieutenant Woollnough superintended the building of a similar vessel, at Bridport, and the equipment and launch of another, at Hastings. He was not superseded in the command of the Tartar until Dec. 1822, seven months after the expiration of the usual period of service. Previous to this, his attachment to maritime surveying, which he was in the habit of having recourse to as an amusement, whenever opportunities of doing so occurred without interfering with his immediate duties, had procured him the friendship of the late Captain Hurd, many years hydrographer to the Admiralty, and with whom he kept up a correspondence until his death. Captain Hurd having requested that he would transmit to him such remarks as he had made while in the Tartar, he laid down the soundings, &c., and forwarded them with his observations, which produced a letter containing the following passage :—

“ I understand, with the rest of the world, that a promotion will most

probably take place at the ensuing coronation, and most sincerely shall I rejoice at finding your name included therein. I am, however, sorry to add, that I possess no influence at head-quarters which can be made useful to you, beyond that of an official reference being made to me on the subject of character and abilities. Should any such be made or called for, in consequence of your intended application to Lord Melville, I shall be most happy to testify my opinion of your *zeal, abilities, and strong desire to be made useful to this department.* With my best wishes for your success, I remain, my dear Sir, &c.

(Signed) "THOMAS HURD."

In 1823, Lieutenant Woollnough made experiments on the antiseptic properties of various substances, with a view to their possible utility at sea. The result was laid before the Admiralty. He also analyzed the water of a mineral spring called the Holywell, near Cartmell, celebrated for its salutary effects on the health of the lead-miners from Alston-Moor. The result was published in the Quarterly Journal of Science and the Arts, in 1824.

On the 12th Jan. 1825, Lieutenant Woollnough was appointed to the command of the Surly cutter, then on the North Sea station, but afterwards employed in conveying specie to Dublin. In Oct. following, he was ordered to the river Wear, to act in aid of the civil power, the seamen there having struck for higher wages, and had recourse to some dreadful acts of violence, while attempting to prevent ships from proceeding to sea. He continued on this duty until Oct. 1826, when he was enabled, with the sanction of the Sunderland magistrates, to report that there was no farther necessity for an armed vessel to remain there. During his stay in that port, the inhabitants and ship-owners were so satisfied with his conduct, that, as we have been given to understand, they wrote through the Marquis of Londonderry, a letter strongly recommending him to the favorable notice of Viscount Melville. In 1827, he was similarly employed at Shields; and on both those occasions he appears to have had an additional party of marines, with a commissioned officer of that corps under his command. While at Sunderland, he constructed a chart of the harbour and roads, in which some dangerous rocks, unnoticed in any



former charts, were laid down ; and on this occasion he was honored with the following communication :—

“ *Prince Regent, in the Medway, Aug. 1827.*

“ Mem<sup>o</sup>.—Having laid before his Royal Highness the Lord High Admiral your survey of the harbour and road of Sunderland, I have it in command to express to you H. R. H.’s satisfaction therewith, and with the zeal you have manifested in making the said survey.

(Signed) “ H. BLACKWOOD, Vice-Admiral.”

“ *To Lieutenant Woollnough.*”

The *Surly* was next employed on the coast of Scotland, where she continued till the beginning of the winter of 1827, during which season we find her stationed in the entrances of the Thames, for the suppression of a system of smuggling, supposed to be carried on to a great extent in loaded merchant vessels, and which it was extremely difficult to detect. For this purpose, the *Asp* cutter, tender to the flag-ship in the river Medway, was placed under his orders, together with a draft of men from the *Prince Regent* and *Gloucester*. During his continuance on this service no smuggling transaction was heard of.

While thus serving under the command of Sir Henry Blackwood, Lieutenant Woollnough, at his desire, drew up a memoir of what he believed to be the present state of the contraband trade carried on about the entrances of the Thames, and the probable mode of prevention. On the 8th May, 1828, he received a most gratifying note from that officer, to the following effect :—

“ Sir Henry Blackwood derives much pleasure in the transmission of the annexed notification of promotion to Lieutenant, now Commander Woollnough, and begs to wish him joy on the occasion, as being so well merited.”

Commander Woollnough was superseded on the 17th of the same month, since which he has not been employed. In 1829, he submitted to the Lords of the Admiralty the advantage of adopting a shorter and lighter piece, in small vessels of war, in lieu of the present long and heavy musket; and also a comparative estimate of the expense of the hired transports, and that of a certain class of men-of-war, fitted

for the conveyance of troops. In 1831, the following application was made in his favour to Lord Durham, and, we believe, transmitted by that nobleman to Sir James Graham :

“ My Lord,—We, the undersigned merchants and ship-owners of the port of Sunderland, do most respectfully beg leave to solicit your Lordship’s recommendation of Commander J. C. Woollnough, R. N., to the favourable consideration of the Lords Commissioners of the Admiralty.

“ During the riots of the seamen at this port, in 1825, Commander Woollnough, then lieutenant, commanding H. M. cutter Surly, was stationed here, and by his very active and judicious conduct, not only restored and preserved the tranquillity of the port, but also by his prompt and obliging readiness in rendering assistance to our vessels on every occasion, gained the good will and esteem of all the respectable inhabitants. He has since been made a Commander, and is anxious to obtain employment : but although his services are before the Lords of the Admiralty, his personal character is unknown to Sir James Graham.

“ He has been twenty-seven years in the navy, seventeen of which he was lieutenant, and during the war was in the battles of Trafalgar, St. Domingo, &c., &c., and otherwise frequently engaged with the enemy. He has several times been honoured with the thanks of the Admiralty, and of the commanders under whom he served, the details of which are now before the Admiralty ; and he has also had conferred upon him the order of St. Vladimir, for services in Germany. We are given to understand some ships of war are about to be commissioned, suitable to his rank ; and if your Lordship should deem it proper to intercede in his favour, and procure him an appointment, it would be conferring a great obligation on the inhabitants of this port generally : and we feel confident that Commander Woollnough would do honor to the appointment.

“ Hoping your Lordship will pardon the liberty we have taken in this recommendation, we are, my Lord, &c.”

(Signed by the chairman of the ship-owners’ society, and 33 of the most respectable merchants and ship-owners of the port.)

On the 18th Aug. in the same year, Sir Henry Blackwood wrote to Commander Woollnough as follows :—

“ My dear Sir,—I have received your letter of the 16th, and beg to assure you that it always gives me pleasure to bear testimony to the good conduct of the officers who have served under my flag ; and am happy to have it in my power on this occasion to testify my opinion of the talent and zeal displayed by you in the public service on all occasions when in command of his Majesty’s cutter Surly, under my orders in the North Sea ; and I shall be at all times extremely happy to see you again under my flag. With best wishes for your success, I remain, dear Sir, yours faithfully.

(Signed)

“ HENRY BLACKWOOD.”

In the beginning of 1834, the King was graciously pleased to confer on Commander Woollnough the insignia of the Royal Hanoverian Guelphic Order.

This officer is the author of several letters on the education of young gentlemen on board H. M. ships, in which he particularly, and *very properly*, condemns the old system of putting them to mess with warrant officers. These letters appeared in the latter volumes of the Naval Chronicle.

Commander Woollnough married, Feb. 16th, 1833, Sophia, youngest daughter of the late Richard Williams, Gent., one of the solicitors of the Lord Mayor's Court, and widow of Charles Waylock, Gent., of West Wrattling, co. Cambridge, and Stoke Newington, in Middlesex, also a solicitor of the same court.

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### SAMUEL MEREDITH, Esq.

WAS made a lieutenant on the 24th Nov. 1815; and appointed, as supernumerary, to the Severn frigate, Captain William M'Culloch, superintendent of the coast blockade, Oct. 4th, 1820. He subsequently served in the Prince Regent 120, bearing the flag of the late Sir Benjamin H. Carew, stationed off Gillingham. He obtained his present rank on the 7th May, 1828; and was appointed an inspecting commander of the coast guard in July, 1830.

This officer married, June 21st, 1819, Lydia, third daughter of John Dyer, Esq., Secretary of Greenwich Hospital.

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### EDWARD KELLY (a), Esq.

WAS made a lieutenant on the 27th Dec. 1808; and appointed to the Lynx sloop, Captain John Willoughby Marshall, on the Baltic station, in the spring of 1809. He obtained great credit for his conduct in the command of that ship's boats, at the capture of three Danish armed luggers, near Rostock, Aug. 13th, in the latter year\*. His last

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\* See Suppl. Part II. p. 270.

appointment during the war was, Aug. 17th, 1812, to the York 74, Captain (now Rear-Admiral) A. W. Schomberg, then cruising off the Scheldt, but subsequently employed on the Channel station, and in conveying troops from Bourdeaux to Quebec. He obtained his present rank on the 12th May, 1828.

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### WILLIAM MORGAN, Esq.

ENTERED the royal navy in 1795; obtained his first commission on the 9th April, 1803; and was promoted to his present rank May 14th, 1828; previous to which he had commanded the Dexterous gun-brig, and Nimble and Lapwing revenue cruisers. He was appointed an inspecting commander of the coast guard in July, 1830; but quitted that service, and joined the Malabar 74, Captain the Hon. Josceline Percy, in Oct. 1832. He appears to have invalided from that ship in June, 1833.

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### RICHARD CONNOR (a), Esq.

A SON of Daniel Connor, Esq. of Ballybricken, near Cork; and brother-in-law to Admiral Superintendent Sir Frederick L. Maitland, under whom he commenced his naval career as midshipman on board the Loire frigate, early in the late war. On the 17th Aug., 1804, he was wounded in action with the French frigate-built privateer Blonde, of 30 guns and 240 men\*. His first commission bears date Jan. 5th, 1810. He subsequently served under the flag of Lord Keith, in the San Josef and Queen Charlotte first rates; and with Captain F. L. Maitland, in the Boyne 98, and Vengeur and Genoa, third rates. He obtained his present rank on the 19th May, 1828.

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\* See Vol. II. Part I. p. 387.

**ORBELL OAKES, Esq.**

SON of O. R. Oakes, Esq., of Newton and Bury St. Edmunds, co. Suffolk.

This officer was appointed acting lieutenant of the *Conqueror 74*, flag-ship of Rear-Admiral Plampin, at St. Helena, Mar. 4th, 1820; but not confirmed at home until Oct. 14th following. He obtained his present rank on the 19th May, 1828; and married at Florence, in 1832, Caroline, daughter of William Bryan, Esq.

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**THOMAS OGLE, Esq.**

ENTERED the royal navy in 1809; obtained the rank of lieutenant Aug. 20th, 1817; and subsequently served in the *Active* frigate, Captain Andrew King. He was made a commander on the 26th May, 1828; appointed to the *Spartiate 76*, Captain (now Rear-Admiral) Frederic Warren, on the 28th of the same month; and paid off from that ship on her return from the Mediterranean, April 12th, 1830. His last appointment was Aug. 6th, 1831, to the *Isis 50*, flag-ship of Rear-Admiral Warren, with whom he returned home, from the African station, Nov. 21st, 1834.

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**GEORGE EVANS, Esq.**

ENTERED the royal navy in 1811; and obtained his first commission, while serving as midshipman of the *Owen Glendower* frigate, Captain the Hon. Robert C. Spencer, Jan. 1st, 1821. He was promoted to his present rank, while commanding the *Lightning* steam-vessel, June 2d, 1828; and appointed to the *Rhadamanthus* steam-ship, now on the West India station, Oct. 4th, 1832.

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**PHILIP BROKE, Esq.**

ELDEST son of Rear-Admiral Sir Philip B. V. Broke, Bart. K. C. B., by Sarah Louisa, daughter of Sir William Middleton, Bart.

This officer was made a lieutenant on the 16th Aug. 1824; promoted to the rank of commander, June 7th, 1828; and paid off from the Erebus bomb, on his return home from the Mediterranean, July 20th, 1830.

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**REUBEN PAINE, Esq.**

Was wounded while serving as midshipman on board the Isis 50, Captain (afterwards Rear-Admiral) James Walker, at the battle of Copenhagen, April 2d, 1801; and again, as senior lieutenant of the Erebus rocket ship, Captain David E. Bartholomew, in the Potowmac river, North America, Sept 5th, 1814\*. He was promoted to the rank of lieutenant in Jan. 1809; granted a pension of five shillings per diem, for wounds, May 28th, 1816; made a commander on the 19th June, 1828; and appointed to the coast guard service April 6th, 1831.

This officer married, Dec. 10th, 1817, Miss Cave, of Portsmouth.

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**JAMES JAMES, Esq.**

OBTAINED his first commission on the 16th Nov. 1790; and subsequently commanded the hired armed brig Alfred, the Eagle prison-ship, and the Buckingham, Matilda, and Argonaut hospital-ships, in the latter of which he continued, off Chatham, for nearly twenty-four years. He was made a commander on the 1st of July, 1828.

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**GEORGE FLOWER HERBERT, Esq.**

ELDEST son of Joseph Herbert, Esq., President of the island of Montserrat.

This officer passed his examination in Oct. 1809; obtained his first commission on the 16th May, 1811; and subsequently served in the San Josef, first-rate, flag-ship of Lord

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\* See Suppl. Part IV. p. 456.

Keith, on the Channel station; Ulysses 44, Captain Thomas Browne, employed on the coast of Africa; and Impregnable 104, bearing the flag of Viscount Exmouth, in Hamoaze. He afterwards commanded the Harpy revenue cruiser. His promotion to the rank he now holds took place on the 7th July, 1828.

This officer married *Mary*, youngest daughter of the late Captain Harding, and niece to Rear-Admiral Bowen.

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### WILLIAM TURNER, Esq.

SON of Mr. William Turner, wine-merchant, of Portsmouth, was made a lieutenant on the 30th May, 1823; and appointed to the *Sybille* frigate, Commodore (now Sir Francis A.) Collier, fitting out for the African station, in 1827. The following account of the action for which he was advanced to his present rank, is taken from the *Hampshire Telegraph*:—

“ *Portsmouth, July 12th, 1828.*

“ The *Black Joke*, Lieut. W. Turner, tender to the *Sybille*, on the 1st of May fell in with a Spanish privateer brig. The *Black Joke* had on board forty-three men, with one long gun on a swivel; the Spaniard mounted fourteen carriage guns, 12 and 24-pounders, on Gover’s principle, with a crew of eighty-seven men of all nations. Two days previously she had been boarded by the *Sybille*, and had exhibited a regular commission from the King of Spain, to cruise as a privateer against the vessels of the South American States. These two vessels fell in together in the night, and at day-light the Spaniard was observed with a red ensign (English); on approaching within hail, he promised to send a boat on board the *Black Joke*, but immediately afterwards said he had no boat that could swim, and requested one to be sent to him. Lieutenant Turner consequently sent a boat with two men and a master’s-mate\*, who were compelled to go on board the pirate, who immediately sent an officer and five men, in the same boat, to the *Black Joke*, with a demand to look at her papers. Lieut. Turner, not wishing to compromise the safety of his people on board the Spaniard, shewed his commission, and Commodore Collier’s order to cruise; which, after a parley, were desired to be sent to the privateer to be compared with the signature of the commodore, who had previously put his name to the back of the Spanish commission. Lieutenant Turner, however, prudently detained the officer and two men, as hostages for his own people. A demand was then made

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\* Mr. Edward Lync Harvey.

that the *Black Joke* should send fifteen of her crew on board the privateer, who would send the like number of men to the former, and that both vessels should go to Prince's Island; this having been of course refused, the privateer immediately fired into the tender a broadside, when the *Black Joke*, taking a position on the Spaniard's bow, engaged him for two hours, principally with grape-shot, and nearly unrigged him. The Spaniard then hoisted a flag of truce, and sent our people on board, whose lives had been several times attempted during the action, but who were saved solely by the intervention of the captain. The Spaniards would not confess what their loss had been; several wounded men, however, were seen. Fortunately, the *Black Joke* had none of her people hurt, though her sails and rigging were much cut up. Too much encomium cannot be given to Lieut. Turner, for his intrepidity and judgment on the occasion."

For the gallantry he evinced in this action, Lieutenant Turner was made a commander by the Lord High Admiral, July 14th, 1828. He has since served on the African station, under Commodore John Hayes, in the *Dryad* frigate.

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### CAMPBELL LOCKE, Esq.

A SON of Vice-Admiral Walter Locke, by a sister of Captain Michael Head, R. N.

This officer was made a lieutenant on the 30th May, 1814; and promoted to his present rank while serving in the *Victory* 104, flag-ship of the commander-in-chief at Portsmouth, July 17th, 1828.

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### HON. JOHN FREDERICK GORDON.

THIRD SON of George, fifth Earl of Aboyne, and first Baron Meldrum, by Catharine, second daughter of Sir Charles Cope, of Brewerne, co. Oxford, Bart.

This officer was made a lieutenant into the *Rochfort* 80, flag-ship of Sir Graham Moore, on the Mediterranean station, Dec. 13th, 1821; advanced to the rank of commander, Aug. 6th, 1828; and paid off from the *Pandora* sloop, on his return from the East Indies, in Feb. 1830.

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**WILLIAM JOHN COLE, Esq.**

OBTAINED his first commission on the 18th July, 1810; and subsequently served under Captain William Elliot, in the Crocodile 28, on the Guernsey and Lisbon stations. On the 31st July, 1821, he was appointed to the Northumberland 78, Captain T. J. Maling, employed as a guard-ship in the river Medway. In the beginning of 1828, we find him commanding the Onyx, 10-gun brig, and proceeding to the coast of Africa, from whence he returned to Portsmouth after an absence of five months. He was advanced to his present rank on the 8th Aug. 1828; and appointed an inspecting commander of the coast guard, July 6th, 1831. On completing his three years service, in command of the southern district, he was presented by the chief officers, the district surgeon, and the boats' crews of the Crouch River station, with a superb silver snuff-box, "in testimony of the grateful sense they entertain of his kindness toward them whilst under his command, in combining the strictest discipline with unremitting attention to their interest and welfare."

This officer married, Oct. 23d, 1818, Elizabeth, eldest daughter of Robert Trace, Esq. of Lechdale, co. Gloucester.

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**HON. EDWARD GORE.**

ELDEST son of the second Earl of Arran, K. P., by his third countess, Elizabeth, daughter of Richard Underwood, Esq.

This officer was born in Ireland, May 14th, 1797; and entered the royal navy in Feb. 1810, as midshipman on board the Revenge 74, Captain the Hon. Charles Paget, employed in the blockade of Cherbourg. On the 15th Nov. following, he witnessed an attack made by a squadron under the orders of Captain (now Sir Pulteney) Malcolm, on two French frigates, lying at anchor between the batteries of La Hogue and Tatillon, the result of which was the destruction of l'Elize, a

new ship mounting 44 guns\*. On this occasion he was slightly wounded in the face by a splinter.

Mr. Gore subsequently served under Captain Malcolm and the late Sir Home Popham, in the Royal Oak and Venerable, third rates, the latter ship employed in co-operation with the patriots on the north coast of Spain, where he was present at the capture of several forts and towns, including those of Lequitio, Bermeo, Plencia, Galea, Algorta, Bagona, El Campillo las Quersas, Xebiles, Castro, and Ano†. He afterwards re-joined the Hon. Captain Paget, and proceeded with that officer, in the Superb 74, to North America, where he was very actively employed, principally in the neighbourhood of New London, until the termination of hostilities in 1815. Among other boat services in which he participated, we find him, June 13th, 1814, assisting in the destruction of the ship Fair Trader, of 444 tons, quite new, built for a letter of marque, and intended to mount eighteen long 12-pounders; the brig Independent, of 300 tons, pierced for fourteen guns, and about to be launched as a privateer; 1778 tons of merchant shipping; and a cotton manufactory, lately built, near Wareham, in Buzzard's Bay, the value of which, with the stores it contained at the time, was estimated by the principal inhabitants at half a million of dollars. This service was performed, without loss, by a division of boats under the command of Lieutenant James Garland, first of the Superb, in the face of a numerous militia. Mr. Gore was also in a rocket boat at the bombardment of Stonington, Aug. 11th, 1814. He returned home under the flag of the late Hon. Sir Henry Hotham, and continued in the Superb, on the Channel station, until after the surrender of Napoleon Buonaparte, in July 1815.

We next find Mr. Gore serving as master's-mate of the Fury bomb, Captain C. R. Moorsom, at the battle of Algiers; and subsequently in the Egeria 28, on the Newfoundland station, where he was acting lieutenant of the Fly sloop,

\* See Vol. II. Part I. p. 300, *et seq.*

† See Vol. II. Part II. pp. 523—527.

Captain John Baldwin, in Oct. 1817. This appointment appears to have been confirmed at home on the 9th Dec. following.

The Fly was wintering at St. John's when Vice-Admiral Pickmore died there in Feb. 1818. The next day she was ordered to commence cutting through the ice, for the purpose of conveying despatches and the remains of the deceased governor to England; but although several hundred men were employed in assisting her crew, many days elapsed before she got fairly to sea\*. On her passage home, she met with a tremendous gale, and had her best bower anchor washed from the bow, although secured by extra lashings.

Lieutenant Gore's next appointment was, April 26th, 1819, to the Tamar 26, in which ship he visited the coast of Labrador, where she was re-equipped by her own officers and crew, without any additional assistance, after getting ashore, and losing her main and mizen masts and rudder.

In Sept. 1827, the subject of this sketch was appointed to the Melville 74; in Nov. following, to the Victory 104; and in June 1828, to the Royal Sovereign yacht, as flag-lieutenant to the Lord High Admiral, by whom he was promoted to his present rank on the 8th Aug. in the same year.

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### FRANCIS DEANE HUTCHESON, Esq.

Was made a lieutenant on the 19th Jan. 1822; advanced to his present rank Aug 9th, 1828; and appointed an inspecting commander of the coast guard in Ireland, Mar. 20th, 1832.

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### EDWARD HAWES, Esq.

PASSED his examination in May 1815; served at the battle of Algiers; and was made a lieutenant on the 16th Sept. 1816. We subsequently find him in the Andromache fri-

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\* See Suppl. Part IV. p. 207.

gate, Commodore Joseph Nourse, on the African station. He obtained the rank of commander Aug. 18th, 1828; and married, Oct. 6th, 1829, Mary Anne, daughter of the late Captain William Buckley Hunt, R. N.

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### HENRY LORD RICHARDS, Esq.

OBTAINED his first commission on the 12th Nov. 1809; and lost the Fearless gun-brig, near Cadiz, in 1812. He subsequently served under Captain Sir Charles Sullivan, in the Penelope troop-ship and Galatea frigate. His advancement to the rank of commander took place Aug. 20th, 1828.

This officer married Miss E. Worth, of Plymouth. His two youngest children (a boy aged six years, and a girl only four) died of malignant scarlet fever, in July 1834. His brother, John, is a purser in the royal navy.

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### SAMUEL RAMSEY, Esq.

WAS made a lieutenant on the 11th July, 1811; and appointed to the Tigre 74, Captain John Halliday (now Vice-Admiral Tollemache), on the Channel station, Nov. 21st following. We next find him serving under the late Hon. Sir Robert C. Spencer, in the Carron 20, at the attack of Fort Bowyer, in West Florida, Sept. 15th, 1814\*. He obtained his present rank on the 22d Aug. 1828.

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### JAMES BAYLY, Esq.

WAS made a lieutenant in Oct. 1805; and commander on the 25th Aug. 1828.

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\* See Suppl. Part III. p. 268.

**WILLIAM WALKER (a), Esq., K. T. S.**

OBTAINED his first commission in Aug. 1811, and subsequently served under Captains James Nash and Charles Dashwood, in the Saturn 56, and Windsor Castle 74, on the Halifax and Lisbon stations. The London Gazette of April 19th, 1825, notified that permission had been granted to him to accept and wear the insignia of a Knight of the Royal Portuguese military order of the Tower and Sword, which King John was pleased to confer upon him on visiting the latter ship, after his temporary deposition in May 1824. He was advanced to the rank of commander on the 25th Aug. 1828.

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**GEORGE RODNEY MUNDY, Esq.**

A SON of Lieutenant-General Godfrey Basil Mundy, by the Hon. Sarah Brydges, youngest daughter of the late Admiral Lord Rodney.

This officer was made a lieutenant in Feb. 1826; advanced to the rank of commander on the 25th Aug. 1828; and appointed to the Favorite sloop, fitting out for the Mediterranean station, Aug. 29th, 1833.

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**THOMAS PITT ROBINSON, Esq.**

OBTAINED his first commission in Mar. 1812; and subsequently served under Captains Robert Henderson and John Tailour, in the Tigris frigate and Tonnant 80\*, on the West India and Irish stations. He was advanced to his present rank on the 26th Aug. 1828; and has recently been appointed an inspecting commander of the coast guard.

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\* Flag-ship of the late Sir Benjamin Hallowell Carew.

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**RICHARD EDWARDS, Esq.**

OBTAINED his first commission on the 4th July, 1812; and subsequently served under Captain Hyde Parker, in the Tenedos frigate, on the North American station. He was advanced to his present rank on the 26th Aug. 1828.

This officer married, Oct. 16th, 1834, Emily, daughter of William Taylor, Esq., of Parkfield House, Purbrook, co. Hants.

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**RICHARD KEANE, Esq.**

PASSED his examination, at Plymouth, in Nov. 1811; obtained his first commission on the 6th July, 1814; and was advanced to his present rank, Aug. 26th, 1828. He subsequently commanded the Victor sloop, on the Jamaica station, from whence he returned home, April 28th, 1831.

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**RICHARD HENRY KING, Esq.**

PASSED for lieutenant in May or June 1811; obtained his first commission on the 12th July, 1813; and subsequently served under Captains Joseph G. Garland and Thomas J. Cochrane, in the Alert sloop and Forte frigate, the latter employed for some time on the West India and Halifax stations. He was advanced to his present rank on the 27th Aug. 1828.

This officer married, May 4th, 1830, Mary, daughter of the late Samuel Twyford, Esq., of Trotton, co. Sussex.

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**HENRY NAZER, Esq.**

Is a nephew to Admiral John Ferrier, under whose flag he was serving at the close of the war with France, in 1814, as lieutenant of the Scarborough 74, on the North Sea station. His first commission bears date May 2d, 1806.

We next find this officer commanding the Vigilant revenue cruiser, which vessel was wrecked, through missing stays, when working out of Torbay, Dec. 5th, 1819. He lastly commanded the Badger, and, in that cruiser captured, near Dover, a large smuggling cutter, after a running fight attended with bloodshed. This prize, valued at near 30,000*l.*, was lost to the captors, through the mismanagement of the then solicitor of the Board of Customs, who instead of prosecuting the prisoners as smugglers, tried them for piracy and murder, on which charges they were acquitted, and the vessel in consequence released. The solicitor was very properly dismissed from his office; but Lieutenant Nazer obtained no compensation, either for his disappointment or for a wound which he received while pursuing the smuggler.

This officer was advanced to his present rank on the 28th Aug. 1828. He married a Miss Woollnough.

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#### THOMAS BALL, Esq.

WAS made a lieutenant on the 2d Jan. 1809; and appointed to the Clio sloop, Mar. 9th following. He continued in that vessel, under various commanders, until the peace with America, in 1815; and subsequently served in the Sattellite sloop and Valorous 26, both commanded by the late Captain James Murray, on the Mediterranean and Newfoundland stations. His next appointment was, Nov. 13th, 1822, to the Owen Glendower frigate, Commodore Sir Robert Mends, with whom he proceeded to the coast of Africa, in the beginning of 1823. His advancement to the rank of commander took place on the 28th Aug. 1828.

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#### JOHN SHEPHERD (*b*), Esq.

ENTERED the royal navy in 1805; passed his examination, at Plymouth, in Oct. 1811; obtained his first commission on the 2d Feb. 1813; was made a commander on the 28th

Aug. 1828; and is now serving under Captain Edward Sparshott, flag-ship of the Hon. Sir T. B. Capel, on the East India station.

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### JOHN CHAMBERLAYNE, Esq.

Was made lieutenant into the Weazel sloop, Captain (now the Hon.) Frederick Noel, on the Mediterranean station, Jan. 11th, 1814. He obtained his present rank on the 28th Aug. 1828.

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### JOHN FREDERICK APPLEBY, Esq.

Son of Mr. John Appleby, a respectable yeoman, of Soberton, in Hampshire.

This officer was born at Soberton, and entered the royal navy in the beginning of 1805, at an early age, as midshipman on board the Queen 98, bearing the flag of Rear-Admiral (afterwards Sir John) Knight, then about to sail for Gibraltar, but destined to form part of the squadron under Lord Collingwood, employed in the blockade of Cadiz. He subsequently served under Vice-Admiral Sir Charles Cotton, second in command of the Channel fleet; and in the Minstrel sloop, on the Mediterranean station. In 1811, he re-joined Sir Charles Cotton's flag ship, the San Josef 110, and returned with that officer to England. In June 1812, he passed his examination at Portsmouth; and in Jan. 1813, was appointed acting lieutenant of the Bristol 64, armed *en flûte*, Captain George Wyndham, in which ship he was present at the siege of Tarragona, by the military and naval forces under Lieutenant-General Sir John Murray and the late Vice-Admiral Sir Benjamin H. Carew. In 1814, we find him proceeding to Halifax, as midshipman on board the Akbar frigate, Captain Archibald Dickson, under whose successor, Captain Charles Bullen, by whom he was strongly recommended for promotion, he continued to serve until ad-



vanced to the rank of lieutenant, Feb. 10th, 1815, previous to which he had again held an acting order.

Mr. Appleby's next appointment was, May 3d, 1815, to the Nimrod sloop, Commander George Hilton, employed on the Irish station. In July 1817, he joined the Queen Charlotte 108; and for eleven years and one month from that period he commanded the tender to the flag ships of Admirals Sir Edward Thornbrough, Sir George Campbell, Sir James Hawkins Whitshed, Sir George Martin, and the Hon. Sir Robert Stopford, successively commanders-in-chief at Portsmouth. He was promoted to his present rank, by the Lord High Admiral, Aug. 28th, 1828; and appointed an inspecting commander of the coast guard service, Mar. 4th, 1831. This officer is married, but has no family.

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#### WILLIAM EDWARD HUGHES ALLEN, Esq.

SON of the late Admiral William Allen, was made a lieutenant on the 25th Mar. 1807; advanced to his present rank on the 28th Aug. 1828; and appointed an inspecting commander of the coast guard, Mar. 31st, 1831.

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#### EDWARD SMITH (a), Esq.

PASSED his examination at Plymouth, in July 1810; obtained his first commission on the 26th Feb. 1812; and subsequently served under Captain Charles M. Fabian, in the Diomedé troop-ship. He was advanced to his present rank on the 30th Aug. 1828.

This officer married, in 1815, Miss White, of Bingham Town, near Gosport, co. Southampton.

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#### JAMES NEVILLE, Esq.

THIS officer's name appears in the list of those who receive pensions for wounds. He obtained his first commission on the 3d Dec. 1802; and was senior lieutenant of the

Forth frigate, Captain Sir William Bolton, on the North Sea station, at the close of the war with France, in 1814. His advancement to the rank of commander took place Sept. 2d, 1828.

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### JOHN HACKETT, Esq.

PASSED his examination in July 1808; obtained his first commission on the 11th May, 1811; and subsequently served under Captains Thomas Barclay and Richard Walter Wales, in the Success troop-ship and Epervier sloop. On the 23d Feb. 1814, he assisted in capturing, off Cape Sable, the American privateer Alfred, of 16 guns and 110 men. On the 29th April following, he had his left arm shattered by a shot, and received a severe splinter wound, in an action with the United States' ship Peacock, the unfortunate result of which has been stated in Suppl. Part IV. pp. 127—129. On the 23d Oct. 1815, he was granted a pension of 182*l.* 10*s.* per annum; and on the 2d Sept. 1828, we find him advanced to the rank of commander. He was appointed to the Jaseur sloop, fitting out for the Mediterranean station, Nov. 4th, 1833.

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### JAMES HAMILTON MURRAY, Esq.

PASSED his examination, at Portsmouth, in May 1812; obtained his first commission on the 12th Dec. following; and was appointed to the Menelaus frigate, Captain Sir Peter Parker, Jan. 23d, 1813. He assisted in re-capturing a richly laden Spanish ship, mounting 20 guns, and having on board 600,000 dollars in specie, near l'Orient, Feb. 14th, 1814; and was left in command of the Menelaus when his gallant captain and the two senior lieutenants landed to attack an American encampment at Bellair, in the month of Aug. following\*. He was advanced to his present rank on the 2d Sept. 1828.

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\* See p. 56 *et seq.*

This officer married, in 1834, Frances, youngest daughter of the Hon. Mrs. Pelham, of North Place, Cheltenham.

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### JOHN HOLMES BOND, Esq.

Lost a leg while serving as master's-mate of the Penguin brig-sloop, Captain James Dickinson, in action with the United States' ship Hornet, Captain James Biddle, near the island of Tristan-d'Acunha, Mar. 23d, 1815. Previous to giving the details of this action, we shall point out a few of the circumstances under which the combatants met.

The Hornet mounted eighteen 32-pounder carronades and two long 18-pounders, and had on board 163 men (officers included) and 2 boys. She had musketoons in all her tops, each piece throwing fifty buck-shot at a discharge, and upon each quarter a brass swivel, three or four pounder, fitted on a chock. Her crew were provided with leather caps, fitted with narrow plates of iron, crossing at the top, and bending upward from the lower edge of the crown, to prevent a cutlass from striking the shoulder after having glanced on the head.

The Penguin, after having been run up by contract, in the usual slight and hurried manner, was commissioned for the first time in Nov. 1813, and ordered to be fitted out for the Cape of Good Hope station. Her armament consisted of sixteen 32-pounder carronades and two long sixes. In respect to captain and officers generally, she might compete with any brig of her class; but as to men, when she did get them all on board, which was not until June 1814, they were, with the exception of not being disaffected, a worse crew than even the Epervier's\*. Except a portion of her petty officers, they were either very old or very young; the former discharged ineffectives, the latter recently impressed: among the whole number, twelve only had ever been in battle. On falling in with the Wasp, she mustered only 105 officers and men (including 12 supernumerary marines) and 17 boys.

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\* See Suppl. Part IV. p. 127 *et seq.*

The action between the Penguin and Hornet commenced at 1-45 P. M. within about pistol-shot distance. The American's star and bar shot soon reduced the British brig's rigging to a state of disorder; while tolerably well-directed broadsides of round and grape made a sensible impression upon her hull, meeting no adequate return, as her carronades, owing to their insecure mode of mounting, turned half round almost every time they were discharged. At 2-15 P. M., as the Penguin drifted nearer, the Hornet bore away, with the semblance of retiring from the contest, but in reality to take a more favorable position for doing execution with her gunnery. Captain Dickinson, on this, bore up with the intention to board: before, however, he could put his plan into execution, he received a mortal wound.

Lieutenant James M'Donald, who now succeeded to the command, aware of the brig's disabled state, saw that the only chance of success was to follow up his captain's intention. Accordingly, at 2-25 P. M., the Penguin ran her bowsprit between the Hornet's main and mizen rigging, on the starboard side. The heavy swell lifting the ship a-head, the brig's bowsprit, after carrying away the Hornet's mizen shrouds, stern davits, and spanker-boom, broke in two, and the foremast went at the same moment, falling in-board, directly upon the foremost and waist guns, on the engaged side. These guns becoming in consequence completely disabled, and the after carronades being equally so, from the drawing of the breeching-bolts, an attempt was made to bring a fresh broadside to bear; but the Penguin was in too unmanageable a state to be got round. In this dilemma no alternative remained; and at 2-35 P. M., Lieutenant M'Donald hailed to say that the Penguin surrendered. After a lapse of twenty-five minutes, an officer from the Hornet came on board to take possession.

The Penguin had her commander, boatswain, and four men killed; her second lieutenant (John Elwin), master's-mate, one midshipman (John Noyes, who lost a leg), and twenty-nine men wounded, four of whom mortally. The Hornet received a few shot in the hull, one of which was so

low down as to keep her men constantly at the pumps. She had, by the acknowledgment of her officers, only two men killed and eleven wounded; but several of her crew told some of their former shipmates, whom they discovered among the Penguins, that the Hornet had ten men killed by the first and second broadsides. Lieutenant Elwin, whose wounds were very severe, counted sixteen of the Hornet's crew lying in their cots.

Mr. Bond's promotion to the rank of lieutenant took place on the 20th Feb. 1815, nearly six weeks previous to the above action. He was granted a pension of 91*l.* 5*s.* per annum, for the loss of his leg, July 1st, 1816; appointed to the Bulwark 76, flag-ship of the late Sir Benjamin H. Carew, in the River Medway, June 29th, 1821; and advanced to his present rank Sept. 5th, 1828.

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#### RICHARD GRIFFITH, Esq.

Is, we believe, a nephew to the late Admiral Sir Richard G. Keats, G. C. B., under whom he served in various ships on the Mediterranean station. He was made a lieutenant on the 14th Dec. 1821; and subsequently appointed second of the Redwing sloop, Captain (now Lord Adolphus) Fitz Clarence. His promotion to the rank of commander took place on the 9th Sept. 1828.

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#### ARTHUR M'GREGOR SKINNER, Esq.

Was made a lieutenant on the 22d Oct. 1823; and commander Sept. 9th, 1828.

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#### ROBERT CRAGIE, Esq.

Was made a lieutenant on the 9th Jan. 1823; and commander Sept. 16th, 1828.

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RICHARD WILLIAMS (*b*), Esq.

ELDEST son of the late Lieutenant Thomas Williams, R. N., an old and meritorious officer, who lost his right leg, and was otherwise wounded, while serving on board the *Chatham* 50, Captain (afterwards Sir Andrew Snape) Douglas, in action with the French frigate *Magicienne*, near Boston, North America, Sept. 2d, 1781\*.

The subject of this memoir was born at St. Columb, co.

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\* Lieutenant Thomas Williams (a descendant of the ancient and respectable family of that name, in Carnarvonshire, North Wales) was very actively employed during the greater part of the American revolutionary war. He served under Captain A. S. Douglas in the *Roebuck* 44, and followed him from that ship into the *Chatham*. The services in which he participated are thus briefly alluded to by his gallant commander:

“On the 15th May 1780, my uncle, Sir Andrew S. Hamond, being ordered to England with despatches, I was directed to take the command of the *Roebuck* during his absence. Through the kindness of my uncle, a confirmation was sent to me from the Admiralty, as captain of the *Roebuck*, in which ship I remained until July 1781; having during that time been very actively employed, and having taken two rebel frigates—viz. the *Confederacy* 36, and *Protector* 28, besides several privateers.”

“In July 1781, the *Roebuck* being ordered home, I was appointed captain of the *Chatham*; in the command of which ship I continued during the war, upon the coast of North America, where I captured or destroyed, during the last twenty months, fifty sail of merchant vessels, one French frigate of 32 guns and 280 men, and several stout American privateers. The frigate engaged the *Chatham* half-an-hour, although close alongside, and had eighty-six men killed and wounded: we had only two men slain and four wounded.”

Lieutenant Thomas Williams married Miss Bond, of a highly respectable family in Cornwall; and at the time of his demise was one of the officers of the Royal Hospital, Greenwich. His uncle, the late Captain Richard Williams, was a shipmate of the illustrious Nelson, who, many years afterwards, paid him a very flattering compliment. On his entering the waiting room at the Admiralty, in which a number of distinguished officers attending the First Lord's levee were assembled, the hero shook him heartily by the hand, and said, “Gentlemen, permit me to introduce to you Captain Williams, an officer to whom I owe all I have gained in the service; for he first made me a seaman.”

Cornwall; and entered the royal navy as midshipman on board the *Belliqueux* 64. He subsequently served in the *Plumper* and *Tickler*, gun-vessels, commanded by his father; and, early in 1801, was received on board the *Neptune* 98, flag-ship of Vice-Admiral (afterwards Lord) Gambier, then third in command of the Channel fleet. During the peace of Amiens, he was successively removed to the *Endymion* frigate and *Isis* 50, in which latter ship he accompanied the Vice-Admiral to and from Newfoundland. On her passage thither, she encountered a hurricane, was thrown on her beam ends, lost her top-masts and jib-boom, had all her sails blown to shreds, and was obliged to cut away her mizen-mast: the main-mast was about to follow, when she fortunately fell off, partially righted, and at length shewed her stern to the wind. After her return home, she received the flag of Rear-Admiral (now Sir Edward) Thornbrough, and cruised for a short period in the North Sea. During her second trip to Newfoundland, several of her midshipmen, including Mr. Williams, were borne on the books of the *Puissant*, receiving ship at Spithead, having been left behind for the purpose of passing the usual examination at the Navy Office.

In the summer of 1804, Mr. Williams again sailed for St. John's, under Vice-Admiral Gambier's successor, the late Sir Erasmus Gower, by whom he was appointed acting lieutenant and commander of the *Mackerel* schooner, mounting four small carronades, with a complement of fifteen officers and men. In this pigmy man-of-war, which he joined, and fitted out at Bermuda, we find him rendering essential assistance to the *Tartar* frigate, Captain Edward Hawker, by carrying out a bower anchor, and receiving and landing her main-deck guns, after she had parted her cables in Murray's Reads, and struck on one of the reefs forming the eastern passage. Subsequently, the *Mackerel*, with fifty-seven French prisoners of war on board, was driven from her anchorage in a N. W. gale, and in rounding St. Catherine's Point, for the purpose of taking shelter under the lee of the island, she repeatedly grazed the rocks; the foam and spray

obscuring all the marks, and totally bewildering the pilot :— the anchors were quickly cut away, and she brought up, but continued to strike until the cables snapped asunder, when she providentially drifted to sea, clear of the innumerable sunken rocks surrounding the Bermudas. For these services Mr. Williams, who had been promoted to the rank of lieutenant on the 13th Dec: 1804, received the thanks of Sir Andrew Mitchell, commander-in-chief on the Halifax station.

The Mackerel was afterwards employed in protecting the fisheries on the S. W. side of Newfoundland, where Lieutenant Williams seized the cargoes (whale oil) of two American vessels, and ordered them from the coast. She subsequently had the honor of twice receiving the flag of Sir Erasmus Gower.

We next find Lieutenant Williams serving under Captain Thomas White (*b*), in the Avenger sloop, employed in affording protection to the homeward bound Newfoundland trade. On his way up Channel, he assisted in destroying the French cutter privateer Hazard, of sixteen guns and fifty men, which vessel, mistaking the Avenger (a north-country built ship) for a merchantman, had run athwart hawse, and made an ineffectual attempt to board her. On this occasion, two British seamen and the whole of the French crew, with the exception of four persons, perished; the Hazard having sunk before boats could be sent to her assistance.

Soon after his arrival in England, Lieutenant Williams was appointed third of the Jupiter 50, Captain H. E. R. Baker, in which ship he visited India and China. During the voyage out, her officers and crew were much distressed for water, being for some weeks, within the tropics, on a pint each person per diem. On her return homeward, after experiencing tremendous gales off the Cape of Good Hope, she lost nearly twenty men by scurvy.

After refitting, the Jupiter was ordered to the coast of Spain, for the purpose of receiving on board part of the gallant army under Sir John Moore; but, unfortunately, she struck on a sunken rock, in Vigo Bay, and was totally



wrecked, in the night of Dec. 10th, 1808. On their return to Plymouth, Captain Baker, his officers, and ship's company, were tried by a court-martial, when, it appearing that he had not endeavoured to get a pilot, or bring the ship to an anchor, the court adjudged him to be admonished to act with more precaution for the future. The officers and ship's company were acquitted of all blame.

In Mar. 1809, Lieutenant Williams was appointed to the Helder 32, Captain John Serrell, fitting out for the Jamaica station; in which ship he continued till she was ordered home; about Aug. 1810, when he got removed into the Reindeer sloop. Previous to this, the Helder, in the course of six weeks, had lost one lieutenant, two masters, two pursers, five midshipmen, and about eighty sailors, &c., all by the yellow fever: the only officer who escaped an attack was a lieutenant of marines.

In April 1811, Lieutenant Williams obtained the command of the Decouverte brig, of 14 guns and 64 men; in which vessel he appears to have been for some time actively employed among the Bahamas, and in the gulfs of Florida and Mexico; where he captured a brig with a cargo of slaves; a schooner under Swedish colours, laden with dry goods, French prize property; and the American privateer Nonpareil, the master of which vessel intended to attack and burn the defenceless town of Harbour Island. Returning to Jamaica, he fell in with, and gave chase to, the Comet privateer, of 5 guns and 80 men, but was compelled reluctantly to abandon the pursuit, after being within long gun-shot for upwards of two hours, the Decouverte's fore-top-gallant mast having gone over the side in a squall, and both her lower masts being sprung, the fore-mast badly.

On her arrival at Port Royal, the Decouverte was ordered to undergo a thorough repair, and nearly nine months elapsed before she was again ready for sea. In the mean time Lieutenant Williams, with his crew, in the Confidence schooner, lent by the merchants of Kingston, was employed in escorting several vessels to St. Jago de Cuba and Cartha-

gena, and in carrying despatches to Santa Martha and Porto Bello.

After her re-equipment, the *Decouverte* captured two American schooners, laden with flour and logwood; she likewise drove from the coast two privateers, whose superior sailing enabled them to escape. She was subsequently obliged to cut away her masts in Murray's anchorage, Bermuda, where she rode out a heavy N. W. gale within two cables' length of the rocks. Returning through the Caycos passage, in July 1813, with convoy from New Providence to Cape François and Jamaica, she prevented a colonial schooner from being captured by the *Saratoga* privateer, of far superior force.

In 1814, Lieutenant Williams was appointed by Rear-Admiral Brown to the command of the *Edward*, a brigantine of 360 tons, 12 guns, and 74 men, with a view to his promotion; but after the failure of the expedition against New Orleans, to which that vessel was attached, he had the mortification to be superseded by a commander sent from England. Previous to his quitting the Jamaica station, he received a letter of thanks from the mayor and principal merchants of Kingston, for the many services he had rendered the trade of the island. He returned home, with an impaired constitution, in 1815; and was not again employed until Aug. 1825, when he became first lieutenant of the *Ramillies* 74, and was placed in charge of the centre division of the coast blockade, the whole of which service he superintended for three months, during the illness and consequent absence of Captain William M'Culloch. After the demise of that officer, he continued to serve under his successor, Captain (now Sir Hugh) Pigot; by whom he was introduced, and strongly recommended, to his present Majesty, when visiting the *Ramillies*, as Lord High Admiral, in Sept. 1828. We need not add, that his promotion immediately followed.

Commander Williams married Elizabeth Eleanor, eldest daughter of John Henderson, Esq.; of Deal, many years secretary to Admirals Lords Bridport and Gardner, and late

paymaster of the civil department of the Ordnance at Woolwich. He is consequently brother-in-law to Captain George Henderson, R. N., and to the wife of Captain William Henderson, R. N. One of his brothers, George Williams, now surgeon of the *Vestal 26*, on the West India and Halifax station, was promoted to his present rank for gallant conduct when assistant surgeon of the *Maidstone* frigate, *Commodore Bullen*, and employed in her tender, the *Hope*, at the capture of the *Prince of Guinea*, a slave ship of far superior force, on the coast of Africa. Another brother, Henry, is assistant surgeon of the *Endymion 50*, Captain Sir Samuel Roberts, on the Mediterranean station.

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**JAMES WILSON (b), Esq.**

WAS made a lieutenant in Jan. 1806; and commander on the 18th Sept. 1828.

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**WILLIAM PICKING, Esq.**

ENTERED the royal navy in 1799; obtained his first commission on the 10th Oct. 1807; was senior lieutenant of the *Redpole* sloop, Captain Alexander Fraser, at the close of the war with France, in 1814; and subsequently served in the *Southampton 50*, bearing the flag of Rear-Admiral (afterwards Sir William C.) Fahie, commander-in-chief at the Leeward Islands, and on the Halifax station. He was advanced to his present rank on the 18th Sept. 1828, and appointed to the *Asia 84*, flag-ship of Rear-Admiral (now Sir William) Parker, on the Lisbon station, Aug. 15th, 1832. He shortly afterwards had a narrow escape, a spent ball having grazed his shoulder whilst he was on shore, viewing an attack made by the Miguelites upon Don Pedro's lines near Oporto. At the same moment, Mr. Vidal, purser of the *Asia*, then in company, received a musket-ball in the body. He was paid off, on his return from the river Tagus, in the summer of 1834.

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### GEORGE JAMES HAY, Esq.

SECOND son of the late Lieut.-General Hay, Lieutenant-Governor of Edinburgh Castle.

This officer passed his examination, and was made a lieutenant, in July 1815. He served under Captain (afterwards Sir Murray) Maxwell, in the *Alceste* frigate, during Lord Amherst's embassy to China, in 1816-17\*; and subsequently under Captain Fairfax Moresby, in the *Menai 26*, on the Cape of Good Hope station. He obtained his present rank in Sept. 1828; and married, June 24th, 1830, at the Hague, Georgiana Middleton, fourth daughter of Sir John R. Whitefoord.

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### JOSEPH HAMILTON, Esq.

SERVED the last three years of his time, as midshipman, under Captain the Hon. Henry Duncan, in the *Liffey 50*; obtained his first commission on the 29th Jan. 1822; and was advanced to his present rank Oct. 4th, 1828.

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### JULIUS JAMES FARMER NEWELL, Esq.

WAS made a lieutenant in Mar. 1815; appointed to the *Pandora* sloop, Captain C. G. Randolf, fitting out for the Cork station, Jan. 29th, 1819; and advanced to his present rank on the 20th Nov. 1828.

In Mar. 1834, a novel mode of transporting an anchor, projected by Commander Newell, was tried at Devonport, before the officers of H. M. dock-yard. It consisted in lashing two canvass bags of a conical shape each side, and the whole length of the shank. The base of the cone corresponded with the projection of the stock from the shank, the apex or point well secured to the crown of the anchor;

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\* See Vol. II. Part II. note † at p. 814.

the bags were inflated with air by the assistance of a pair of blacksmith's bellows, and, when immersed in the water, caused the stock to appear above, with the ring, &c., whereon three men placed themselves, but produced little effect on the buoyancy, until the anchor had been immersed about half an hour. It was then found that the air had escaped a little, which may be accounted for, owing to the rough manner in which it was made by a common sail-maker, and the canvass being devoid of preparation. The weight of the anchor was about 17cwt. 2qrs.

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### JOSEPH CAMILLERI, Esq.

WE first find serving as midshipman on board the Active frigate, Captain (now Sir James A.) Gordon, stationed in the Adriatic, where he was employed in her boats at the capture and destruction of three gun-vessels and twenty-eight sail of merchantmen, chiefly laden with grain for the French troops at Ragusa, July 27th, 1811\*. He was made a lieutenant on the 25th Feb. 1815; appointed to the Dover 28, flag-ship of Rear-Admiral (now Sir Robert W.) Otway, on the Leith station) Oct. 20th, 1819; and advanced to the rank of commander Jan. 1st, 1829.

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### JOHN FOSTER, Esq.

OBTAINED his first commission on the 2d Feb. 1808; and was severely wounded while serving as lieutenant of the Apollo frigate, Captain B. W. Taylor, at the capture and destruction of a French convoy in the Bay of Rosas, Nov. 1st, 1809†. His next appointment was, Sept. 7th, 1810, to the Galatea 36, Captain Woodley Losack, which ship formed part of the squadron under Captain (now Sir Charles M.)

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\* See Suppl. Part IV. p. 107.

† See Suppl. Part III. p. 160.

Schomberg, and suffered severely in an action with three French frigates, off Madagascar, May 20th, 1811\*.

Towards the end of 1814, we find Lieutenant Foster proceeding from England to the West Indies, as first of the Palma frigate, Captain James Andrew Worth. He subsequently served under Captain Henry Hart, in the Sapphire 26, on the Jamaica station, from whence he returned home invalided, in 1820. He was advanced to the rank of commander, Jan. 2d, 1829.

This officer married, Oct. 1st, 1818, the second daughter of John Davidson, Esq., of Cork-street, Piccadilly, London.

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### CHARLES DEARE, Esq.

WAS made a lieutenant on the 20th Aug. 1824; advanced to his present rank Jan. 5th, 1829; and appointed an inspecting commander of the coast guard, Isle of Wight district, Mar. 18th, 1834.

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### THOMAS READE, Esq.

WAS made a lieutenant in Feb. 1805; granted a pension of five shillings per diem for wounds, Sept. 26th, 1814; appointed to the Ordinary at Portsmouth, in 1819; and advanced to the rank of commander Feb. 7th, 1829.

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### FREDERICK MOORE BOULTBEE, Esq.

WAS made a lieutenant from the Egeria 24, Captain John Toup Nicholas, into the Grasshopper sloop, Captain David Buchan, at Newfoundland, Dec. 13th, 1821. He obtained his present rank on the 11th Feb. 1829.

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\* See Suppl. Part I. p. 33.

**CHARLES BASDEN, Esq.**

PASSED his examination at Portsmouth, in July 1810; and subsequently commanded a mortar-vessel attached to the Cadiz flotilla\*. He was made lieutenant into the Tremendous 74, Captain Robert Campbell, May 2d, 1811; and continued to serve under that officer until the end of the war in 1815. He obtained his present rank on the 17th Feb. 1829; and was appointed inspecting commander of the coast guard at Carne, Ireland, Mar. 18th, 1834.

This officer married a niece to the late Sir Manasseh-Masseh Lopes, Bart., who left her a handsome legacy.

**JOHN PARKER, Esq.**

WAS made a lieutenant on the 29th Nov. 1814; advanced to the rank of commander Feb. 26th, 1829; and appointed to the Hastings 74, fitting out for the flag of Sir William H. Gage, now commanding on the Lisbon station, April 11th, 1834.

**EDWARD JOHN JOHNSON, Esq.**

WAS slightly wounded when serving as volunteer, first class, on board the Nassau 64, Captain Robert Campbell, in action with the Danish 74-gun ship Prince Christian Frederick, near the island of Zealand, Mar. 22d, 1808†. He passed his examination, at Portsmouth, in June, 1813; obtained his first commission on the 28th Feb. 1815; and was promoted to the rank of commander, Mar. 4th, 1829.

**SIR WILLIAM DICKSON, BART.**

ELDEST son of the late Rear-Admiral Sir Archibald C. Dickson, Bart., by Harriet, daughter of the late Admiral John Bourmaster.

\* See Vol. III. Part I. p. 131. † See Vol. I. Part II. p. 640.  
VOL. IV. PART II. Y

This officer was born on the 10th June, 1798; became a student at the Royal Naval College, Portsmouth, Aug. 1st, 1811; and was discharged from thence into the Cumberland 74, Captain (now Sir Thomas) Baker, May 16th, 1814. Between July 26th, 1815, and Mar. 24th, 1816, he served on board the Caledonia 120, Rochfort 80 (commanded by his father), and Eridanus frigate. At the latter date he joined the Minden 74, Captain William Paterson, fitting out for the flag of Sir Richard King, commander-in-chief on the East India station, in which ship he bore a part at the memorable battle of Algiers. We afterwards find him in the Trincomalee 46, Vengeur 74, Atholl 28, Liffey 50, Ramillies 74, and Royal Sovereign yacht; from which vessel he was advanced to the rank of lieutenant, Oct. 15th, 1822. His subsequent appointments were, to the Queen Charlotte 104, Seringatam 46, Revenge 78, and Raleigh 16.

Lieutenant Dickson succeeded to the baronetcy, on the demise of his father, in June, 1827; and was ship-wrecked on the coast of Portugal, when proceeding to the Mediterranean, as passenger on board the Terror bomb, Captain David Hope, Feb. 19th, 1828\*. He was promoted to the command of the Raleigh, Mar. 4th, 1829; and appointed to the Orestes sloop, at Portsmouth, Sept. 28th, 1833. Since then he has been employed on the Lisbon station.

Sir William Dickson's brothers are, Archibald, an officer in the army; Colpoys, in the Hon. E. I. Company's military service; Alexander Collingwood Thomas, a lieutenant in the royal navy; and John Bourmaster, midshipman. One of his sisters, Harriet Jane, is married to Captain Thomas Wren Carter, R. N.; and another, Mary Madeline, to Captain Claud Douglas, H. E. I. Company's army.

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### EDWARD BELCHER, Esq.

ENTERED the royal navy in 1812; obtained his first commission on the 21st July, 1818; and invalided from the

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\* See Vol. III. Part II. p. 122.



Myrmidon sloop, Captain Henry John Lecke, on the African station, in 1820. His next appointment was, Sept. 30th, 1821, to the *Salisbury*, 58, fitting out for the flag of Rear-Admiral (afterwards Sir W. C. Fahie), commander-in-chief on the Halifax station. In Jan. 1825, he was selected to accompany Captain Frederick W. Beechey, as assistant-surveyor, in the *Blossom* sloop, on a scientific voyage to the Pacific Ocean. Before the end of that year, he appears to have had two remarkable escapes from a premature death, at Oeno, a coral formation, to the northward of Pitcairn's Island\*. An outline of the *Blossom's* proceedings between May 19th, 1825, the day of her departure from Spithead, and Oct. 12th, 1828, when she was paid off at Woolwich, will be found in Vol. III. Part I. pp. 313—326. Mr. Belcher's promotion to his present rank took place on the 16th Mar. 1829.

In Aug. 1831, the *Ætna* surveying vessel, commanded by the subject of this sketch, arrived at Portsmouth, after a severe service of seven months on the African station. The principal object of her survey was to ascertain the extent of the Arguin shoals, on which the celebrated shipwreck of the French frigate *Meduse* occurred some years since. She had also been employed in closely surveying the whole coast from Cape Blanco to Rio Grande. To the southward of Rio Grande, Commander Belcher discovered a river, up which his boats proceeded fifteen miles; he found it perfectly navigable for that distance, and supposed it to be another mouth of the Rio Grande. From the constant exposure of boats, under a vertical sun, the crew of the *Ætna* were at length afflicted with scurvy; and as a necessary change of provisions, a remedy always successfully resorted to, could not be obtained on that part of the coast, she was compelled to return to England.

On the 25th and 26th Aug. 1831, a court-martial was held at Spithead, to try Lieutenant Francis Godolphin Bond, second of the *Ætna*, at his own request, on charges of alleged

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\* See Vol. III. Part I. p. 315.

misconduct adduced against him by Commander Belcher. The court decided that the charges had been in part proved, inasmuch as the said Lieutenant Bond was negligent in not taking measures to prevent the desertion of two Kroomen, who left a boat under his command, at Sierra Leone; and also in not placing some person to look out for any signals which might be made from the ship whilst the boats were away watering at the Isles do Los, by which she was detained for some hours in dangerous ground, waiting for their return. The court therefore adjudged the said Lieutenant Bond "to be admonished to be more careful hereafter."

On the 23d and 24th of the following month, another court-martial was held in Portsmouth harbour, to try Mr. Henry Grainger Backhouse, midshipman of the *Ætna*, on the following charges, alleged against him by Commander Belcher:—

"For having, during the present year, on the western coast of Africa, been guilty of repeated insubordination, neglect of duty, and disrespectful, contemptuous, and insolent conduct, towards Commander Belcher, his superior officer; and for having, since the ship's arrival in England, namely, the 14th August last, and between that day and the 20th instant, been guilty of insulting conduct towards Commander Edward Belcher and the first lieutenant of the ship, and of insubordination in quitting the ship in defiance of the first lieutenant's refusal of leave of absence; and also for having absented himself from his duty when it was his watch on deck."

"The first witness called was Edward Craydon, gunner of the *Ætna*, who was examined by the prosecutor. On a straw-hat being produced by Commander Belcher, he was asked if he could identify it. Witness replied yes, he had seen the prisoner wear it repeatedly. On a particular day, when the prisoner had, on the quarter-deck, neither shoes nor stockings on, and wearing the hat produced, Commander Belcher ordered him below. In answer to a question put by the Court, he said he was not near enough to hear what passed, but he did not see any disrespect on the part of the prisoner, when ordered below.

"John Harrison, the boatswain, was next called; the hat produced he had taken charge of, by order of Commander Belcher; the hat then was not so flat as it is now, but the ragged part was the same. Did not know that orders had been given that the prisoner was not to do his duty as mate of the main-deck. In his examination by the prisoner, witness said he thought the hat was much dirtier than when he wore it, from being kept in the store-room among the dust and cobwebs. In reply to ques-

tions by the Court, witness said he was not aware of any disrespect on the part of the prisoner towards Commander Belcher, or of any neglect of duty on his part. On one occasion, witness experienced some difficulty in being relieved from a watch, when the first lieutenant interfered, and reprimanded the prisoner. The prisoner's warrant was withdrawn, because he appeared on deck in a straw hat. He never heard the prisoner answer Commander Belcher disrespectfully, nor did he know of any act of insubordination on his part. He knew that prisoner could not get relieved sometimes until three quarters of an hour after the time. The prisoner never wore the hat, to his recollection, after the warrant had been taken from him.

" Mr. Robertson, mate of the *Ætna*, was then called. He superseded prisoner in command of the second barge; he was not aware why; he never observed any disrespect or insubordination on the part of the prisoner, nor was he aware of any neglect of duty on the part of Mr. Backhouse. Witness had often seen nearly every officer of the ship walk on the quarter-deck without shoes or stockings on, both at forenoon, afternoon, and all hours of the day. He had seen officers without shoes or stockings on, while under way, when he believed the duty of the ship was carried on by Commander Belcher. For want of men, he had seen the mate of the deck assisting in cleaning her. The prisoner was on the sick list for a month, from a severe cut in the finger, in consequence of being obliged to clean fish for the mess, as they could not make their servant, who was a Krooman, do it. The midshipmen took it by turns to clean the knives and dishes.

" Mr. Francis Logan, surgeon of the *Ætna*, was next called. The prisoner was on the sick list on the 28th or 29th May; he heard by report only that the prisoner had endeavoured to leave the ship; and the impression left on his mind was, from the conversation he had heard, without leave. Witness was not aware of any neglect of duty on the part of the prisoner, or of any disrespectful conduct towards Commander Belcher. On being examined by the prisoner, witness said he remembered prisoner being confined for three days and three nights under a tarpaulin screen, where neither light nor air was admitted, and no officer of the ship allowed to speak to him—the only air that could be got being under the edges of the screen, which was fastened close to the bulkhead. He understood from Mr. Quin, the first lieutenant, he was so confined by the order of Commander Belcher. The prisoner, he believed, was relieved at witness's suggestion.

" Lieut. Thomas Mitchell, (who had joined the *Ætna* as first lieutenant since her arrival at this port), stated, that he was on deck when the prisoner asked Commander Belcher if his discharge had come down. Before Commander Belcher came up the side, the prisoner crossed over to speak to him, scarcely giving him time to put both feet on deck, with his face almost touching the commander's, and said—'Is my discharge

come down?' As far as witness could recollect, he did not salute him, but spoke in a sharp and demanding tone. Prisoner had absented himself from the ship without witness's permission, his leave having been stopped. Was not aware of any disrespectful conduct on the part of the prisoner, save in the case he had alluded to, and putting his hands in his pockets when speaking to the commander or witness—upon which latter offence he had often reprimanded him.

" Mr. R. Hopkins, midshipman, did not consider the prisoner's manner respectful, when he asked about his discharge.

" Lieutenant Miles, assistant-surveyor of the *Ætna*, was on deck when the prisoner addressed Commander Belcher about his discharge. He came up in an abrupt manner, and said, ' Is my discharge come down, Sir?' I think his manner was not respectful. In answer to another question, witness said, the prisoner was in one of the barges, and Commander Belcher reprovved him for some neglect of duty; the prisoner at this time was sitting on the deck of the boat, and did not get up during the conversation, which witness thought disrespectful; he also sang very loud on another occasion, on quitting the commander's cabin, as if he wished him to hear him, but witness did not think it was meant to insult him. The prisoner's manner generally was abrupt, but not disrespectful. He observed the prisoner touch his hat to Commander Belcher, when he asked about his discharge. The prisoner dined with the prosecutor on the voyage home, and was treated with the same courtesy as the rest of the officers. Witness should have thought that when prisoner was asked to the commander's table, all had been forgotten. Witness had seen officers on the quarter-deck without any shoes or stockings, and he believes in Commander Belcher's presence, for it was not a remarkable occurrence.

" Lieut. Quin, late first of the *Ætna*, deposed, that Commander Belcher had suspended the prisoner from duty on the quarter-deck. Prosecutor gave him an order not to go below to mess with the midshipmen, because he considered his conduct to be mutinous. Witness told Commander Belcher he thought the prisoner in a deranged state of mind, which he considered the cause of such conduct. He also mentioned to Commander Belcher, that on the cutter being manned to take a young gentleman who had dined with the midshipmen on shore, that he found Mr. Backhouse stowed away in the fore part of the boat, and on his coming on deck he found him in an intoxicated state. He did not see the prisoner wear the hat produced more than once on deck. The effect of the remainder of witness's evidence was in corroboration of what had fallen from those who had preceded him, with regard to prisoner's conduct to the prosecutor.

" The Court was then cleared, to take into consideration whether Commander Belcher should be allowed to give evidence respecting the prisoner's conduct, which was objected to by prisoner, who considered

that as Commander Belcher had been in court, and consequently heard all the evidence of the witnesses, he should not be permitted to do so. The Court opened after ten minutes' deliberation, when the President informed prosecutor that he might give his evidence, but confine himself to the conduct of Mr. Backhouse while he was in the cabin with him alone.

"The prosecutor being sworn, deposed, that Mr. Backhouse entered his cabin abruptly, with a bill of exchange for him to indorse, and that he, Commander B., told the prisoner that he had not complied with the regulation under which he had engaged to be a party to his money transactions; but that if Mr. Backhouse thought it would enable him to appear in a more officer-like manner, he would attach his signature. The prisoner then left the bill on the table for that purpose, and quitted the cabin. In a few minutes, prisoner returned in a most insulting manner, walked up to the table where the bill was, demanded it, and told Commander B. that he neither required his signature nor assistance; he left the place as abruptly, and his (Commander B.'s) impression was, that he tore the bill in his cabin.

"Mr. Minchin (the prisoner's professional adviser) read an elaborate defence, which was supported by the following evidence:—

"Mr. Henry George Shoot said the general conduct of the prisoner was very respectful, doing his utmost to please Commander Belcher, never seeing any act of insubordination on the part of the prisoner.

"Samuel Adney, a marine, proved that he was engaged to make a cap for prisoner out of the tails of prisoner's coat, and was ordered by him to get it ready as soon as possible.

"Mr. Strong, second master, also stated that the prisoner was not disrespectful; and that the gig was manned for the commander to leave the ship when prisoner asked if his discharge was come down.

"Mr. Hooper, clerk, said that prisoner asked witness to request Commander B. to sign a public bill, which he refused on account of Mr. Backhouse not having a spy-glass. Prisoner asked if his discharge was come down when the commander was going out of the ship, and in a very respectful manner, touching his hand to his hat.

"Mr. Christopher Ludlow deposed to the same effect.

"John Ingle, serjeant of marines, deposed that Mr. Backhouse was under his charge as prisoner at large on the occasion, when he was secured in on the main deck with a tarpaulin large enough to hang a cot in; the tarpaulin was nailed close to the ship's side. Witness received orders not to allow any one to speak to Mr. Backhouse. Never saw any thing disrespectful in prisoner's conduct towards the commander. To the best of witness's belief, prosecutor was on board during the time Mr. B. was confined, and went round the deck during one of those days.

"Joseph Shilleto, carpenter of the *Ætna*, sworn.—Made a screen for prisoner on the main deck, in which he was confined by the orders of

Mr. Johnson, the master, which screen was composed of a tarpaulin nailed to a carlin, 5 ft. 6 in. in length, 5 ft. 3 in. in breadth. Witness asked Mr. Johnson if he might open one of the ports to give Mr. B. air; to which he replied, that the Commander had ordered him to be closely confined. Gave Mr. B. a chair, as he had none to sit on. Did not see him again for three or four days, till he saw him in the midshipmen's berth. Neither light nor air could be admitted. Prisoner's conduct was in general very respectful, and he was very attentive to his duty.

"The evidence in behalf of the defence having been concluded, the Court was cleared, and after a deliberation of one hour and a half, reopened, when the following sentence was delivered:—

"The Court is of opinion that the charge against the said Mr. Henry Grainger Backhouse, of insubordination in quitting the ship in defiance of the first lieutenant's refusal of leave of absence, has been proved; but that the other charges against the said Mr. H. G. Backhouse have not been proved. And the Court doth adjudge the said Mr. H. G. Backhouse to be discharged from H. M. surveying-vessel the *Ætna*, and to be reprimanded, and admonished to be more circumspect in his conduct in future; and the said Mr. H. G. Backhouse is hereby discharged from H. M. surveying-vessel the *Ætna*; and is reprimanded, and admonished to be more circumspect in his conduct in future accordingly."

The *Ætna* was subsequently stationed in the River Douro, for the protection of British property, during the contest between Dons Pedro and Miguel. From thence she was sent to survey the Esquerques, or Skerki, a reef of rocks in the Mediterranean Sea. She returned to Portsmouth in Aug. 1833, and was paid off on the 10th of the following month.

Commander Belcher is a member of the Geological and London Geographical Societies. He married, Sept. 11th, 1830, Diana Joliffe, grand-daughter of Colonel Simpson, of Plean House, Falkirk, N. B., and step-daughter of that amiable man and excellent officer the late Captain Peter Heywood, R. N.

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### WILLIAM HENRY BAPTIST PROBY, Esq.

ELDEST son of the late Rev. John Baptist Proby, rector of St. Mary's, Lichfield, co. Stafford\*, by Mary Su-

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\* Eldest son of the late Dean of Lichfield, and nephew to the late Commissioner Proby, of H. M. dock-yard at Chatham.

sannah, youngest daughter of the late Sir Nigel Gresley, Bart.

This officer was born at Lichfield, on the 15th Oct. 1794; and entered the royal navy, in Mar. 1807, as midshipman on board the Centaur 74, bearing the broad pendant of his cousin-in-law, the late Vice-Admiral Sir Samuel Hood, K. B., under whose auspices he continued to serve until the demise of that highly distinguished officer, in Dec. 1814\*. He was consequently present at the bombardment of Copenhagen, and surrender of the Danish navy, in Aug. and Sept. 1807; the occupation of Madeira, Dec. 26th, in the same year; and the capture and destruction of a Russian 74, on the Baltic station, in Aug. 1808 †. He was also at the reduction of Walcheren, in Aug. 1809.

In 1810, M. Proby followed Sir Samuel Hood into the Hibernia 120, on the Mediterranean station. He subsequently accompanied him to the East Indies; and on the 28th June, 1813, then serving as midshipman of the Hussar frigate, Captain the Hon. George Elliott, assisted in storming the defences of Sambas, a piratical state on the western coast of Borneo ‡. The following is a copy of the senior officer's official report to Captain George Sayer, commanding a squadron in the Eastern Seas:—

“ Sir,

“ *Sambas, June 29th, 1813.*

“ It affords me much satisfaction to communicate the good conduct and indefatigable exertions of the party of seamen belonging to H. M. ship Hussar, which you did me the honor to place under my orders, to co-operate with the detachment of troops commanded by Colonel Watson, of H. M. 14th regiment, for the reduction of the batteries at Sambas.

“ During a six hours' march, in an almost impenetrable jungle, through which, for the greater part of the way, a path was cut by a division of the seamen (the remainder of the party having been appointed to carry the scaling ladders), that ardour so common to British sailors was eminently conspicuous; and in the assault made on five batteries

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\* Sir Samuel Hood married the eldest daughter of the Earl of Seaford, governor of Barbadoes, by his Countess, the daughter of the above-mentioned Dean of Lichfield.

† See Vol. II. Part II. pp. 649—652.

‡ See Vol. II. Part I. p. 357, *et seq.*

successively, all of which were carried in half an hour, I cannot sufficiently commend their intrepid behaviour, while exposed to a heavy fire in advancing with the troops, as well as their spirited exertions in cutting down the fences which surrounded the batteries. *The very animated exertions of Lieutenant Henry Hoghton, of the Hussar, and Mr. William H. B. Proby, midshipman, during the whole of this service, entitle them to my warmest thanks and every possible praise.* I have the honor to be,  
&c. (Signed) "S. LESLIE, Capt. H. M. S. Volage\*."

For his gallant conduct on this occasion, Mr. Proby received the public thanks of Colonel Watson, and was appointed by Sir Samuel Hood acting lieutenant of his flagship, the *Minden* 74. He appears to have been confirmed into the *Hesper* sloop, Captain Charles Biddulph, Jan. 9th, 1814; and we subsequently find him serving on the same station, in the *Leda* 36, *Wellesley* 74, and *Owen Glendower* 36, which latter ship, commanded by Captain Brian Hodgson, was paid off May 23d, 1816.

Lieutenant Proby spent part of the ensuing six years in a free trader to India, being unable to obtain employment in the navy until Feb. 14th, 1822, when he was appointed to the *Queen Charlotte* 104, flag-ship of Sir James H. Whitshed, commander-in-chief at Portsmouth. His subsequent appointments were, about June 1823, to the *Cambridge* 82, Captain T. J. Maling, destined to the Pacific Ocean, in which ship he continued until June 21st, 1827; and Dec. 8th, 1828, to be first of the *Southampton* 50, fitting out for the flag of Sir Edward W. C. R. Owen, then recently nominated commander-in-chief on the East India station. After equipping the *Southampton*, he was advanced to his present rank, by commission dated Mar. 19th, 1829.

Commander Proby married, April 28th, 1831, Louisa Mary, only daughter of the late Rev. Samuel How, of Stickland, in Dorsetshire, and Southleigh, co. Devon. His brother, the Rev. John Caryfort Proby, is a chaplain in the Hon. E. I. Company's service, at Bengal.

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\* See Suppl. Part III. p. 90 *et seq.*



**CHARLES MADDEN, Esq.**

A SON of the late Captain Madden, of Portsmouth, agent for officers of the royal marines; and brother to Mr. Lewis Madden, master of the ceremonies at Southampton.

This officer was made lieutenant into the Wasp sloop, Captain Thomas Wren Carter, at Jamaica, Sept. 23d, 1819; appointed to the Ringdove 18, Captain George F. Rich, fitting out for the West India station, Dec. 3d, 1822; and advanced to the rank of commander Mar. 30th, 1829.

**WILLIAM COTESWORTH, Esq.**

WAS made a lieutenant on the 16th Sept. 1816; appointed to the Revolutionnaire frigate, Captain the Hon. Fleetwood B. R. Pellew, fitting out for the Mediterranean station, Aug. 20th, 1818; and advanced to his present rank on the 5th April 1829. We are informed that he was selected to superintend the mining establishment at Cata Branca, in Brazil, in 1833.

**CHARLES INGLIS, Esq.**

ELDEST son of the late Commissioner Charles Inglis, R. N., who died at Ryde, in the Isle of Wight, Feb. 27th, 1833.

This officer was made a lieutenant, July 1st, 1814, at the request, we believe, of the Emperor Alexander, whose attention is said to have been particularly attracted when reviewing the British fleet at Spithead, by a boat belonging to Captain Inglis presenting the miniature appearance of a perfect man-of-war. He subsequently served under Captains Francis Newcombe, Robert Tait, and Charles M. Schomberg, in the Chesapeake frigate, Larne 20, and Rochfort 80, the latter ship bearing the flag of Sir Graham Moore, commander-in-chief on the Mediterranean station. He obtained his present rank on the 23d April, 1829.

**JOHN CHIMLEY, Esq.**

Was wounded while serving as master's-mate on board the *Monarch 74*, flag-ship of Vice-Admiral Onslow, at the battle of Camperdown, Oct. 11th, 1797. He was made a lieutenant in Feb. 1802; and served for several years in the *Aboukir 74*, latterly commanded by the present Rear-Admiral Norborne Thompson. He was advanced to his present rank while commanding the *Basilisk* cutter, May 1st, 1829.

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**CHARLES FREDERICK, Esq.**

PASSED his examination, at Sheerness, in July 1816; subsequently served under the flag of Vice-Admiral Pickmore, in the *Sir Francis Drake* frigate, at Newfoundland; obtained his first commission on the 20th April, 1818; and was advanced to his present rank, May 6th, 1829, for gallant conduct when commanding a boat belonging to the *Alacrity* sloop, at the capture of a piratical *mistico*, on the Mediterranean station. In performing this service, he was severely wounded; as were also three of his party, including Mr. C. C. Austen, midshipman.

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**GEORGE DANIELL, Esq.**

ENTERED the royal navy in 1810. We first find him serving as admiralty midshipman on board the *Leven 24*, Captain W. F. Owen, employed in surveying the coast of Africa, where he was appointed acting lieutenant of that ship's consort, the *Barracouta* sloop, Captain A. T. E. Vidal, about the end of 1822. His first commission bears date May 15th, 1823.

Mr. Daniell's next appointment was, May 7th, 1827, to the *Musquito* sloop, Captain George B. Martin, under whom he served as first lieutenant at the battle of Navarin. He was advanced to his present rank, as soon as eligible for

promotion, by commission dated May 7th, 1829. He obtained the command of the Dispatch sloop, fitting out for the West India station, June 7th, 1832; and has since captured, to windward of Barbadoes, a Spanish schooner, of only 75 tons, having on board 292 slaves of both sexes, mostly under twelve years of age.

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### GEORGE FARHILL DIXON, Esq.

WAS made a lieutenant in Mar. 1823; and advanced to his present rank, while serving as first of the Dryad frigate, Captain the Hon. George A. Crofton, June 12th, 1829. A few days afterwards, on paying off that ship, her gun-room officers gave him a farewell dinner, at Devonport, in token of their esteem, and in congratulation on his promotion. Next day, the midshipmen gave their late officers a public breakfast, and presented Commander Dixon with a handsome piece of plate. He has since served for three years in the Caledonia 120, latterly commanded by Captain James Hilliar, C. B., which ship was paid off in May 1833.

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### HORATIO STOPFORD NIXON, Esq.

WAS made a lieutenant in July 1819; promoted to the command of the Arachne sloop, on the West India station, July 14th, 1829; and paid off from that vessel, at Devonport, July 13th, 1830.

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### THOMAS BEVIS, Esq.

OBTAINED his first commission on the 24th Sept. 1806; and was slightly wounded while serving as senior lieutenant of the Galatea frigate, Captain Woodley Losack, in action with a French squadron near Madagascar, May 20th, 1811\*.

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\* See Suppl. Part I. p. 33, *et seq.*

He continued in the same ship until July 1814; and subsequently served as first lieutenant of the *Bombay 74*, Captain Henry Bazely, and *Euryalus 42*, Captain Thomas Huskisson; off the Azores, and on the Mediterranean and West India stations. He was advanced to his present rank on the 3d Aug. 1829.

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**ROBERT CROSBIE, Esq.**

OBTAINED his first commission on the 10th Mar. 1807; and was a prisoner of war, at Verdun, in Dec. 1813. He was made a commander on the 3d Aug. 1829.

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**JOSEPH PAFFARD DICKSON LARCOM, Esq.**

SON of the late Commissioner Joseph Larcom, of Malta dock-yard, a zealous and good officer, who died at Gibraltar, on his way to England, Feb. 17th, 1818, universally lamented.

This officer was educated at the Royal Naval College, from whence he embarked on board the *Blossom* sloop, Captain Francis Beaufort, destined to the Mediterranean, in June 1810. He subsequently served under the same officer in the *Ville de Paris*, first rate, off Toulon, and *Frederikssteen* frigate, on the coast of Asia Minor\*. He was made lieutenant into the *Castor 32*, Captain Charles Dilkes, Sept. 26th, 1814; appointed to the *Atholl 28*, Captain Henry Bouchier, fitting out for the Halifax station, Nov. 28th, 1820; and advanced to the rank of commander, Aug. 8th, 1829.

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**DAWSON MAYNE, Esq.**

WAS wounded while serving as midshipman on board the *Leander 60*, Captain Edward Chetham, at the battle of Al-

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\* See Suppl. Part II. pp. 86—93.

giers. He was made lieutenant into the Newcastle 60, flagship of the late Sir Edward Griffith Colpoys, on the Halifax station, Feb. 5th, 1821; and advanced to his present rank on the 14th Aug. 1829. He subsequently commanded the Sparrowhawk sloop, on the West India station.

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### FREDERICK BULLOCK, Esq.

A SON of the late superannuated Commander James Bullock.

This officer passed his examination, at Portsmouth, in 1811; obtained his first commission on the 22d Jan. 1812; was appointed to the Revolutionnaire frigate, Captain John C. Woolcombe, Nov. 3d, 1813; and subsequently commanded the Snap surveying vessel, on the Newfoundland station. In 1824, he accompanied Captain Lyon from England to the coast of Labrador\*. He was advanced to his present rank on the 26th Aug. 1829; and has been borne on the books of the William and Mary yacht, at Woolwich, ever since the 30th Oct. in that year.

Commander Bullock is well known as a scientific officer in the hydrographical department of the service.

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### HENRY BOLTON, Esq.

WAS wounded while serving as midshipman under Captain (now the Hon. Sir John) Talbot, in the Victorious 74, at the capture of the French line-of-battle ship Rivoli, Feb. 22d, 1812 †.

This officer passed his examination in April 1815, and was made lieutenant into the Blossom 24, Captain Frederick Hickey, on the South American station, July 14th, 1818. He obtained his present rank on the 26th Aug. 1829; and was appointed inspecting commander of the coast guard, at Donaghadee, Ireland, Mar. 20th, 1832.

\* See Vol. III. Part I. p. 110.

† See Vol. I. Part II. p. 745, *et seq.*

**WILLIAM CLEMENT SWINFEN, Esq.**

ENTERED the royal navy in Jan. 1816; obtained his first commission on the 29th April, 1825; and was advanced to his present rank, Aug. 26th, 1829.

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**RUSSELL ELIOTT, Esq.**

ENTERED the royal navy in Nov. 1815; obtained his first commission in Jan. 1825; and was made a commander on the 5th Sept. 1829.

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**JAMES PULLING, Esq.**

PASSED his examination at Portsmouth, in April 1810; obtained his first commission on the 23d Feb. 1815; and was subsequently employed in the suppression of smuggling on the coast of Hampshire. The following account of a trial which took place at Winchester, in July 1825, is taken from the Hampshire Telegraph:

“James Pulling and William Young, the former a lieutenant in the navy, the latter a seaman employed in the preventive service, were charged with having, at the parish of Milton, wilfully murdered James Reade.

“John Goddard, of Christchurch, surgeon, deposed that on the morning of the 4th June last, he was called to attend on the deceased, who he found had been shot in the belly, just above the navel: deceased was in great pain, and witness extracted a leaden ball from the right buttock, soon after which he died of the wound. During his illness, deceased told witness, on inquiries from him, that it was a person by the name of Evans, on the preventive service, who had shot him, and that at the time they were about four or five yards apart: that he was positive of the man, but he did not think the aim was taken at him (deceased) in particular; that no goods were landed at the time; that there was an assembly of about sixty persons; that he was paid for going out at nights, and was owed thirty shillings for seven nights; that on being shot he fell senseless, and on coming to himself, crawled away from the spot on his hands and knees.—Timothy Dawkins had often worked at Hurst Castle, and knows the prisoners. About eleven o'clock in the

night of the 3d June last, witness was at Milton, and heard the report of pistols, which seemed to come from a place called Lobb's Hole. He hastened that way, the firing still continuing, and met a number of persons coming away from shore. Witness turned back with them, and they had not proceeded far when Lieutenant Pulling, with two more persons, ran up to them, crying out, 'What are you up to here?' Some one replied, 'We are not up to much.' He then stopped and conversed with his men, while his (witness's) party walked on. He soon, however, ran after them, and seized on a man, who was struggling, when Pulling demanded, 'Are you ready, for we are.' No one made reply to this, and the prisoner stepped back and fired a pistol at the man. A number of persons were round him at the time. Prisoner then commanded his men to fire, and some one immediately did so. Witness saw the prisoner, Young, there. Williams, one of Pulling's men, chopped with his cutlass at a person who was endeavouring to assist the man who was shot.—William Gibbs was present on the night in question. He was going home when a party of men came shouting after him, and they all proceeded together. Three persons came up to them (as described by last witness), and one of them caught hold of James Reade, saying 'I'll have you for the first,' and directly after, shot him. The person who shot Reade commanded the others to load and fire. Witness was certain that the prisoner Young was one of the three, and he believed Lieutenant Pulling was the man who shot Reade, but he could not positively swear to him. Several other witnesses corroborated the above testimony, but would not positively swear that Lieutenant Pulling was the man who shot, although, before the coroner, Fuller had sworn that he was. The evidence for the Crown having been gone through, Lieutenant Pulling read his defence, stating, that being on duty on the night in question, they met a party of smugglers, who used the most abusive and menacing language, and challenged them to put down their arms and fight like men: they declined to do this, there being about sixty against three or four; but asserted they would not use their fire-arms except in their own defence. Prisoner then observed some of them getting out something from under their frocks, and fearing danger, fired his pistol. The whole band then rushed on Lieutenant Pulling's party, and but for the timely assistance of one of his men, he himself must have been slain by a blow which was aimed at his head. On the smugglers retiring, prisoner saw that a man was wounded, and ordered his men to render assistance. His men said the wound was not much, at which prisoner exclaimed, 'Thank God.' This was all that passed, nor did prisoner hear more of the matter till his apprehension.—Young, the other prisoner, said nothing in his defence, but bore testimony to the truth of Mr. Pulling's statement. A great number of witnesses, on behalf of the prisoners, proved this narration to be correct, and the most respectable and unqualified evidence was adduced as to Lieutenant Pulling's previous

excellent character, as an officer and as a man. He was represented in convincing terms as of firm moral principles, and a truly humane disposition.—The Judge then summed up with the utmost minuteness, and the jury, after a few minutes deliberation, during which the most intense anxiety prevailed throughout the Court, returned a verdict against Lieutenant Pulling—*Guilty of Manslaughter*; and acquitted Young, who was discharged. A question of law arising in arrest of judgment, his Lordship suspended sentence to some future opportunity, and in the interim directed that Lieutenant Pulling should be admitted to bail, which was immediately put in, and he was liberated accordingly."

This trial was followed by that of a smuggler named James Pitman, charged with having, in the night of June 3d, 1825, with other persons, obstructed Lieutenant Pulling and his men in the execution of their duty. The desperado was sentenced to six months' imprisonment and hard labour in the House of Correction.

Lieutenant Pulling was promoted to his present rank on the 8th Sept. 1829; and appointed an inspecting commander of the coast guard in Oct. 1831.

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#### HENRY EDWARD COFFIN, Esq.

WAS made a lieutenant in July 1814; and commander on the 19th Sept. 1829. He married Nov. 10th in the latter year, Charlotte, youngest daughter of the late William Curry, Esq., of Southampton.

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#### THOMAS NETHERTON LANGFORD, Esq.

WAS made a lieutenant in Nov. 1826, and commander on the 19th Sept. 1829.

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#### ROBERT INGRAM, Esq.

WAS made a lieutenant in Sept. 1806, and commander on the 28th Oct. 1829. He married, Sept. 7th, 1806, Miss Wilmot, of Oyster Street, Portsmouth.

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**ROBERT JAMES ELLIOT, Esq.**

WAS made a lieutenant in Aug. 1808 ; and commander on the 27th Aug. 1814.

**EDWARD HANDFIELD, Esq.**

ONLY son of the late Colonel Charles Handfield, of Hermitage, near Lucan, Dublin, twenty-four years commissary-general of Ireland, whose father, Lieut -Colonel John Handfield, commanded the 40th regiment of foot at the siege of Louisbourg, in 1758.

This officer passed his examination, at Portsmouth, in Mar. 1811 ; obtained his first commission in Aug. following ; served as lieutenant under Captains Clotworthy Upton and the Hon. Fleetwood B. R. Pellew, in the Junon and Revolutionnaire frigates, on the Halifax and Mediterranean stations ; and was promoted to the command of the Jaseur sloop, in South America, Aug. 2d, 1826. He is now inspecting commander of the coast guard, at Dundalk, in Ireland.

**SAMPSON JERVOIS, Esq.**

ENTERED the royal navy in Nov. 1801 ; and served until June 1804, under Captain (afterwards Rear-Admiral) the Hon. Francis F. Gardner, in the Princess Charlotte 38, Ruby 64, and Gelykhied 68, on the Irish and North Sea stations. The former ship bore the flag of the first Lord Gardner, at Cork, during the peace of Amiens, and was subsequently recommissioned by his son, with whom Mr. Jervois sailed for Jamaica in Sept. 1804. Whilst on that station, he assisted at the capture of numerous valuable Spanish merchant vessels and a French privateer brig, le Regulus, of fourteen guns and eighty-four men.

The Princess Charlotte was next ordered to the Leeward Islands, where, Captain Gardner having invalided, Mr. Jer-

vois joined the *Ramillies* 74, Captain (afterwards Vice-Admiral) Francis Pickmore, in which ship he returned home towards the end of 1805.

The *Ramillies* formed part of the squadron under Sir John B. Warren, at the capture of the French 80-gun ship *Marengo* and frigate *Belle Poule*, the former bearing the flag of Rear Admiral Linois, Mar. 13th, 1806\*. She afterwards escorted a large fleet of merchantmen to the West Indies, and, in Dec. 1807, was present at the surrender of the Danish islands of St. Thomas, St. John, and St. Croix †.

In April, 1808, Mr. Jervis was received on board the *Belleisle* 74, flag-ship of the Hon. Sir Alexander I. Cochrane; in June following, we find him appointed acting lieutenant of the *Demerara* sloop, Captain Henry Bouchier; and shortly afterwards removed to the *Asp* 18, Captain Robert F. Preston. He witnessed the capture of the *la Junon* French frigate, after a severe action with the *Horatio* 38, Feb. 10th, 1809 ‡; and commanded the boats of the *Asp* during the successful operations against Guadeloupe in Jan. and Feb. 1810 §. His appointment to that vessel was not confirmed by the Admiralty until Dec. 24th, 1809.

Lieutenant Jervis returned home in June, 1810; and served under Captains Spelman Swaine, in the *Talbot* 20, principally employed on the Irish station, from the beginning of 1812 until Nov. 1813. His subsequent appointments were,—Nov. 15th, 1813, to the *Martial* sloop, Captain George Elliot;—in June, 1816, to be first of the *Perseus* 22, Captain Thomas Richard Toker, fitting out for the Newfoundland station;—in Feb. 1817, to be senior lieutenant of the *Sir Francis Drake* 38, flag-ship of Vice-Admiral Pickmore, governor and commander-in-chief of that colony;—in Nov. 1818, to the *Dauntless* 26, Captain the Hon. Valentine Gardner, fitting out for the East India station—in Dec. 1823,

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\* See Vol. I. Part II. p. 435, *et seq.*

† See Vol. I. Part I. p. 263, *et seq.*

‡ See Vol. II. Part I. p. 147, *et seq.*

§ See Vol. I. Part I. p. 265.

only three months after his return home, to the *Brisk 10*, Captain (now Lord Adolphus) Fitz Clarence; and—in Mar. 1824, to the *Redwing 18*, commanded by the same officer, in which latter sloop he remained, on the North Sea station, until paid off, at Chatham, in 1825.

Lieutenant Jervois attended the public funeral of his old friend and patron, Vice-Admiral Pickmore, at St. John's, Newfoundland, Mar. 3d, 1818. In the *Dauntless*, of which ship he was first lieutenant for nearly five years, he visited Madras, Ceylon, Manilla, Singapore, China, New South Wales, New Zealand, the various ports of Chili and Peru, the Marquesas Islands, Otaheite, and the Society Islands; returned through Torres Straits to Calcutta; and touched at the Isle of France, the Cape of Good Hope, and St. Helena. His promotion to the rank of commander took place on the 27th April, 1827.

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### ALFRED LUCKRAFT, Esq.

*Knight of the French Legion of Honour.*

WE first find this officer serving as midshipman on board the *Mars 74*, Captain George Duff, at the battle of Trafalgar, on which memorable occasion he was wounded. He was afterwards sub-lieutenant of the *Steady gun-brig*, and promoted from that vessel into the *Hyacinth sloop*, Sept. 3d, 1810. During the latter part of the war with France, he served under the flag of Rear-Admiral John Ferrier, in the *Scarborough 74*, on the North Sea station; and subsequently under Captains John Parish and Thomas Warrant, in the *Foxhound sloop*.

In Jan. 1828, Lieutenant Luckraft was appointed first of the *Blonde frigate*, Captain Edmund Lyons, under whom he greatly distinguished himself at the reduction of the "Château de Morée," in Oct. 1828, as will be seen by the following extracts and copies of official letters relative to that service:—

*"H. M. S. Blonde, off Patras, Oct. 1<sup>st</sup>, 1828.*

"Sir,—Captain Spencer's letter, by the *Echo*, will have informed you of the capitulation of Patras. I have now the honor of sending you the

terms; in defiance of which five agas, with from 1200 to 1500 troops, have thrown themselves into the Morea Castle, and refuse to surrender, unless a written order to do so be produced from Ibrahim Pacha of Egypt, or Ibrahim Pacha of Lepanto.

"Under these circumstances, General Schneider has resolved on commencing offensive operations against the castle, and intends, on the night of the 19th instant, to open his batteries near the walls, hoping that this operation, accompanied by a demonstration on the part of the allied naval forces here, may induce the agas to surrender. If this should fail, the General will prepare for battering in breach. \* \* \* \* \* I have promised to approach the fort on the 19th instant, as near as the wind and other circumstances will admit, under the hope that the dread of a naval attack may have the same effect that it undoubtedly had in the surrender of Patras. \* \* \* \* \* I have the honor to be, &c.

(Signed) "EDMUND LYONS, Captain."

"To Vice-Admiral Sir Pulteney Malcolm, K. C. B., &c. &c. &c."

"H. M. S. Blonde, 30th Oct. 1828.

"Sir,—In obeying your orders to act in concert with the senior officer of His Most Christian Majesty's ships, I have had the good fortune of finding myself associated with those distinguished officers, Captains Maudit Duplessis, of *la Duchesse de Berri*; Hugon, of *l'Armide*; and Ville-neuve, of *la Didon*; and in detailing the proceedings of the Blonde, I at the same time describe those of the French frigates: for I assure you, that throughout an arduous service of twelve days and nights, in very unfavourable weather, the most perfect concert and hearty co-operation have been invariably manifested.

"On the 18th inst., General Schneider expressed a wish that four 18-pounders should be landed from each ship; and in less than four hours they were on shore, with all their appointments; the difficulties occasioned by the surf on the beach being overcome by the fine spirit which animated all—French and English being in the water, mutually assisting each other. In this operation, the zeal and intelligence of Lieutenant Thomas Saumarez Brock, were very conspicuous.

"On the 20th, Lieutenants Alfred Luckraft and Sidney Colpoys Dacres; Messrs. Mockler, Hay, Blair, and Austen, mates; and Messrs. De Saumarez, Kennedy, Hawkins, and Dor, midshipmen; landed with a party of seamen and commenced making the batteries, under the direction of the French officers of engineers and artillery.

"At nine o'clock on the 22d, the Marine battery opened its fire on Morea Castle, and in a few hours silenced the guns opposed to it; but as the army advanced in their approaches to the breaching batteries, the castle opened fresh guns, which rendered it necessary for the Marine battery to fire at intervals, for eight days and nights.

"Last evening, the guns of the frigates, with two 24-pounders which

Admiral De Rigny landed from the *Conquerant* on his arrival, and such of the battering train as the weather enabled us to disembark, were fairly established in the two breaching batteries, named by Lieut.-Gen. Maison, Charles X. and George IV., the French and English guns being promiscuously placed in each; and at day-light this morning, together with the mortar battery and the *Ætna* bomb, opened such a tremendous fire on the castle as to produce, in four hours, an unconditional surrender.

"I am sure you will be glad to find, that the zeal and professional talent exhibited by Captain Stephen Lushington, his officers, and ship's company, have excited the admiration of all. The *Ætna* was worked up in the night, under reefed courses and close-reefed topsails, anchored, and sprung with such precision, within eight hundred yards of the castle, as to enable that intelligent officer, Lieutenant George Logan, of the royal marine artillery, to throw 102 shells into the castle, only the first four going too far. Captain Lushington assures me that he received the most valuable assistance from Lieutenant Baldwin Wake Walker.

"I am persuaded, Sir, that in your well-known wish to appreciate and encourage merit, I shall find an excuse for dwelling so much on the conduct of my officers and ship's company; and really, Sir, when I reflect on the peculiar situation in which they have been placed, and know that their gallantry in the batteries, their excellent discipline in their tents, (which were in the centre of the French army,) are highly extolled by the French officers, I feel it to be but fair that it should be reported to their admiral.

"Anything I could say in praise of Lieutenants Luckraft and Dacres would fall far short of the universal feeling in the French army in their favor; but, perhaps, I may be permitted to say, that the former has been nearly twenty years \* a lieutenant. All the mates are highly deserving, and have passed many years.

"My duties having frequently called me from the ship, the command devolved on the second lieutenant, the Hon. Edward Roper Curzon, whose conduct fully justified all I had expected from an officer of first-rate professional talent.

"The French had many casualties in the batteries, but I am happy to add we have only one man severely wounded. I have the honor to be, &c.

(Signed) "EDMUND LYONS, Captain."

"To Sir Pultency Malcolm, K. C. B., &c. &c. &c."

"H. M. S. *Asia*, off Poros, 26th Nov. 1828.

"Sir,—In acknowledging the receipt of your letter of the 30th ult., detailing your proceedings, in conjunction with the French naval force

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\* Upwards of eighteen years.

and a division of the French army, against the Morea Castle at Patras, I have satisfaction in assuring you of my entire approbation of the manner in which you have conducted the service there, and of the exertions and good conduct of the officers and ship's company of the Blonde. I have not failed to make known the same to the Lords Commissioners of the Admiralty, and to recommend, in particular, to their Lordships' favorable notice, the merits of Lieutenant Luckraft. I have much pleasure in sending for your perusal a copy of a letter which Vice-Admiral De Rigny has addressed to me on the occasion, expressive of his admiration of the services of the Blonde and *Ætna*, and of the cordiality of feeling manifested between the forces of the two nations. I am, &c.

(Signed) "PULTENEY MALCOLM, Vice-Admiral."

"*To Captain Lyons, H. M. S. Blonde.*"

Copies of the letters from Sir Pulteney Malcolm to the Admiralty, and from Mons. de Rigny to the British Vice-Admiral, are given in Vol. III. Part II., p. 88, *et seq.* On the 31st Oct. 1828, the Marquis Maison, commander-in-chief of the French army in the Morea, wrote to the minister-of-war as follows:—

"The delivery of arms, among which were some very beautiful sabres and yatagans, was severely felt by the Turks; but I wished to punish them for their resistance to the capitulation of Patras, and I was therefore inflexible. I have distributed these arms among the general and superior officers of the different corps, the artillery, and superior officers of the French and English squadrons.

"The five batteries had received names. The first was called Charles the Tenth; the second George the Fourth. The other three were those of the Dauphin, the Duke de Bordeaux, and the Marine. The English, who served four cannon (the officers of the frigate Blonde and those of the bomb-vessel *Ætna*), were extremely pleased with the attention which we had shewn them, and giving the name of their king to one of our batteries. We owed them such a compliment for the zeal and frankness which they have displayed on all occasions. I cannot too highly praise Lieut. Luckraft. He is an old and worthy officer, who directed the battery during the whole siege with great ability."

The following are extracts of a private letter from an officer of the Blonde:—

"There were no sailors, either English or French, admitted into the breaching batteries, except the Blonde's and Conquerant's. Ours was the central battery, and the nearest to the castle. Lieutenant Luckraft held the chief command, and next to him was Lieutenant Ducres. They behaved with so much bravery, and so ably maintained the unshaken

character of British seamen, as to merit the public approbation of the French commander-in-chief. \* \* \* \* \* The exertions of Captain Lyons have seldom been equalled, certainly not excelled, by any British officer; he was almost constantly in the trenches, and exposed to a tremendous fire of great guns and musketry. Lieutenants Luckraft and Dacres were twelve days and nights in the trenches; the three last of which they worked their battering guns with such effect as to expend upwards of 1000 eighteen-pound shot, and 6000 lbs. weight of powder: never were four guns worked with greater dexterity than those of the Blonde's, which were placed on George the Fourth's battery. \* \* \* \* \* Vice-Admiral De Rigny ought to have commanded the naval part of the expedition, but this he waived in favor of Captain Lyons."

The insignia of the French Legion of Honor was immediately afterwards conferred upon Lieutenant Luckraft; but his promotion to the rank of commander did not take place until Oct. 28th, 1829, previous to which the Blonde had conveyed the British ambassador from Tenedos to Constantinople.

This officer's subsequent appointments were, Nov. 30th, 1829, to the command of the Cameleon sloop, which vessel he paid off on the 22d Mar. 1830; and June 20th, 1831, to the Revenge 78, in which ship he served under Captains James Hillyar and Donald Hugh Mackay, principally on the Lisbon station, until put out of commission, Mar. 13th, 1834.

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#### ARTHUR JAMES DOUGLAS, Esq.

ENTERED the royal navy in Feb. 1816; obtained his first commission in Feb. 1825; and was advanced to his present rank on the 20th Nov. 1829.

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#### JOHN COGHLAN FITZGERALD, Esq.

ENTERED the royal navy in Oct. 1812; obtained his first commission in April, 1825, and was advanced to his present rank on the 27th Nov. 1829. In April, 1831, being then in command of the Alert sloop, and on his way to San

Blas from Callao, he met with an island not laid down in the charts, lat.  $18^{\circ} 24' N.$ , long.  $114^{\circ} 33' W.$

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**ROBERT RUSSELL, Esq.**

Is, we believe, related to the Marchioness of Cleveland.

This officer passed his examination on the 8th April, 1826, being then upwards of twenty years of age; obtained his first commission on the 30th April, 1827; served as lieutenant under Captain (now Sir Thomas) Fellowes, in the Dartmouth frigate, at the battle of Navarin; and was promoted to the command of the *Wolf* sloop, on the Mediterranean station, Dec. 2d, 1829. He joined that vessel, from the Dartmouth, Feb. 12th, 1830; and was dismissed the service for getting her ashore at the back of the Isle of Wight, on the night of March 10th following. His trial by court-martial took place at Portsmouth, and his judges agreed that the *Wolf* "was run on shore by the inattention and neglect of her commander, and of Mr. Richard Hodges, her master, by not making a proper allowance for the flood tide, and by disobeying the standing orders stated in the general printed instructions, at page 87,—that on all occasions when a ship is in pilot water, or in the neighbourhood of land, of rocks, and of shoals, the captain or commander is to take particular care that the lead is kept constantly going, whether the pilot or master think it necessary or not; and at page 107,—that the master is to be always attentive to the manner in which she is conducted, and to see the lead carefully hove. In addition to the dismissal of Commander Russell, Mr. Hodges was sentenced to be severely reprimanded, and placed at the bottom of the list of masters.

The subject of this sketch was restored to his former rank about Nov. 1830; and appointed to the *Victor* sloop, lying in the River Douro, destined to the West Indies, Dec. 27th, 1831. He subsequently captured a Spanish vessel from Africa, bound to Cuba, having on board 526 slaves. He returned home, *via* Halifax and Newfoundland, Sept. 23d, 1834.



### JAMES RICHARD BOOTH, Esq.

Son of an old purser in the royal navy.

This officer entered the service in 1805; passed his examination at Portsmouth, in Nov. 1811; and was made lieutenant into the Gorgon 44, armed *en flûte*, Commander R. B. Bowden, Dec. 30th, 1813. He subsequently served under Captains John Parish and Thomas Warrant, in the Foxhound sloop. We afterwards find him successively appointed to the Kite, Favorite, and Drake sloops, the latter employed on the Newfoundland station. He obtained his present rank on the 8th Dec. 1829; and is now commander of the Trinculo sloop, on the African station. His appointment to that vessel took place in April, 1832, at which period she was fitting out for a special service.

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### JAMES BURNEY, Esq.

A son of the late Dr. Burney, of Gosport, co. Hauts, who had the credit of having educated more naval and military officers, during the wars occasioned by the French revolution, than any other teacher in the kingdom.

This officer was made a lieutenant by the Board of Admiralty, on their visit to Portsmouth, in company with the allied monarchs, in the summer of 1814; appointed to the preventive service in the island of Sheppy, in Dec. 1821; advanced to the rank of commander on the 24th Dec. 1829; appointed to the Wasp sloop, July 19th, 1833; and removed to the Arachne sloop, on the West India station, in the month of December following. He married, Jan. 24th, 1822, at Weymouth, Mary, only daughter of P. L. Burnett, Esq.

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### JAMES ELPHINSTONE ERSKINE, Esq.

Was made a lieutenant in the beginning of Jan. 1826; and commander on the 24th Dec. 1829.

## JOSEPH SHERER, Esq.

WE first find serving under Captain George Francis Lyon, in the *Hecla* discovery ship, on a voyage to the Arctic regions, in 1821, 2, and 3\*. He was made a lieutenant during his absence from England, by commission dated Dec. 26th, 1822; and advanced to his present rank, Dec. 30th, 1829, for his activity while commanding the *Monkey* schooner, on the West India station, where, within eight months, he captured three large vessels, bound to Cuba, having on board 743 slaves.

The *Monkey* was a vessel of only 75 tons, mounting one long 12-pounder on a pivot, with a complement of twenty-six men. One of her prizes was the brig *Midas*, belonging to Havannah, of 360 tons, mounting four long 18-pounders, and four medium 12-pounders, with a crew of fifty-seven men: she was heavier rigged than a British 10-gun brig; the boom of her fore-and-aft mainsail was as long as the *Monkey* altogether. The following account of her capture was transmitted to us in 1829:—

“ On the 27th June, about 9 A. M., on rounding the *Beminis* from the southward, Lieutenant Sherer discovered a brig at anchor on the bank, distant about six or seven miles, with her top-sail yards at the mast heads, and other suspicious appearances. On seeing the *Monkey* approach, she weighed and stood off and on under easy sail, apparently undecided how to act. When the schooner got within about three miles of her, she again anchored, with a spring on her cable, keeping her top-sails set, with the yards slung and sheets stoppered. There being but little wind, a considerable time elapsed before the *Monkey* got within point-blank range, when the brig let fly an ill-directed broadside, which was not returned until the schooner got near enough to make every shot tell. At the expiration of half an hour, part of the slaver’s crew hailed to say they had struck, whilst the remainder kept up a fire of musketry from the fore-castle. Three or four more discharges of grape and canister settled the business, and all resistance ceased. She proved to be from the river *Bonny*, with four hundred slaves on board, of whom two hundred and fifty-one perished within nine weeks after her capture. On her passage from the African coast, one hundred and fifty-seven of her original cargo

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\* See Suppl. Part IV. pp. 353—361; and Vol. III. Part I. p. 108.

had died of small-pox. The *Midas* had one of her crew killed, and three wounded; the *Monkey* not a man hurt; but she, as well as her antagonist, suffered greatly in the hull and rigging. Three English sailors, formerly belonging to a Liverpool vessel wrecked on the above coast, were found in arms on board the slaver, sent home, tried for piracy at the Old Bailey, and condemned to death, but had their sentences commuted to transportation for life."

Commander Sherer was appointed to the coast guard service at Lymington, Feb. 26th, 1831; and removed to the Weymouth district in Oct. 1832.

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### JOHN HARVEY BOTELEK, Esq.

A SON of the late William Boteler, Esq. F. S. A., of Eastry, co. Kent, by his second wife, Mary, daughter of Captain John Harvey, who commanded the *Brunswick* 74, and was mortally wounded in Earl Howe's action, June 1st, 1794\*.

This officer was made a lieutenant on the 19th Sept. 1815; and subsequently served under his uncle-in-law, the present Sir Thomas Harvey, K. C. B., and Captain (now Rear-Admiral) T. J. Maling, in the *Northumberland* 78, stationed as a guard-ship in the River Medway. His next appointment was, Dec. 3d, 1822, to the *Ringdove* sloop, Captain George F. Rich, fitting out for the West India station. He obtained the rank of commander on the 14th Jan. 1830; and married, Aug. 15th, 1832, Helen Agnes, fifth daughter of the late James West, Esq., of Bryanstone Square, London.

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### PATRICK JOHN BLAKE, Esq.

WAS made a lieutenant on the 19th July, 1823, and commander Jan. 15th, 1830.

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\* See pp. 40—43.

### JOHN REEVE, Esq.

WAS made a lieutenant on the 22d Feb. 1808; and subsequently served, for about three years, in the Prometheus sloop, under Captains Hercules Robinson and William B. Dashwood, on the Jamaica and Channel stations. We next find him in the flag-ship of Sir Edward Thornbrough, commander-in-chief at Portsmouth.

On the 7th Nov. 1818, after displaying great activity in favor of Captain Sir Murray Maxwell, at the recent Westminster election, Lieutenant Reeve was appointed to the command of the Starling cutter, which vessel he paid off, and re-commissioned, Oct. 14th, 1820. He afterwards served under Sir Murray Maxwell and Captain Benjamin Clement, in the Briton and Shannon frigates, on the South American and West India stations. His promotion to the rank of commander took place on the 2d Feb. 1830.

This officer married, Sept. 8th, 1818, Miss Emma Caplin, of Charlton, co. Sussex.

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### EDMUND YONGE, Esq.

PASSED his examination at Plymouth, in Sept. 1814; obtained his first commission on the 6th Mar. 1815; was advanced to his present rank Feb. 10th, 1830; and appointed to the Melville 74, flag-ship of Sir John Gore, on the East India station, Nov. 16th, 1830.

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### EDWARD IGGULDEN PARREY, Esq.

WAS made a lieutenant into the Liverpool 50, Captain (now Sir Francis A.) Collier, on the East India station, Nov. 28th, 1820; and appointed to the Primrose sloop, Commander T. S. Griffinhoofe, fitting out for the African station, Aug. 9th, 1827. The following is taken from the "Hampshire Telegraph:"

"Letters from Sierra Leone, dated Mar. 2d, 1829, state that his Ma-

jesty's ship *Primrose* was then lying there, waiting the event of the trial of a galliot (formerly the yacht of Alderman Sir William Curtis), which a pinnace under the command of Lieut. Parrey, first of the *Primrose*, had captured in the River Cachao, with thirty-eight slaves on board. This active officer had, on the previous day to the capture of the galliot, taken a Portuguese vessel of four guns and forty men, with two hundred and twenty-five slaves, by boarding. This vessel was formerly the *Saucy Jack*, American privateer. Lieut. Parrey proceeded up the River Noonaz, where he found two schooners, one French and one Spanish, quite ready for slaves. He also found there an English brig, the *Lochiel*, of Liverpool, and what is remarkable, without a living soul on board, the captain, mate, and all her crew having been discovered below dead. He consequently, with much praiseworthy exertions, brought her down the river, which is a dangerous one, and without a pilot, to the *Primrose*, which ship carried her to Sierra Leone, where her agent had allotted to the *Primrose* a salvage of 190*l*."

Lieutenant Parrey was advanced to the rank of commander Feb. 10th, 1830.

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#### FRANCIS VERE COTTON, Esq.

Is, we believe, a nephew to General Viscount Combermere, G. C. B., &c. &c., formerly Sir Stapleton Cotton. He was made a lieutenant on the 1st Jan. 1821; advanced to his present rank, Feb. 12th, 1830; and appointed to the *Racehorse* sloop, on the West India station, Jan. 31st, 1832.

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#### PAUL PIERCY BAGWELL, Esq.

Was made a lieutenant in July, 1812; and commander on the 15th Feb. 1830.

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#### RICHARD SHEPHEARD TRISCOTT, Esq.

APPEARS to have been a follower of the late Admiral Viscount Exmouth, under whose flag he served as midshipman on board the *Caledonia* and *Queen Charlotte*, first rates, at the blockade of Toulon and battle of Algiers. His first commission bears date Sept. 5th, 1816. He was appointed to

the *Sapphire 26*, Captain Henry Hart, fitting out for the West India station, Aug. 26th, 1818; and we subsequently find him senior lieutenant of the *Alacrity* sloop, Captain G. J. Hope Johnstone, employed in the Mediterranean.

On the 9th April 1826, and following day, the boats of the *Alacrity*, commanded by Lieutenant Triscott, made two very gallant attacks on, and succeeded in destroying, three Greek piratical vessels, near the island of Ipsara. Lieutenant Triscott and three seamen were severely wounded on this occasion; and Lieutenant John Wheatley, second of the *Alacrity*, very dangerously burnt. Forty of the Greeks were killed, and seventy taken prisoners in a tower which protected the vessels.

This officer was advanced to his present rank on the 22d Feb. 1830; and appointed an inspecting commander of the coast guard in June, 1832. He married, in April, 1833, Eliza Jope, youngest daughter of R. J. Kinsman, Esq., of Falmouth, co. Cornwall.

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#### ORLANDO GEORGE SUTTON GUNNING, Esq.

WAS made a lieutenant into the *Morgiana* sloop, Captain William Finlaison, on the African station, Sept. 25th, 1821; and promoted to the command of the *Infernal* bomb, Feb. 26th, 1830. He returned home in that vessel, from the Mediterranean, May 27th, 1830; and was paid off, at Chatham, on the 11th June following.

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#### WILLIAM BARWELL, Esq.

WAS made a lieutenant in Mar. 1822; and commander on the 26th Feb. 1830.

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#### GEORGE FULLER STOW, Esq.

WAS made a lieutenant on the 23d April, 1822; and promoted to the command of the *Badger* sloop, employed as a

mooring-vessel at Mauritius, Feb. 26th, 1830. The *Badger* was converted into a receiving hulk, and Commander Stow placed on half-pay, in 1833.

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### JOHN POWNEY, Esq.

YOUNGEST son of the late Pennyston Portlock Powney, Esq., of Ives Place, Maidenhead, Berks, Lieutenant-Colonel of the Berkshire militia, Custos Rotulorum of that county, Ranger of the Little Park, Windsor, and many years representative in parliament of the borough of New Windsor; who died in 1794, universally regretted.

This officer entered the royal navy in 1800, at a very early age, and served, during the latter part of the French revolutionary war, as midshipman on board the *Cambrian* frigate, successively commanded by Captains the Hon. Arthur Kaye Legge and George H. Towry, on the Channel station. During the peace of Amiens, we find him serving under Captain (now Sir Edward W. C. R.) Owen and the present Rear-Admiral Vansittart, in the *Nemesis* and *Magicienne* frigates; the latter employed in conveying a number of disbanded Dutch troops from Lymington and Jersey to the Texel and Helvoetsluys. After the renewal of hostilities with France, he followed Captain Vansittart into the *Fortunée* 38, on the North Sea station; and subsequently joined the *Phæton* 38, Captain (now the Right Hon. Sir George) Cockburn, with whom he sailed for North America and the East Indies, Sept. 25th, 1803.

The *Phæton*, with one of the Hon. E. I. Company's ships under her convoy, left Chesapeake Bay on the 28th Jan. 1804, and arrived in Madras Roads May 26th. She was next employed in the blockade of the Mauritius and Isle Bourbon, during which service Mr. Powney repeatedly distinguished himself in boat expeditions, particularly at the capture and destruction of a ship which had run ashore, for protection, under a fort situated on Point Cannonière. He returned home Jan. 7th, 1806, in the *Howe* 38, into which ship Cap-

tain Cockburn had exchanged, on the 5th June preceding, for the purpose of bringing to England, from Bengal, the Marquis Wellesley (late governor-general) and suite.

The Howe was paid off in Feb. 1806; between which period and Sept. following, Mr. Powney served under Commodore Owen and Captain J. W. Loring, in the Clyde and Niobe frigates. On the 13th of the latter month, he was made lieutenant into the Bergère sloop. Shortly after joining that vessel, which was successively commanded by Captains the Hon. Granville Proby, Thomas Whinyates, and James Boxer, he gave great offence to the papists of Malta, by an act of indiscretion committed during a religious procession, and in consequence of their complaint he was tried by a court-martial, and sentenced to be placed at the bottom of the list of lieutenants, May 8th, 1808. But for this unfortunate occurrence, he would now, in all probability, have been an old captain.

Mr. Powney's next appointment was to the Zenobia 18, Captain Alexander Richard Mackenzie, on the North Sea station, where he served for a considerable period. In that vessel he was present at the siege and capture of Flushing, and bore a part in all the subsequent operations of the Walcheren expedition. On the 19th May, 1813, he was appointed second lieutenant of the Endymion frigate, Captain Henry Hope, fitting out for the North American station, where he assisted at the capture of the Perry letter of marque, Dec. 3d, in the same year; the Meteor schooner, of three guns and thirty-one men, Feb. 7th, 1814; and the Mars privateer of 15 guns and 70 men, Mar. 7th, following. The Meteor was taken by the boats of the Endymion, off New York, and Lieutenant Powney's conduct on that occasion obtained him honourable mention in the *London Gazette*.

The Endymion formed part of the squadrons under Rear-Admiral Griffith (afterwards Sir Edward G. Colpoys) and Captain (now Rear-Admiral) Sir Thomas M. Hardy, in an expedition to the Penobscot river, and at the capture of the islands in Passamaquoddy Bay\*. In the course of these

\* See Vol. II. Part II. p. 729; and *id.* Part I. p. 165.



services, Lieutenant Powney suffered so much from fatigue and privations that he was unfortunately obliged to invalid, a short time previous to the capture of the United States' ship *President*, Jan. 15th, 1815\*. He returned home first of the *Martin* sloop, Captain (now Sir Humphrey F.) Senhouse.

On the escape of Napoleon Buonaparte from Elba to France, in the spring of 1815, Lieutenant Powney was appointed to the *Caledonia* 120, destined to hoist the flag of Sir John Gore; but which ship was paid off immediately after the battle of Waterloo. In September following, he received an appointment to the *Vengeur* 74, Captain Thomas Alexander, stationed at Portsmouth; the tender of which ship, employed in the suppression of smuggling, he commanded for two years. In 1818, he was appointed to the command of the *Camelion* revenue cutter, in which vessel he cruised, with considerable success, against illicit traders, in the British Channel, for a period of three years, occasionally attending upon our late monarch in his aquatic excursions.

In 1822, at the particular request of that admirable seaman, Captain John Hayes, C. B., Lieutenant Powney was appointed to command the *Arrow*, a cutter of his construction, of about 160 tons, mounting ten guns, embracing stability under canvas with little ballast, great buoyancy, better stowage, and swifter sailing qualities, than any model ever before designed by known schools of naval architecture. In this vessel, the construction and management of which reflected equal credit on Captain Hayes and Lieutenant Powney, when competing with many other cutters of greater tonnage, the latter officer was employed, for nearly three years, in protecting the oyster fisheries about Jersey, during which period he succeeded in capturing many smugglers.

In 1825, Lieutenant Powney was appointed to the Royal George yacht, and he subsequently, while commanding her tender, the *Calliope*, conveyed the Mexican chargé d'affaires, Senor Rocafuerte, with a treaty of commerce, from England to New Spain, where he was presented by the government of

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\* See Suppl. Part I. p. 314, *et seq.*

that republic with a table service of plate. He brought home from thence a freight of considerable value, April 12th, 1827.

In the spring of the same year, the *Calliope* having been found unfit for further service, Lieutenant Powney was lent, with the crew of the *Royal George*, to the *Royal Sovereign* yacht, Captain Sir William Hoste, in which ship the late Queen of Wirtemberg (Princess Royal of England) returned to her native country, on a visit to her august relatives, after an absence of twenty years. He subsequently had the honor of accompanying his present Majesty, then Lord High Admiral, and his royal consort, on several marine excursions, at the termination of which he was presented by that illustrious personage with a commander's commission, dated June 26th, 1827. His last appointment was, April 6th, 1831, to be inspecting commander of the coast guard at Aldborough, where he remained for the usual period of three years.

This officer, than whom we know no one more zealously devoted to his profession, married Elizabeth, daughter of the late Captain Carleton, H. M. 16th foot, and niece to the late Lord Carleton, Chief Justice of Ireland.

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### HENRY MEREDITH MOSTYN, Esq.

SERVED as midshipman on board the *Alceste* frigate, Captain (afterwards Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816, and was wrecked in that ship, near the island of Pulo-Leat, Feb. 18th, 1817\*. He was made a lieutenant in Jan. 1823; and advanced to his present rank on the 26th Feb. 1830.

Commander Mostyn married, in Nov. 1832, Susanna, daughter of the late J. S. Townshend, Esq., of Trevallyn, co. Denbigh.

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\* See Vol. II. Part II. pp. 805—816.

**HENRY RICHARD STURT, Esq.**

Was made a lieutenant in July, 1823; and commander on the 27th May, 1830.

**HENRY WILLIAM BISHOP, Esq.**

Obtained his first commission on the 1st Nov. 1806; and served, during the latter part of the war with France, under Captain (now Rear-Admiral) John Maitland, in the *Barfleur* 98, on the Mediterranean station. He was appointed to the Royal Sovereign yacht, Captain Sir Edward Berry, July 28th, 1814; to the *Lacedemonian* and *Niger*, frigates, commanded by Captain Samuel Jackson, in 1815\*; and to be senior lieutenant of the *Tribune* 42, Captain (now Sir Nisbet J.) Willoughby, Oct. 19th, 1819†. We next find him commanding the *Manly* sloop, on the Halifax station; and sent, in July 1829, by Vice-Admiral Sir Charles Ogle, to look for and determine the position of the Virgin Rocks, lying in the direct track to Cape Race, Newfoundland, the point which vessels bound to Quebec generally endeavour to make. He was accompanied on this service by Mr. Edward Rose, master in the royal navy, commanding the *Inspector* tender.

That the situation of the Virgin Rocks should have remained uncertain, and even that their existence should have been doubted, to a very recent period, affords an instance of one among the many difficulties with which hydrographers have to contend in the construction of charts. Although repeatedly sought for, they were known only to a few fishermen, who frequent the Banks of Newfoundland, until the enlightened views of Sir Charles Ogle, for the safety of our North American traders, led to their complete discovery. They are situated in lat. 46° 26' 15" N., long. 50° 56' 35" W.;

\* See Suppl. Part I. p. 278.

† See Suppl. Part II. p. 194.

and described as extending in an irregular chain, or cluster, 800 yards in the direction of N. E. b. E. and S. W. b. W., their breadth varying from 200 to 300 yards. They were distinctly seen under water, particularly a large white mass of rock, in  $4\frac{1}{2}$  fathoms, having from 5 to  $6\frac{1}{2}$  fathoms round it. The shoal was traced in 7 fathoms, on detached rocks, near the edge of it, having deeper water between them. On the southern edge of the shoal, from S. E. to W., the depth increases gradually to 30 fathoms, at the distance of half-a-mile from the shoalest part. The same depth was found to the N. W. and N. E. of the shoal, at the distance of one-third of a mile, and also between N. E. and S. E. at the distance of one mile. In an easterly gale, which would be attended with the whole swell of the Atlantic Ocean, no vessel could pass over these rocks.

This officer's promotion to the rank of commander took place on the 22d July, 1830.

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#### WILLIAM SILVESTER ADDINGTON, Esq.

OBTAINED his first commission on the 12th Mar. 1807; served as lieutenant under Captain (now Sir John) Harvey, in the *Leviathan* 74; and was advanced to his present rank on the 22d July, 1830.

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#### HUGH GOOLD, Esq.

WAS made a lieutenant on the 16th June, 1808; and dismissed from the transport service, in 1827, in consequence of his having taken Mrs. Goold to Lisbon for the benefit of her health. This heinous offence, in the sight of one Board, appears to have been considered venial by another, its superior, from which he received a commander's commission, dated July 22d, 1830. He married, July 1st, 1819, Harriet, daughter of Mr. Knight, of Landport Terrace, near Portsmouth.

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**WILLIAM BARBER WATTS, Esq.**

Was made a lieutenant into the Goshawk sloop, June 20th, 1808; and advanced to the rank of commander on the 22d July, 1830.

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**WILLIAM HENRY HASWELL, Esq.**

Is the son of a naval officer, who died suddenly on the 5th Jan. 1831, aged 77. He passed his examination in July 1808; obtained his first commission on the 28th Feb. 1809; served under Captain the Hon. (now Sir) Charles Paget, in the Superb 74, on the Channel and Halifax stations, from Sept. 1812 until Aug. 1814; and was advanced to his present rank July 22d, 1830. He is now an inspecting commander of the coast guard.

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**RICHARD EMERIC VIDAL, Esq.**

Was made a lieutenant on the 10th July, 1809. He commanded the boats of the Cornwallis frigate, Captain (now Sir W. A.) Montague, at the capture of a Dutch brig, lying under the fort of Manippa, laden with turtle, fowls, fruit, and sago, bound to Amboyna, Feb. 1st, 1810. He obtained his present rank on the 22d July, 1830.

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**HENRY PRESTON, Esq.**

PASSED his examination in May 1808; obtained his first commission in Nov. 1809; and was advanced to his present rank on the 22d July, 1830.

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**WILLIAM USHERWOOD, Esq.**

Was made a lieutenant into the Sabine sloop, Captain George Price, Dec. 23d, 1809; and commanded the boats

of that vessel at the capture of three French privateers, each mounting two long four-pounders, with a complement of twenty-five men, lying at the anchorage of Chipiona, near Cadiz, May 26th, 1811. He subsequently served in the Sabine, under Captains William Wrottesley and William Hall, on the Newfoundland station. His promotion to the rank of commander took place July 22d, 1830. He is now an inspecting commander of the coast-guard.

This officer has been twice married:—1st, to Ann, eldest daughter of the Rev. Digory Jose, of Ponghill, Cornwall; and 2dly, in Aug. 1832, to Eliza Dennis, eldest daughter of the late Rev. John Kingdon.

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### SAMUEL HELLARD, Esq.

PASSED his examination in Aug. 1808; obtained his first commission on the 29th Oct. 1810; and subsequently served in the Podargus 14, Benbow 74, and Scout 18. The following is taken from the Naval Chronicle for 1815, vol. 34, p. 163:

“A court-martial was lately held on Lieutenant S. Hellard, late of H. M. sloop Scout, for threatening to shoot or drown T. Smith, who had deserted from the said vessel, if he returned; and for disrespect to Captain James Arthur Murray. The court were of opinion that the charges were proved against the said Lieutenant S. Hellard; but, in consideration of his former high character, did only adjudge him to be most severely reprimanded, and to be placed at the bottom of the list of lieutenants of H. M. navy.”

This officer was advanced to his present rank on the 22d July 1830, and appointed an inspecting commander of the coast-guard, April 13th, 1831.

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### GEORGE BISSETT, Esq.

PASSED his examination in Feb. 1810; and was made lieutenant into the Hyperion frigate, on the Jamaica station,

Jan. 28th, 1811 \*. He was advanced to his present rank on the 22d July 1830, and appointed inspecting commander of the coast-guard at Poole, co. Dorset, Aug. 30th, 1832.

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### WALTER KIRBY, Esq.

SON of the late W. Kirby, M. D., of Maldon, co. Essex.

This officer was made a lieutenant in Feb. 1811, and commander July 22d, 1830. He married Hannah, youngest daughter of the late James Smith, Esq. of Langford, Essex.

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### CHARLES SMITH, Esq.

PASSED his examination at Portsmouth, in Feb. 1812; obtained his first commission in May 1813; was advanced to his present rank on the 22d July, 1830; and is now an inspecting commander of the coast-guard in Ireland. He married, in Dec. 1830, Eliza, eldest daughter of John Slight, Esq., naval officer and agent victualler at Gibraltar.

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### ADAM CUPPAGE, Esq.

SECOND son of the late General Cuppage, Hon. East India Company's service.

This officer passed his examination at Plymouth, in Feb. 1811; was made a lieutenant on the 26th May 1814; and advanced to the rank of commander July 22d, 1830. His wife is Frances, eldest daughter of the late Colonel Haldane, royal engineers.

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### JOHN POWELL TWEED, Esq.

OBTAINED his first commission on the 26th May 1814; served under Captain John Tancock and Commanders Tho-

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\* See p. 79.

mas Herbert and Alfred Matthews, in the Bann 20, and Icarus sloop; and was advanced to his present rank July 22d, 1830.

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### GEORGE HOLBECH, Esq.

WAS made a lieutenant on the 16th June 1814; and in a few days afterwards appointed to the Rodney 74, Captain Charles Inglis. He subsequently served under Captain Samuel G. Pechell, in the Clorinde frigate. His promotion to the rank of commander took place on the 22d July 1830.

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### EDWARD PITTS, Esq.

*Knight of the Royal Portuguese Military Order of the Tower and Sword.*

THIS officer was made a lieutenant in Mar. 1815, and commander on the 22d July 1830. The insignia of the above order was conferred upon him after King John IV's visit on board the Windsor Castle 74, Captain (now Sir Charles) Dashwood, lying off Lisbon, in May 1824.

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### WILLIAM RADCLIFFE, Esq.

SERVED as midshipman at the battle of Algiers, in Aug. 1816; obtained his first commission on the 16th of the following month; and was advanced to the rank of commander July 22d, 1830.

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### GEORGE AUGUSTUS SAINTHILL, Esq.

OBTAINED his first commission in Feb. 1819; and subsequently served under Captain Adam M'Kenzie, in the Superb 78, on the Plymouth station. He was made a commander July 22d, 1830; appointed to the Donegal 78, Captain Arthur Fanshawe, Aug. 22d, 1833; and paid off from that ship, on her return from Portugal with the Infante Don Carlos of Spain, his family and suite, passengers, in the summer of 1834.



**CHARLES BELL, Esq.**

WAS made a lieutenant on the 9th Nov. 1821; and commander July 23d, 1830.

**FRANCIS HARDING, Esq.**

ENTERED the royal navy in 1812; obtained his first commission on the 30th Mar. 1822; served under Captain G. F. Lyon, in the Griper bark, on a voyage of discovery to Repulse Bay, in 1824\*; and succeeded to the command of the Hecla surveying vessel, on the African station, *vice* Thomas Boteler, deceased, in Nov. 1829. He was promoted to the command of the Jaseur sloop, July 23d, 1830; removed into the Warspite 76, bearing the flag of Rear-Admiral (now Sir Thomas) Baker, on the South American station, Sept. 16th, 1831; and paid off from that ship, at Portsmouth, Mar. 26th, 1833.

**HON. EDWARD WODEHOUSE, Esq.**

A SON of Lord Wodehouse, by Charlotte Laura, only daughter and heiress of John Norris, Esq., of Wilton Park, co. Norfolk; and nephew to Vice-Admiral the Hon. Philip Wodehouse. He entered the royal navy in 1815; obtained his first commission on the 24th Feb. 1823; and was promoted to the command of the Ferret sloop, July 23d, 1830.

**WILLIAM SYDNEY SMITH, Esq.**

ENTERED the royal navy in 1813; obtained his first commission on the 25th April, 1823; was advanced to his present rank July 23d, 1830; and appointed to the Larne sloop,

\* See Vol. III. Part I. pp. 108—123.

on the North Sea station, Sept. 24th, 1832. The following is taken from the *Naval and Military Gazette* :—

“ *Portsmouth, 19th April, 1833.*

“ A court-martial assembled yesterday on board H. M. S. *Victory*, to try Commander W. S. Smith, of the *Larne*, for having run the said ship on shore, on the 4th inst., and for his conduct on that occasion. It appeared by the evidence, that the *Larne*, being on a cruise in the narrowest part of the Channel, between Calais and the South Foreland, on the morning of the 4th instant, fell in with and detained a Dutch galliot, from *Villa Nova*, bound to Rotterdam, and having placed the master and a pilot on board, took her in tow and made all sail for the Downs. The weather was thick and rainy, and at 10-30 the steeple of Calais bore about S. E. by S. four miles, the wind S. S. W., and steering N. W., at half-past 12; the wind drawing rather to the westward, the course was altered to W. N. W., and sails trimmed accordingly, and immediately afterwards the ship struck; the hands were on deck at the time, the guns, except five, were thrown overboard, together with the spars and every thing else on deck, for the purpose of lightening the ship; assistance from the men of war in the Downs was promptly sent, as well as pilot boats and craft from Deal; and after great exertions at the next tide she floated off. It seemed probable that after a long prevalence of easterly winds, a sudden change to the westward might have considerably accelerated the velocity of the eastern current, and thus set the ship unaccountably to leeward; a branch pilot was on deck looking out, but the lead was not going. At two o'clock the case for the prosecution closed; and time being requested by Commander Smith to prepare his defence, the court adjourned to this day at nine o'clock, when Commander Smith entered upon his defence, in support of which he called the look-out men, who were stationed in the usual manner to give warning of the approach to danger; and also Captains Nicholas Lockyer and Henry Eden, who both bore testimony in the strongest terms to the general ability and zeal of Commander Smith in the discharge of his duty during the last winter, while cruising in the North Sea. At ten o'clock the court was cleared, to deliberate on the evidence adduced; at half-past eleven pronounced sentence, finding that the *Larne* took the ground on the outer side of the Goodwin Sand, in consequence of the course recommended by the pilot having been shaped without sufficient regard to the strength of the current; and that Commander Smith had not attended to the first article of the general printed instructions, page 91, respecting pilotage; but that in consideration of the general vigilance and zeal displayed by him during the late winter's cruise, and the great and effectual exertions used in extricating the ship from the perilous situation in which she was placed, the court adjudged him to be reprimanded, and admonished to be more attentive to the said instructions in future.”

The Larne soon afterwards sailed for the West India and Halifax station, where she is at present employed.

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### ARCHIBALD SINCLAIR, Esq.

FOURTH son of the Right Hon. Sir John Sinclair, Bart., of Ulbster, co. Caithness, cashier of the excise in Scotland, LL.D., F.R. and A. S., &c. &c., by his second wife, Diana, youngest daughter of Alexander, first Lord Mac Donald.

This officer was born on the 20th Sept. 1801; entered the royal navy in 1814; and obtained his first commission on the 22d Oct. 1823; previous to which he had acted as lieutenant of the Dauntless 24, Captain George C. Gambier, on her voyage home from the East India station. In April, 1826, he was presented with the honorary medallion of the Royal Humane Society; and, on the 22d July, 1830, advanced to the rank of commander. We lastly find him returning home from the Cape of Good Hope station, in command of the Jaseur sloop, Sept. 29th, 1832.

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### DURELL DE SAUSMAREZ, Esq.

ENTERED the royal navy in 1812; obtained his first commission on the 10th May, 1824; was advanced to the command of the Zebra sloop, on the East India station, July 23d, 1830; invalided from that vessel, at New South Wales, in Feb. 1832; and returned home in the Strathfieldsaye whaler.

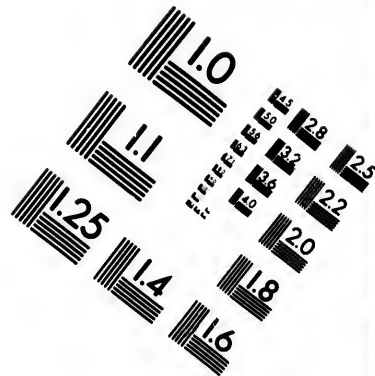
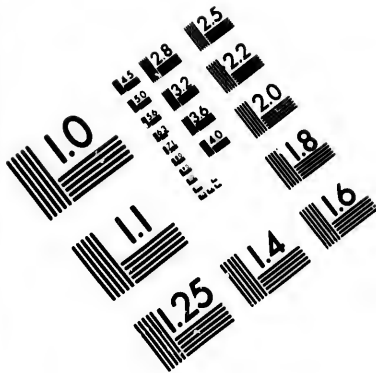
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### EDWARD WILLIAM PILKINGTON, Esq.

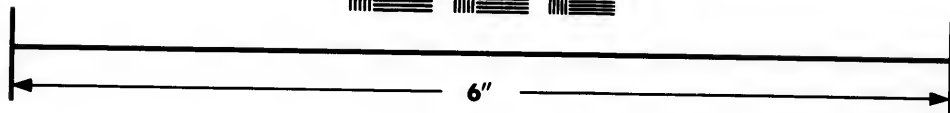
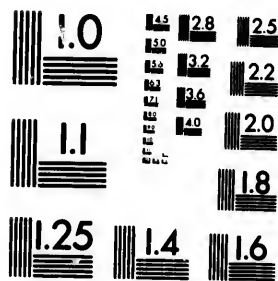
ENTERED the naval service in 1817; obtained his first commission on the 29th April, 1826; and was advanced to his present rank Aug. 16th, 1830.

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**IMAGE EVALUATION  
TEST TARGET (MT-3)**



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**CHARLES BLAIR, Esq.**

WAS made a lieutenant into the *Rochfort* 80, flag-ship of Sir Graham Moore, on the Mediterranean station, Mar. 9th, 1822; and subsequently served in the *Doris* frigate, in South America, where he assisted in saving a French national brig and a Brazilian corvette from destruction, in 1825. He obtained his present rank on the 30th Sept. 1830.

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**GEORGE WILLIAM MATSON, Esq.**

Is the son of a London wine-merchant. He obtained the rank of lieutenant on the 1st Feb. 1815; and subsequently served under Captains Sir Charles T. Jones, George French, and William J. Purchas, in the *Harrier*, *Sophie*, and *Esk*, sloops, on the Halifax, East India, and African stations, from which latter he returned home in command of the *Swinger* gun-brig. On paying off that vessel, at Portsmouth, July 26th, 1826, her crew presented him with an elegant dress sword, belt, and epaulette, in token of their very great esteem. He was advanced to his present rank on the 22d Nov. 1830.

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**FRANCIS PRICE BLACKWOOD, Esq.**

SECOND son of the late Vice-Admiral the Hon. Sir Henry Blackwood, Bart., K. C. B., by his third wife, the daughter of Francis Gore, Esq., of Ireland.

This officer entered the royal navy in 1821; obtained his first commission on the 8th Aug. 1828; and was advanced to his present rank Nov. 22d, 1830. He now commands the *Hyacinth* sloop, in the East Indies, for which station he sailed on the 7th May, 1833. His half brother, Sir Henry Martin Blackwood, Bart., is a captain in the navy.

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**ALEXANDER MILNE, Esq.**

SON of Vice-Admiral Sir David Milne, K. C. B.; was made a lieutenant into the Cadmus sloop, Commander Charles Gordon, on the South American station, Sept. 8th, 1827; and advanced to his present rank Nov. 25th, 1830.

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**FRANCIS HART, Esq.**

OBTAINED his first commission on the 20th Jan. 1818; and subsequently served under the flag of Lord Colville, in the Semiramis frigate, at Cork. He was made a commander on the 26th Nov. 1830.

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**JOHN BUNCHE BONNEMAISON M<sup>C</sup>HARDY, Esq.**

ENTERED the royal navy in May 1812; was made a lieutenant, Aug. 19th, 1824, for his services against pirates on the coast of Cuba; and advanced to his present rank, Dec. 20th, 1830, for his exertions in suppressing the slave trade, but particularly for the capture of a formidable armed slave vessel, the Bolodoro, while in command of the Pickle schooner, on the Jamaica station. On the 8th Mar. 1831, he was appointed an inspecting commander of the coast guard; and, in 1834, on his quitting that service, the lieutenants employed in the district under his superintendence gave him a farewell dinner at Wells, in Norfolk, "in testimony of their esteem for so active and enterprising an officer."

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**WILLIAM SAVAGE, Esq.**

WAS made a lieutenant on the 17th Sept. 1806; granted a pension of five shillings per diem for wounds, July 1st, 1815; and advanced to the rank of commander Dec. 31st, 1830.

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**JOHN GEARY, Esq.**

WAS wounded while serving as midshipman on board the *Monarch 74*, Captain (now Sir Richard) Lee, in action with a squadron of French frigates, Sept. 25th, 1806\*. His promotion to the rank of lieutenant took place on the 29th May, 1807. The following is taken from the *Naval Chronicle*, vol. 24, p. 434:

“ On the 9th, 10th, and 12th Nov. 1810, a court-martial was held on Lieut. John Geary, of H. M. schooner *Mullet*, for not having done his utmost to execute the orders of Sir Robert Calder, in proceeding with the mails to Surinam, Berbice, and Demerara, but returned twice to port. Lieutenant Geary's defence was, that the sickly state of his crew prevented him. The Court sentenced him to be severely reprimanded.”

We next find Lieutenant Geary serving under Captain Robert Henderson, in the *Tigris* frigate, on the Irish station, and at the Leeward Islands. In April 1818, he was appointed first of the *Phæton 46*, Captain William Henry Dillon, fitting out for a voyage to the East Indies; and on his return home, in Oct. 1819, he was dismissed from that ship and severely reprimanded, by the sentence of a court-martial, for having concealed two deserters from the band of H. M. 18th regiment, whilst under sailing orders at Portsmouth. He appears to have subsequently commanded an East India-man. His advancement to the rank he now holds took place on the 17th Feb. 1831.

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**JOHN FRASER, Esq.**

PASSED his examination, at Plymouth, in July 1812; was made a lieutenant into the *San Juan*, sheer-hulk and receiving ship at Gibraltar, Jan. 1st, 1813; and advanced to his present rank on the 22d Feb. 1831.

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\* See Vol. I. Part II. p. 570, *et seq.*

**WILLIAM KELLY (c), Esq.**

PASSED his examination, at Portsmouth, in Sept. 1814; obtained the rank of lieutenant, Mar. 8th, 1815; and was made a commander on the 25th April, 1831.

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**ALGERNON HENRY CHAMPAGN CAPEL, Esq.**

WAS advanced to his present rank on the 25th May, 1831; and appointed an inspecting commander of the coast guard, June 6th, 1833.

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**HORATIO THOMAS AUSTIN, Esq.**

ENTERED the royal navy in 1813; obtained his first commission on the 9th Sept. 1822; was appointed to the Chanticleer sloop, Dec. 12th, 1827; and promoted to his present rank May 26th, 1831. His subsequent appointments were, Nov. 27th, 1832, to the Salamander; and, Jan. 30th, 1834, to the Medea (steam-ships); in the former of which he escorted Donna Maria to Portugal, in 1833; and in the latter attended Queen Adelaide to Holland, in July 1834. Since then he has visited all the ports on the north coast of Spain, from Bilboa to Coruña.

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**WILLIAM SHEPHEARD, Esq.**

ENTERED the royal navy, Jan. 14th, 1804, as midshipman on board the Temeraire 98, Captain (afterwards Sir Eliab) Harvey, under whom he bore a part at the ever-memorable battle of Trafalgar, on which occasion his conduct was thus noticed by that distinguished officer, in a private letter, dated Nov. 9th, 1805:—

“ This is the first opportunity I have had of sending you any informa-

tion respecting Shephard, since our fight on the 21st October; he behaved with great courage, and has been admired by us all.

(Signed) " E. HARVEY."

On the 1st Dec. 1806, Mr. Shephard joined the *Tonnant* 80, Captain Thomas Brown, in which ship he served until July 16th, 1807. We next find him in the *Amelia* frigate, Captain the Hon. F. P. Irby, from Mar. 17th, 1808, until Mar. 9th, 1809; when he rejoined the *Tonnant*, and continued in her, under Captains Brown and Anthony T. Abdy, upwards of six months.

On the 28th Sept. 1809, he was again received on board the *Amelia*; and on the 6th April, 1813, he obtained the following testimonial from his gallant commander:—

" This is to certify, that during the time Mr. W. Shephard served on board H. M. ship under my command, he ever conducted himself much to my satisfaction, and I consider him to be a very promising young officer: he was particularly active \* during the action with the French frigate *Aréthuse* †: and subsequently, when the whole of the lieutenants were killed, it made his attentions the more valuable; and I was only prevented from appointing him to act as lieutenant, from his age not corresponding with the regulation on that head, and there being an officer on board, invalidated for change of climate.

(Signed) " F. PAUL IRBY, Captain."

On the 22d May 1813, Mr. Shephard was removed into the *Rivoli* 74, Captain (now Sir Graham E.) Hamond, where he continued until Oct. 5th following. On the day afterwards, he passed his examination, and from that time remained at home with his friends until promoted to the rank of lieutenant, Feb. 24th, 1815.

On the 21st Nov. 1816, Mr. Shephard received an appointment to the *Phæton* frigate, then at St. Helena, but was prevented from going out to join that ship, by an Admiralty order, stating that she was on her voyage home. His subsequent appointments were, Jan. 5th, 1818, to the *Spartan* frigate, Captain W. F. Wise; and April 29, 1828, to be first of the *Samarang* 28, Captain W. F. Martin. The following are copies of testimonials from those officers:—

\* As master's-mate.

† See Vol. II. Part I. p. 492 *et seq.*

These are to certify, that Lieutenant William Shephard served on board H. M. ship *Spartan*, under my command, from Jun. 13th, 1818, to Jan. 31st, 1821, during the whole of which time his conduct was such as to merit my warmest approbation: his unwearied zeal for the service was only equalled by his abilities as an officer and a seaman; and I can safely say, that in all these essential points, I never met his superior, or one who is more calculated to be a credit to that service to which he is so warmly attached.

(Signed)

“ W. F. WISE.”

“ *H. M. S. Samarang*, 8th April, 1831.

“ This is to certify, that Mr. W. Shephard served as first lieutenant of H. M. S. *Samarang* for three years, under my command; and I feel in justice bound to bear testimony to the admirable manner in which he has discharged every part of his duty; no service is too difficult and irksome, or too trifling, to secure his ready and cordial assistance in its execution; and the ability and seamanlike manner in which he carries it into effect, is equalled only by his indefatigable zeal. I have often had occasion to notice the great temper and judgment he shews in those important parts of a first lieutenant's duty, connected with the treatment and management of the ship's company. I can truly assert, that in Mr. Shephard is united, with the strictest propriety of conduct, the most intimate acquaintance with all parts of his duty, and the greatest devotion to the service.

(Signed)

“ W. F. MARTIN, Captain.”

A few days previous to the date of this latter certificate, the captain of the *Donegal 78*, wrote to Lieutenant Shephard as follows:

“ Dear Sir,—As I find the *Samarang* is to be immediately paid off, I lose no time in mentioning to you, that the senior lieutenantcy of this ship is vacant, and it would give me pleasure to see it filled by an officer of your high character and qualifications.

(Signed)

“ JOHN DICK.”

About the same time, Lieutenant Shephard received similar invitations from other captains; “ but,” said he, when addressing Sir James Graham, “ your memorialist owes it to himself to decline those offers, and to throw himself upon your equitable administration of the patronage of the First Lord of the Admiralty, in the confident hope that you will be pleased to give him such employment as will hold out a fair prospect of his advancement to the rank of commander.”

The Samarang was paid off on the 1st June, 1831; and two days afterwards her late first lieutenant obtained his well merited promotion. On the 30th Sept. following, he was appointed to the Melville 74, fitting out for the flag of Sir John Gore, who, without any recommendation on the part of friends, or personal solicitation, selected him to serve as commander on board that ship, having formed the most favorable opinion of his conduct while serving in the Samarang.

Commander Shepheard invalided from the Melville, on the East India station, in June 1833.

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### FREDERICK ROGERS, Esq.

WAS made a lieutenant in Mar. 1815, and commander on the 3d June 1831.

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### HENRY WEST, Esq.

SECOND son of the late Rev. Edward Matthew West, rector of Clifton-Mabank, and vicar of Bradford-Abbas and Haydon, co. Dorset, by Anne, daughter of the late Rev. Edward Cotes, vicar of Sherborne and Caundle-Bishop's, both in Dorsetshire, and many years chaplain to his great-uncle, William, Lord Digby.

This officer entered the royal navy in May 1801, as midshipman on board the Resistance 38, Captain (now Sir Henry) Digby, destined to North America; and continued in that ship, under Captain (now Vice-Admiral) the Hon. Philip Wodehouse, until she was wrecked near Cape St. Vincent, on her way to the Mediterranean, May 31st, 1803\*. He subsequently served, for about four years, in the Victory, first rate, flag-ship of the immortal Nelson; Termagant sloop, Amphion 32, Africa 64, and Lavinia 38.

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\* See Vol. I. Part II. p. 763; and Vol. IV. Part I. p. 38.

The *Amphiou*, Captain Samuel Sutton, formed part of the squadron under Captain (now Sir Graham) Moore, at the capture of three Spanish frigates, laden with treasure, and the destruction of their consort, *la Mercedes*, off Cape St. Mary, Oct. 5th, 1804\*. In the following year she accompanied Lord Nelson to the West Indies, in pursuit of the combined fleets of France and Spain †. The *Africa*, Captain Henry Digby, bore a part at the ever-memorable battle of Trafalgar, on which occasion Mr. West, then master's-mate, had charge of the signal department, and was severely wounded.

In 1807, while in charge of a prize taken by the *Lavinia*, Captain Lord William Stuart, the subject of this sketch had the misfortune to be captured by a Spanish corvette, off Ushant; and he appears to have remained a prisoner, at Bilboa and St. Sebastian, until the French took possession of the latter city, on the abdication of Charles IV., when he made his escape to St. Andero, and was sent home by the British Consul-General with despatches from the Junta of Oviedo to Mr. Canning, then Secretary of State for Foreign Affairs, by whom we find him afterwards employed on a mission to Coruña. His first commission, appointing him lieutenant of the *Merope* sloop, bears date Aug. 16th, 1808.

In the course of the same year, Mr. West rejoined the *Lavinia*, of which frigate he was third lieutenant at the reduction of Walcheren, in Aug. 1809. He subsequently served in the same ship, under Captain George Digby, on the Mediterranean station. His next appointment was, April 24th, 1813, to be first of the *Jaseur* sloop, Captain George Edward Watts, then recently launched, and destined to North America.

The *Jaseur's* first cruise was off the Delaware, where she captured several of the enemy's vessels. Judging it expedient to land his prisoners, Captain Watts sent an officer with a flag of truce, for this purpose. The prescribed period

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\* See Vol. I. Part II. p. 536.

† See *id.* p. 590.

for his return having long elapsed, it was apprehended some accident had befallen him, to ascertain which, Lieutenant West was despatched (Nov. 26th, 1813) with a second flag to Lewes, a town within the entrance of the above river. The treatment he met with on landing, was of so ungenerous and unmanly a nature as to reflect disgrace upon the American name. He was surrounded, bullied, and insulted; while all his boat's crew, excepting one man, were enticed from their allegiance, and induced to desert. With the assistance of that man only, he pushed off when nearly dark, and notwithstanding a tempestuous night and heavy sea, succeeded in reaching his ship, at a distance of six or seven leagues, bringing with him an illiterate and impudent letter from the Yankee commandant, commenting upon the informality of the flag of truce, and interdicting any further intercourse of a similar nature. A debilitating fever was the consequence of this great exertion of body and mind, from the effects of which it was many years before Lieutenant West recovered.

We next find the *Jaseur* employed in the Chesapeake, where her first lieutenant, in a boat containing only six men besides himself, captured and brought out from under a battery, the American privateer *Grecian*, mounting four carriage guns and five swivels, with a complement of twenty-seven men. For this service, by which a fine schooner, pierced for twenty guns, was added to the British navy, Mr. West received a letter of thanks from Vice-Admiral Sir Alexander I. Cochrane. He afterwards assisted at the capture of the towns of Benedict and Marlborough, on the banks of the Patuxent\*; and during his stay in the waters of the Chesapeake, above thirty vessels of different descriptions were taken and destroyed by boats under his command.

In Oct. 1814, Lieutenant West, then acting commander of the *Jaseur*, was charged with despatches and ordered by Rear-Admiral Griffith to convoy some transports from Hali-

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\* See Vol. II. Part II. p. 728, *et seq.*

fax and Shelburne to Castine. He returned home, under the command of the late Captain Nagle Lock, in 1816. Letters of which the following are copies were subsequently addressed to him :—

“ 15, *Surrey Street, Strand, 8th Aug. 1816.*

“ My dear Sir,—In reply to your letter, requesting my opinion of your professional conduct and character, during the period you served as first lieutenant of the *Jaseur*, under my command ; I beg to assure you, that the only fear I entertain is, that my pen will barely do justice to its office ; when I say that, if zeal and ability as an officer constituted a fair claim to consideration, you ought not to have been overlooked in the list of candidates for promotion, it would be saying what might with truth be said of hundreds in the same profession ; but when I add, that to your zeal and ability you unite the qualities of bravery, and in private life those requisites which decidedly mark the gentleman, I sum up a grand total not commonly to be met with in one individual.

“ The courage and conduct you evinced when you so gallantly boarded and captured the *Greeian*, in a boat containing only six men besides yourself, is at once a fact which speaks for itself, and supersedes almost the necessity of eulogium.

“ It has rarely fallen to my lot to perform so gratifying a task as thus to bear testimony to the merits of one who ever occupied a high place in my good opinion ; and admitting the past to be a guarantee for the future, I run no hazard in asserting that in whatever situation of professional service you may be placed, you will do credit to your employers. I remain, my dear Sir, with real esteem, most faithfully yours,

(Signed) “ G. E. WATTS.”

“ *Carlsruhe, 26th Jan. 1831.*

“ Sir,—In reply to your letter of the 31st Dec., I regret to say that, from the want of official documents, I am unable to comply with your request. I perfectly recollect that the event you mention took place, but from the distance of time I am unable to speak to particulars. The letter you received from Captain Watts, dated 8th Aug. 1816, is so much in your favor, that I should consider it as fully sufficient to lay before the Admiralty ; and as Sir Thomas Hardy is now a member of that Board, he may possibly recollect your very gallant conduct in capturing the privateer with so inadequate a force. I sincerely wish you every possible success, and have only to regret that your applications to the late Admiralty were not attended with that success which your conduct merited. I remain, Sir, &c. (Signed) “ ALEX. INGLIS COCHRANE.”

In Feb. 1831, Lieutenant West was appointed first of the *Windsor Castle 76*, Captain the Hon. D. P. Bouverie, then



at Cork, destined to the Tagus. In June following, he was paid off from that ship; and on the 25th of the same month promoted to the rank of commander.

This officer married, first, in 1822, his cousin, the only surviving daughter of the Rev. Henry Cotes, vicar of Bedlington, co. Durham; and secondly, April 29th, 1828, Frances Anne Hussey, youngest daughter of the late Samuel Huthwaite, Esq., of Hartley Lodge, co. Northumberland.

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### WILLIAM RAMSAY, Esq.

WAS made lieutenant into the Brazen 26, Captain William Sheppard, on the St. Helena station, Sept. 8th, 1821; and appointed first of the Atholl 28, Captain Alexander Gordon, fitting out for the coast of Africa, May 13th, 1829. The following is an account of a gallant action which led to his further promotion:—

“On the 22d April, 1831, the Black Joke brig, tender to the Dryad frigate, Commodore Hayes, C. B., anchored at Fernando Po, where her commander, Lieutenant William Ramsay, learned from Mr. Mather, commanding one of the colonial vessels, that he had just left, in the Old Calabar river, a large armed Spanish slave-brig, supposed to be almost ready for sea: he described her as the finest slaver that had been on the coast for some years, carrying one pivot and four broadside guns, with a crew of about seventy picked men, some of whom were reported to be English. The vessel appeared by her movements to be in complete man-of-war order, but as no one was permitted to go on board, her interior arrangements could not be exactly ascertained. Mr. Mather had dined on shore several times in company with her officers, and he stated, that in course of conversation, they made no secret of their intention of fighting if necessary, and even laughed at the idea of being taken by the Black Joke, with whose force \* they were well acquainted; and as for the two gun-brigs that were on the station, they were totally out of the question, on account of their bad sailing.

“The Black Joke immediately proceeded to the Old Calabar, and commenced a strict blockade, anchoring every night at the entrance of

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\* One pivot long 18-pounder and one carronade of the same calibre, with a complement of forty-four officers and men.

the river, weighing before day-light, and running out with the land breeze far enough not to be seen from the shore. This plan was practised until the 25th, when about 11 A. M., a large brig was seen from the mast-head, under all sail, standing out of the river. The Black Joke's top-sails were immediately lowered, by which means the stranger was within sight from the deck before he made out who his intended antagonist was. He then altered his course so as to cross the tender's bow, and pass between Fernando Po and the main. All sail was now made in chase, and every requisite preparation for a severe contest; in doing which a spirit was evinced, both by the officers and men, that left no doubt as to the result, whatever might be the stranger's superiority of force. The slaver sailed so well, that it was 9 P. M. before the Black Joke could get within range of her; indeed, if she had not got becalmed under the lee of Fernando Po, it is very doubtful whether she would not have made her escape. A shot, however, was now fired a-head of her, as a signal to bring to, which she immediately returned by three of her broadside guns, and the wind fell so light that both vessels had recourse to their sweeps, making in this way a running fight, until about 1-30 A. M. on the 26th. The Black Joke was then so near, that it became evident a close action must ensue; upon which the Spaniard hauled up his courses, and with his sweeps so managed his vessel as to keep up a determined fire, almost every shot telling upon the spars, rigging, and sails of the tender. Lieutenant Ramsay, in consideration of the superior number of guns of his adversary, as well as to spare, if possible, the lives of the wretched slaves, resolved upon boarding without delay; fortunately a light air favored his intentions, and the helm was put a-starboard. Meanwhile the men were ordered to lie down, to be sheltered from the enemy's fire. Two steady men were to be ready to lash the vessels together; the two guns were loaded with grape, and their captains were ordered to fire directly the word "board" was given. All being prepared, the Black Joke ran alongside the Spaniard—the order to board was given—the guns were fired—and Lieutenant Ramsay, with Mr. Charles John Bosanquet, the mate, and about ten men, leaped on board; but from the force with which the two vessels met, they unluckily separated again before the rest of the boarders could follow. Mr. Hinde, however, a midshipman not fifteen years of age, the only officer left on board, with extraordinary presence of mind, ordered all hands to the starboard sweeps, pulled alongside, got the vessels lashed, and then boarded, leaving only one or two wounded men behind. With this reinforcement, the combat was soon decided—those who continued to resist were quickly cut down; the rest ran below and begged for quarter.

"The prize proved to be the Spanish brig *Marinerito*, of 303 tons, one of the most beautiful vessels ever seen afloat, mounting five 18-pounders, with a complement of seventy-seven officers and men, of whom

fifteen were killed or drowned, four desperately wounded, and several others severely and slightly. She had on board 496 slaves, of whom, horrible to say, owing to the necessity of confining them below during the action, and perhaps aided by terror, 26 were found dead, although the hatches were opened the instant that complete possession had been obtained. Of the remainder of the slaves, 107 were in such a state, from want of air during their confinement below, that it was thought advisable to land them at Fernando Po, as the only chance of saving their lives, and of these about sixty died: the rest were ultimately put on shore at Sierra Leone. The Black Joke had only one man killed, and Lieutenant Ramsay, Mr. Bosanquet, and five men wounded, the former officer severely."

We must not dismiss this spirited and successful action without noticing the alacrity with which Commodore Hayes testified his approbation of the service; and we are gratified to add, that the strong recommendations which he made upon the subject, procured the promotion of Lieutenant Ramsay, Mr. Bosanquet, and Mr. Richard Douglas (assistant-surgeon), on the 15th Aug. following.

Commander Ramsay is at present employed in the *Dee* steam-ship, to which he was appointed May 28th, 1834.

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### CORNWALLIS RICKETTS, Esq.

ELDEST son of Rear-Admiral Sir Tristram R. Ricketts, Bart., by Rebecca, daughter of Richard Gumbleton, Esq., of Castle Richard in the county of Waterford, and co-heiress to her brother, Edmund Gumbleton, Esq.

Mr. Cornwallis Ricketts was born on the 27th Feb. 1803. He passed his examination in Oct. 1822; was made a lieutenant on the 20th Mar. 1823; obtained the rank of commander Aug. 18th, 1831; and married, May 31st, 1834, Henrietta, youngest daughter of Colonel Tempest, of Tong Hall, in Yorkshire.

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### WILLIAM LANGFORD CASTLE, Esq.

ENTERED the royal navy in May 1813; obtained his first commission on the 25th Aug. 1824; and was advanced to his present rank Oct. 20th, 1831; previous to which he had acted as commander of the *Medina 20*, on the African station. He was appointed to the command of the *Salamander* steam-ship, Feb. 15th, 1834.

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### JOHN HUDSON (*b*), Esq.

WAS made a lieutenant, Aug. 26th, 1822, into the *Bann 20*, Captain Charles Phillips, on the African station, from whence he came home invalided, May 21st, 1823, as passenger on board the *Thistle* gun-brig. He was advanced to his present rank Dec. 5th, 1831; and appointed an inspecting commander of the coast guard, June 6th, 1833.

This officer married, April 12th, 1832, Emily, only daughter of the Rev. Patrick Keith, rector of Ruckinge and Stalishfield, both in the county of Kent.

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### HOWARD LEWIS PARRY, Esq.

PASSED his examination, at Portsmouth, in June 1814; obtained his first commission on the 10th Mar. 1815; and was advanced to his present rank, Feb. 10th, 1832, "for gallant conduct and severe wounds received in the coast guard service."

This officer has a pension of five shillings per diem for his wounds. In 1834, King Louis Phillipe sent him a gold medal, for his exertions in saving the crew of a French fishing vessel, wrecked off Rye in 1831.

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### WILLIAM AUGUSTUS THOMSON, Esq.

WE first find spoken of in an official letter from the present Earl of Dundonald, addressed to Vice-Admiral (now Sir Edward) Thornbrough, of which the following is an extract:

“ *H. M. S. Pallas, 8th April, 1806.*”

“ Sir,—Having received information, which proves correct, of the situation of two corvettes in the river of Bourdeaux, a little after dark, on the evening of the 5th, the Pallas was anchored close to the shoal of Cordovan, and it gives me satisfaction to relate that, about 3 A. M., the national corvette la Tapageuse, of fourteen long 12-pounders and ninety-five men, which had the guard, was boarded, carried, and cut out, about twenty miles above the shoals, between two heavy batteries, in spite of all resistance, by the first lieutenant (Haswell), Mr. Sutherland (the master), and Messrs. Perkyns, Crawford, and Thomson, together with the quarter-masters, and such of the seamen and marines as were fortunate enough to find place in the boats.

“ The tide of flood ran strong at day-light; le Tapageuse made sail; a general alarm was given; a sloop of war followed, and an action commenced, which was continued, often within hail, till, by the same bravery by which la Tapageuse had been carried, the sloop of war, after about an hour's firing, was compelled to sheer off, having suffered as much in the hull as la Tapageuse in the rigging.

“ The conduct of the officers and men employed will be justly appreciated. With confidence I shall now beg leave to recommend them to the notice of the Lords Commissioners of the Admiralty. \* \* \* \*

(Signed) “ COCHRANE.”

In the performance of this brilliant exploit, three men were badly wounded, but not one of the assailants was slain. Other dashing services in which Mr. Thomson participated are recorded in Vol. IV. Part I. p. 157, *et seq.* He was made a lieutenant on the 20th Oct. 1806; and advanced to the rank of commander, Feb. 15th, 1832.

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### EDWARD HARRIS BUTTERFIELD, Esq.

SECOND son of Captain William Butterfield, R. N., by his present wife, Elizabeth, eldest daughter of the late C. Harris,

Esq., Deputy Auditor of the Impress, at the Royal Hospital, Chelsea.

This officer was born and educated at Chelsea. He entered the royal navy about Mar. 1821, as midshipman on board the *Glasgow 50*, Captain (now Sir Bentinck C.) Doyle, which ship was successively employed in conveying the remains of the late Queen Caroline from Harwich to Cuxhaven; Sir Edward Paget from Portsmouth to the East Indies; and the late Marquis of Hastings from Bengal to Gibraltar.

Mr. E. H. Butterfield obtained his first commission on the 5th Jan. 1830; and highly distinguished himself, as senior lieutenant of the *Primrose* sloop, Commander William Broughton, in boarding and carrying the Spanish ship *Velo Passagero*, from Wydah bound to Havannah, mounting 20 guns, with a crew consisting of about 155 men, and having on board 555 slaves. The particulars of this gallant affair will be given in our memoir of Captain W. Broughton\*.


Lieutenant Butterfield's next appointment was, April 16th, 1831, to the command of the *Brisk*, a brig peculiarly armed for the suppression of slavery. On the 7th Mar. 1832, being then only just eligible for promotion, a commission was signed by the Admiralty, advancing him to the rank of commander. He returned home from the African station, passenger on board the *Southampton 52*, flag-ship of Sir Edward W. C. R. Owen, Oct. 11th, 1832.

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### EDWARD STANLEY, Esq.

Was wounded at the battle of Algiers, while serving as midshipman on board Lord Exmouth's flag-ship, the *Queen Charlotte, 120*. He was made a lieutenant on the 31st Jan. 1824; advanced to the rank of commander. Mar. 31st, 1832; appointed to the *Dee* steam-ship, Nov. 9th, 1833; and removed to the *Wolf* sloop, fitting out for the East India

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\* See Addenda to Captains 

station, May 27th, 1834. He sailed from Plymouth, Oct. 2d, following.

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### WILLIAM NEAME, Esq.

WAS slightly wounded at the battle of St. Domingo, Feb. 6th, 1806, while serving as midshipman on board the *Spencer* 74, Captain the Hon. (now Sir) Robert Stopford. He obtained his first commission on the 28th June, 1808; and, as senior lieutenant of the Scout sloop, Captain A. R. Sharpe, received a severe wound in action with two French store-ships, an armed transport, a battery, and a martello tower, in the bay of Sagone, Corsica, the whole of which were destroyed, May 1st, 1811\*.

Lieutenant Neame continued in the Scout, latterly under the command of Captain J. A. Murray, until the end of the war; and subsequently rejoined Captain Sharpe, in the *Hyacinth* 24. He was one of the first officers appointed by the Treasury to the preventive service, in which and the coast guard he continued, we believe, from 1816 until promoted to his present rank, April 4th, 1832. He was appointed inspecting commander of the coast guard in the district of Bray, Ireland, Mar. 18th, 1834; and has lately been removed to the Dublin district, with orders for him to discharge the duties of Assistant-Inspector-General, which office has been abolished since the demise of Commander Jonathan Christian †.

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### GEORGE DOBSON, Esq.

WAS made a lieutenant in Jan. 1824, and commander on the 9th May 1832.

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\* See Vol. II Part II. p. 724, *et seq.*

† The Inspector-General of the Coast Guard in Ireland was a midshipman of the *Hyacinth* when Commander Neame was first lieutenant of that ship, and never served afloat as a commissioned officer.

**WILLIAM BARROW, Esq.**

SON of John Barrow, Esq. second secretary of the Admiralty, LL. D. and F. R. S.

This officer was made lieutenant into the Blonde frigate, Captain Edmund Lyons, on the Mediterranean station, Oct. 28th, 1829. The following is an extract of a letter from a gentleman belonging to that ship, dated Constantinople, Jan. 25th, 1830 :

“ On Friday last, the Blonde was honored with the company at dinner of the Capitan Bey, second in command of the Turkish navy, Reale Bey, a rear-admiral, and Leman Reis Bey, the naval commissioner, with Captain Kelly, an Englishman, the commander of the steam navigation ; but unfortunately the harmony of the evening was suddenly interrupted by the breaking out of a fire on the Galata side of Constantinople, which soon assumed a most alarming appearance. The flames spread like wild-fire ; and having taken a direction in the line of the custom-house, it was deemed advisable, as well for the safety of the town as that of the shipping, to send a large force from the Blonde, to assist in arresting the progress of that destructive element. Consequently Lieutenant Barrow, Mr. Turton, the master, Lieutenant Hayes of the marines, and one hundred seamen, with a division of marines, landed, and their prompt conduct excited great admiration. Finding they could make little progress in arresting the fury of the flames by the engines, they turned to and tore down, by main force, a range of houses which lay betwixt the custom-house and the direction which the fire had taken ; and thus, by sacrificing eight or ten houses, they saved the extensive towns of Top-hana, Galata, and Pera, perhaps the Turkish navy, and the thousands of merchant ships of all nations that are lying along the Galata and Pera wharfs ; for had the fire once reached the custom-house, where there are numerous stores of combustible materials, it would have been impossible to prevent its communicating to the merchant shipping ; and these breaking loose, would soon have drifted amongst the Turkish ships of war, and thus have fired the dock-yard, the city of Constantinople, and perhaps the Seraglio : owing, however, to the exertions of our people, the fire was got under by eleven o'clock at night. About forty houses have been consumed. It is but right to observe that the Capitan Bey took an active part in extinguishing the flames, and seemed to vie with our officers in braving the fury of the element. Captain Kelly was also very conspicuous on this occasion, and rendered himself particularly useful in assisting our people to tumble down the houses. For this very important service, the ship's company of the Blonde has had the honor of



receiving the unqualified thanks of the Turks, as well as the Franks of this place. The French Ambassador's lady, Countess Guilleminot, in speaking of it, compares the English sailors to Angels, and their actions to every thing bordering on the miraculous."

Lieutenant Barrow was advanced to the rank of commander May 9th, 1832; and appointed to the *Rose* sloop, fitting out for the East India station, June 2d, 1834. He sailed from Portsmouth on the 17th Aug. following.

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### WILLIAM CHESELDEN BROWN, Esq.

Was shipwrecked in the *Carron* sloop, Captain John Furneaux, on the coast of Orissa, Bay of Bengal, July 6th, 1820; on which occasion two officers and about twenty men were drowned. The remainder of the officers and crew, after providentially gaining the shore, through a tremendous surf, had to traverse, in a scorching heat (the thermometer being near 120°), with no food, and scarcely any clothing, a thick jungle of 150 miles, to the nearest Hindoo village, whence they were forwarded, on camels, to the nearest Residency.

Mr. Brown obtained his first commission on the 9th Oct. 1827; was appointed flag-lieutenant to Sir John Gore, on the 26th Nov. 1831; and promoted into a death vacancy on the East India station, June 13th, 1832. The sloop which he was then appointed to command having previously sailed for England, he returned home passenger on board the *Zebra* 18, acting Commander Lord Frederick C. P. Beauclerk; arrived in the spring of 1833; and has since remained on half-pay.

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### WILLIAM DAWSON (a), Esq.

RECEIVED his first commission, dated Dec. 14th, 1821, while serving as midshipman of the *Royal George* yacht. He was promoted to his present rank on the 6th July, 1832.

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**JAMES CAULFIELD, Esq.**

**NEPHEW** to the late Captain Thomas Gordon Caulfield, R. N.

This officer served as midshipman under Captain the Hon. Henry Duncan, in the Imperieuse and Glasgow frigates, on the Mediterranean and Channel stations. He was made lieutenant into the Leander 60, flag-ship of the late Hon. Sir Henry Blackwood, on the East India station, Feb. 5th, 1821; advanced to his present rank on the 27th Aug. 1832; and appointed an inspecting commander of the coast guard in 1834.

**WILLIAM WARREN, Esq.**

**ENTERED** the royal navy in Mar. 1809; obtained his first commission on the 9th Feb. 1825; and was promoted to his present rank, Aug. 31st, 1832, for "capturing three slave-vessels, (two of them well armed), and other services in the West Indies," while commanding the Speedwell schooner.

**ROGER CARLEY CURRY, Esq.**

Was made a lieutenant on the 17th Jan. 1810; and appointed to the Contest sloop, Captain James Rattray, Dec. 18th, 1812. He was wounded while gallantly commanding the boats of that vessel and the Mohawk sloop, at the capture and partial destruction of the American national schooner Asp, mounting one long 18-pounder and two carronades of the same calibre, with a complement of twenty-five men, in Yeocomio river, where she was lying close to the shore, protected by a large body of militia. In this affair, the boats had two men killed and five wounded; the Asp, her commander (a lieutenant in the United States' navy) and nine men killed and wounded.

We next find Lieutenant Curry appointed, Jan. 3d, 1820,

first of the *Egeria 24*, Captain John Toup Nicolas, fitting out for the Newfoundland station; from whence he returned home commander of the *Pelter* gun-brig. He obtained his present rank on the 21st Sept. 1832; and was appointed an inspecting commander on the 18th Mar. 1834.

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**THOMAS SPARKE THOMPSON, Esq.**

Was made a lieutenant in Oct. 1824; and promoted to his present rank Oct. 4th, 1832, on the reduction of the Royal Charlotte Dublin yacht.

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**JOHN JAMES ALLEN, Esq.**

ELDEST son of John Lee Allen, Esq., of Errol Park, N. B. This officer was made a lieutenant on the 5th April, 1827; and commander in Oct. 1832. He married, Aug. 28th, in the same year, Lady Henrietta Dundas Duncan, eldest daughter of the Earl of Camperdown.

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**JAMES BECKFORD LEWIS HAY, Esq.**

ENTERED the royal navy in 1810; passed his examination, at Sheerness, in Feb. 1816; and was made a lieutenant into the *Tees 26*, Captain George Rennie, at St. Helena, April 10th, 1819. His subsequent appointments were, Aug. 1st, 1821, to the *Ramillies 74*, Captain (now Sir Edward) Brace, stationed at Portsmouth;—Nov. 26th, 1822, to the *Gloucester 74*, bearing the broad pendant of Commodore (now Rear-Admiral) Sir Edward W. C. R. Owen, with whom he proceeded to the West Indies;—and Dec. 8th, 1828, to be flag-lieutenant to the same officer, in the *Southampton 52*, on the East India station. He was made commander into that ship, Oct. 14th, 1832; and paid off from her, at Chatham, Jan. 21st, 1833.

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**CHARLES BURNET, Esq.**

WAS made a lieutenant in Nov. 1821 ; and commander on the 4th Dec. 1832.

**JOHN WHEATLEY, Esq.**

WAS made a lieutenant on the 9th Jan. 1823, in consequence of the death of Admiral Sir George Campbell, commander-in-chief at Portsmouth. He obtained his present rank on the 5th Dec. 1832.

**THOMAS GREGORY, Esq.**

WAS made a lieutenant on the 20th July, 1810 ; and subsequently served under Captains Daniel Barber, John Hancock, Matthew Smith, and the Hon. Fleetwood B. R. Pellew, in the Dauntless sloop, and Nymphen and Revolutionnaire frigates. He obtained his present rank on the 7th Jan. 1833.

**HON. HENRY KEPPEL.**

FOURTH son of the Earl of Albemarle, by his first countess, Elizabeth, fourth daughter of Edward Lord De Clifford.

This officer was made a lieutenant in Jan. 1829 ; advanced to the rank of commander on the 30th Jan. 1833 ; and appointed to the Childers sloop, fitting out for the Mediterranean station, May 16th, 1834. He sailed from Portsmouth on the 27th July following.

**JOHN TALBOT WARREN, Esq.**

ENTERED the royal navy in Jan. 1806 ; and served for nearly four years as midshipman, under Captain Samuel Jackson, in the Mosquito sloop, and Superb 74, on the Downs, Baltic, Channel, and North Sea stations. The Mos-

quito, after being several times engaged with the Boulogne and Calais flotillas, was attached to the Copenhagen expedition. In the *Superb*, bearing the flag of the late Sir Richard G. Keats, Mr. Warren witnessed the rescue of the Spanish army under De la Romana, Aug. 11th, 1808 \*; and was present at the reduction of Walcheren, in Aug. 1809. He subsequently joined the *Desirée* frigate, Captain (now Sir Arthur) Farquhar, employed in blockading the Texel; on which station he assisted in cutting out a French lugger of twelve guns and forty-two men, a schuyt privateer of four guns, a Dutch gun-vessel, and a small row boat; likewise in destroying a French lugger of six guns, May 29th, 1810 †.

On the 10th Mar. 1811, the *Desirée* captured the French cutter privateer *Velocifere*, of fourteen guns and fifty-seven men; and on the 12th Dec. following, her boats, in one of which Mr. Warren was then serving, boarded and carried *le Brave*, of fourteen guns and sixty men, near the island of Schelling ‡. Between this period and the end of 1812, they appear to have taken and destroyed several other armed vessels.

In 1813, we find Mr. Warren accompanying Captain Jackson, in the *Lacedemonian* frigate, to North America, where he assisted at the capture and destruction of seventy-five vessels, and property valued at more than half a million sterling §. Since the peace he has served in the *Diamond* frigate, *Ganges* 84, *Victory* 104, and *Winchester* 52. He obtained his first commission on the 17th Feb. 1815; and was made a commander (after twice acting as such in the *West Indies*) Mar. 1st, 1833.

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### CHARLES PARKER (c), Esq.

Son of the late Admiral Sir Hyde Parker, Knt., by his second wife, Frances, youngest daughter of Admiral Sir

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\* See Vol. I. Part I. p. 347.

† See Vol. IV. Part I. p. 149.

‡ See *id. ib.*

§ See Suppl. Part I. p. 278.

Richard Onslow, G. C. B., Lieutenant-General of the Royal Marines.

This officer entered the royal navy in 1812; and was made lieutenant into the *Iphigenia* frigate, commanded by his half-brother, Captain Hyde Parker, Jan. 20th, 1820\*. He subsequently served under Captains George Tyler and Edward Curzon, in the *Fly* sloop, on the Leith station; and was promoted, Sept. 8th, 1829, from the *Barham* 50, flagship of the Hon. Charles E. Fleeming, at Jamaica, to the command of the *Slaney* sloop; which vessel he put out of commission on the 29th Jan. 1831.

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### WILLIAM MOLYNEUX, Esq.

Was made lieutenant into the *Falmouth* 20, Captain Edward Purcell, on the West India station, Feb. 21st, 1822; appointed flag-lieutenant to Vice-Admiral the Hon. C. E. Fleeming, at Jamaica, Mar. 23d, 1829; and ordered to act as commander of the *Fairy* sloop, Mar. 10th, 1830. He returned home in that vessel on the 16th June 1830; but was not advanced to his present rank until Mar. 12th, 1833.

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### THOMAS BAKER, Esq.

OBTAINED his first commission on the 20th Sept. 1815; served as flag-lieutenant to his father, Rear-Admiral Sir Thomas Baker, K. C. B., on the South American station; and was made a commander on his return from thence, Mar. 29th, 1833.

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### THOMAS ROSS, Esq.

Was made a lieutenant on the 20th Mar. 1822; and advanced to his present rank, "for exertions in the coast guard service" (of which he is now an inspecting commander), April 19th, 1833.

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\* See Suppl. Part I. p. 262.

**MATTHEW FOOT, Esq.**

OBTAINED his first commission on the 2d Feb. 1826; and served as flag-lieutenant to Admiral Sir Manley Dixon, commander-in-chief at Plymouth, from May 1830, until advanced to his present rank, May 5th, 1833.

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**HON. EDWARD HOWARD.**

FOURTH son of the Earl of Carlisle, by Lady Georgiana, eldest daughter of William, fifth Duke of Devonshire.

This officer was born on the 23d Dec. 1809; made a lieutenant in Sept. 1829; appointed to the Pelican sloop, Commander Joseph Gape, fitting out for the Mediterranean station, April 15th, 1830; and promoted from that vessel to his present rank June 6th, 1833.

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**THOMAS GREENE, Esq.**

WAS made a lieutenant in June 1823, and commander on the 2d July 1833.

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**JOHN WASHINGTON, Esq.**

OBTAINED his first commission in the beginning of Jan. 1821; and served as flag-lieutenant to Vice-Admiral Sir John P. Beresford, in the River Medway, from Aug. 1830 until advanced to the rank of commander, Aug. 14th, 1833.

This officer married, Sept. 3d, 1833, Eleonora, youngest daughter of the Rev. H. Askew, rector of Greystoke, co. Cumberland.

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**FREDERICK WILLIAM LAPIDGE, Esq.**

WE first find this officer serving as mate on board the Imperieuse frigate, Captain the Hon. Henry Duncan, by whom he was ordered to act as master of that ship, Dec.

27th, 1811; as lieutenant of the same, April 24th, 1813; and as lieutenant of the Swallow sloop, Sept. 9th, 1813. He obtained his first commission on the 9th April, 1814; and subsequently served in the Tay and Raleigh sloops. We next find him appointed, June 27th, 1822, to the Superb 78, Captain Adam M'Kenzie, stationed as a guard-ship at Plymouth. He commanded the Leveret brig, employed on various services, from Dec. 1831 until advanced to his present rank, Oct. 2d, 1833; and is now commander of the Ring-dove sloop, on the Plymouth station.

This officer married, in 1817, a sister of Captain William Elliot, R. N., C. B.

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### HON. EDWARD ALFRED JOHN HARRIS.

SECOND son of the Earl of Malmesbury, by Harriet Susan, daughter of Francis Dashwood, Esq., of West Vale, co. Lincoln. He was born on the 20th May, 1807; made a lieutenant in Feb. 1828; appointed to the Stag frigate, Captain Nicholas Lockyer, C. B., Sept. 24th, 1832; and advanced to the rank of commander on the 21st Nov. 1833.

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### JOHN WILLIAMS ALDRIDGE, Esq.

WAS a midshipman on board the Rippon 74, Captain Sir Christopher Cole, at the capture of the French frigate Weser, Oct. 21st, 1813\*. He passed his examination, at Plymouth, Nov. 3d, following; obtained his first commission on the 4th Feb. 1815; and subsequently served in the Tonnant 80, and Bulwark 76, flag-ships of the late Sir Benjamin Hallowell Carew, at Cork and in the river Medway. His subsequent appointments were,—Oct. 3d, 1821, to the Genoa 74, Captain Sir Thomas Livingston, stationed at Sheerness;—Dec. 9th, 1822, to the Prince Regent 120, then on the stocks at Chatham, intended for the flag of Sir Benjamin Hallowell;—and

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\* See Vol. II. Part II. p. 517.



June 6th, 1831, to be first of the *Rattlesnake 28*, Captain Charles Graham, fitting out for the South American station. He was made a commander on the 18th Nov. 1833; and presented with the honorary medallion of the Royal Humane Society, for rescuing a fellow-creature from a watery grave, Jan. 8th, 1834.

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### JOHN GARRETT, Esq.

Was made a lieutenant into the *Euryalus* frigate, Captain (now Sir Augustus) Clifford, on the Mediterranean station, Mar. 26th, 1822; and advanced to his present rank on the 19th Nov. 1833.

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### REGINALD YORKE, Esq.

OBTAINED his first commission on the 2d Aug. 1826; and was appointed to the *Donegal 78*, Captain John Dick, May 25th, 1831. He continued in that ship, under the flag of Sir Pulteney Malcolm, on the North Sea station, during the blockade of the Dutch ports; and in May 1833, became flag-lieutenant to Sir William Hargood, commander-in-chief at Plymouth. His promotion to the rank of commander took place on the 20th Nov. following.

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### WILLIAM PRESTON, Esq.

Was made a lieutenant in Mar. 1823; and commander on the 28th Dec. 1833.

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### RIGHT HON. LORD FREDERICK C. P. BEAUCLERK.

SECOND son of the late Duke of St. Albans, by Maria Janetta, only daughter of John Nelthorpe, Esq., of Little Grimsby House, co. Lincoln.

This officer was born on the 28th June, 1808; and first went to sea, from the Royal Naval College, in the *Victor* sloop,

Captain Thomas Prickett, destined to the coast of Africa, in 1823. He was made a lieutenant on the 13th Sept. 1828; appointed acting commander of the Zebra sloop, on the East India station, Aug. 8th, 1832; paid off from that vessel, at Chatham, in the spring of 1833; and advanced to his present rank on the 6th Jan. 1834.

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### THOMAS HENDERSON, Esq.

Was made a lieutenant on the 2d Feb. 1830; advanced to the rank of commander, "for his exertions in the coast guard service," Feb. 12th, 1834; and appointed to the Columbine sloop, at Sheerness, June 2d following.

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### WILLIAM HENRY HALLOWELL CAREW, Esq.

A son of the late Admiral Sir Benjamin Hallowell Carew, G. C. B., and brother to Captain Charles H. Carew, R. N. He was made a lieutenant in June 1828; appointed to the Barham 50, Captain (now Sir Hugh) Pigot, Mar. 26th, 1831; and promoted to the rank of commander on the 14th Feb. 1834.

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### SIR PETER PARKER, BART.

ONLY surviving son of the late Captain Sir Peter Parker, Bart., R. N., by Marianne, daughter of Sir George Dallas, Bart., of Petsall, co. Stafford. He was made a lieutenant on the 7th June, 1829; appointed to the Vernon 50, flag-ship of the Right Hon. Sir George Cockburn, fitting out for the West India station, Dec. 12th, 1832; and advanced to the rank of commander, Feb. 26th, 1834.

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**RICHARD MORGAN (a), Esq.**

PASSED his examination, at Sheerness, in Mar. 1813; obtained his first commission on the 6th Feb. 1815; and was advanced to his present rank, April 23d, 1824, after serving as flag-lieutenant to Vice-Admiral Sir Pulteney Malcolm, on the Mediterranean station.

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**CHARLES WALCOTT, Esq.**

WAS made a lieutenant, in May 1819; and advanced to his present rank on the 5th June, 1834, a "special promotion on Sir Thomas M. Hardy leaving the Board of Admiralty."

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**JAMES GORDON (b), Esq.**

WAS made a lieutenant on the 27th June, 1826; and promoted to the rank of commander, June 6th, 1834.

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**GEORGE BACK, Esq.**

THIS officer was born at Stockport, co. Cheshire, Nov. 6th, 1796; and entered the royal navy in Sept. 1808, as midshipman on board the *Arethusa* frigate, Captain (afterwards Sir Robert) Mends, fitting out for Channel service. On the 26th Nov. following, he witnessed the capture of le *General Ernouf*, French privateer, of sixteen guns and fifty-eight men, near Cherbourg.

In Feb. 1809, the *Arethusa* was ordered to the north coast of Spain, where Mr. Back saw some active service, previous to his being taken prisoner while serving as a volunteer on a boat expedition, in the month of April following\*. On that occasion he was marched from the vicinity of St. Sebastian

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\* See Vol. II. Part I. p. 271 *et seq.*

to Bourdeaux and Verdun, at which dépôt he continued nearly five years.

Mr. Back returned home, *via* Dieppe, May 6th, 1814; and afterwards served under Captains Archibald Dickson and Charles Bullen, in the Akbar 60, bearing the flag of Sir T. Byam Martin, at Flushing, in 1815, and subsequently employed on the Halifax station \*. He passed his examination in seamanship at Bermuda, July 21st, 1816; and in mathematics, at the Royal Naval College, Feb. 5th, 1817. His next ship, in which he continued from Mar. 1817 until Jan. 1818, was the Bulwark 76, bearing the flag of Sir Charles Rowley, commander-in-chief in the Medway.

On the 14th Jan. 1818, Mr. Back joined the Trent hired brig, Lieutenant (now Sir John) Franklin, fitting out for a voyage of discovery in the neighbourhood of Spitzbergen, under the orders of Captain David Buchan, whose proceedings have been related in Vol. III. Part I. p. 86 *et seq.* In the beginning of 1819, he was selected to accompany the former officer in an expedition over land, from Hudson's Bay to the Copper-mine River. The narrative of this perilous and unprecedentedly daring enterprise is one of the most interesting that ever issued from the press; and the repeated acts of self-command, genuine courage, and intrepidity, recorded of Mr. Back, are in the highest degree honorable to him, and truly creditable to his perseverance and talents †. His journey on foot, in the depth of winter, from Fort Enterprise to Fort Chipewyan and back, is among the many instances of extraordinary exertion and determined perseverance which this expedition afforded. The following is a copy of his official report to Captain Franklin on rejoining him, "*after an absence of nearly five months, during which time he had travelled 1104 miles, on snow-shoes, and had no other covering at night, in the woods, than a blanket and deer-skin, with the thermometer frequently at —40°, and*

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\* See Vol. II. Part II. p. 599 *et seq.*

† See Vol. III. Part I. pp. 5—50.

*once at — 57°; and sometimes passing two or three days without tasting food.”*

“On quitting Fort Enterprise, with Mr. Wentzel and two Canadians, accompanied by two hunters and their wives, our route lay across the barren hills. We saw during the day a number of deer, and occasionally a solitary white wolf; and in the evening halted near a small knot of pines. Owing to the slow progress made by the wives of the hunters, we only travelled the first day a distance of seven miles and a half. During the night we had a glimpse of the fantastic beauties of the aurora borealis, and were somewhat annoyed by the wolves, whose nightly howling interrupted our repose. Early the next morning we continued our march, sometimes crossing small lakes (which were just frozen enough to bear us), and at other times going large circuits in order to avoid those which were open. The walking was extremely bad throughout the day; for independently of the general unevenness of the ground, and the numberless large stones which lay scattered in every direction, the unusual warmth of the weather had dissolved the snow, which not only kept us constantly wet, but deprived us of a firm footing; so that the men, with their heavy burdens, were in momentary apprehension of falling. In the afternoon a fine herd of deer was descried, and the Indians, who are always anxious for the chase, and can hardly be restrained from pursuing every animal which they see, set out immediately. It was late when they returned, having had good success, and bringing with them five tongues and the shoulder of a deer. We made about twelve miles this day. The night was fine, and the aurora borealis so vivid, that we imagined, more than once, that we heard a rustling noise like that of autumnal leaves stirred by the wind; but after two hours of attentive listening we were not entirely convinced of the fact. The coruscations were not so bright, nor the transition from one shape and colour to another, so rapid, as they sometimes are, otherwise I have no doubt, from the midnight silence which prevailed, that we should have ascertained this yet undecided point.

“The morning of the 20th was so extremely hazy that we could not see ten yards before us; it was therefore late when we started; and during our journey the hunters complained of the weather, and feared they should lose the track of our route. Towards the evening it became so thick that we could not proceed; consequently we halted in a small wood, situated in a valley, after having only completed a distance of six miles. The scenery consisted of high hills, which were almost destitute of trees; and lakes appeared in the valleys. The cracking of the ice was so loud during the night as to resemble thunder, and the wolves howled round us. We were now at the commencement of the woods; and at an early hour on the 21st, continued our journey over high hills for three miles, when the appearance of some deer caused us to halt,

and nearly the remainder of the day was passed in hunting them. In the evening we stopped within sight of Prospect Hill, after having killed and concealed six deer.

“A considerable quantity of snow fell during the night. The surrounding country was extremely rugged; the hills divided by deep ravines, and the valleys covered with broken masses of rocks and stones: yet the deer fly (as it were) over these impediments with apparent ease, seldom making a false step, and springing from crag to crag with all the safety of the mountain goat. After passing Reindeer Lake (where the ice was so thin as to bend at every step for nine miles), we halted, perfectly satisfied with our escape from sinking into the water. While some of the party were forming the encampment, one of the hunters killed a deer, a part of which was concealed, to be ready for use on our return. This evening we halted in a wood near the canoe track, after having travelled a distance of nine miles—the wind was S. E., and the night cloudy, with wind and rain. On the 24th and 25th, we underwent some fatigue, from being obliged to go round the lakes which lay across our route, and were not sufficiently frozen to bear us. Several rivulets appeared to empty themselves into the lakes. No animals were killed, and few tracks seen. The scenery consisted of barren rocks and high hills, covered with lofty pine, birch, and larch trees.

“*October 26.*—We continued our journey, sometimes on frozen lakes, and at other times on high craggy rocks. When we were on the lakes we were much impeded in our journey by different parts which were not frozen. There was a visible increase of wood, consisting of birch and larch, as we inclined to the southward. About ten A. M. we passed Icy Portage, where we saw various tracts of the moose, bear, and otter; and after a most harassing march through thick woods and over fallen trees, we halted a mile to the westward of Fishing Lake. Our provisions were now almost expended. The weather was cloudy, with snow.

“On the 27th, we crossed two lakes, and performed a circuitous route, frequently crossing high hills to avoid those lakes which were not frozen. During the day one of the women made a hole through the ice, and caught a fine pike, which she gave to us: the Indians would not partake of it, from the idea (as we afterwards learnt), that we should not have sufficient for ourselves:—‘We are accustomed to such privations,’ said they, ‘but you are not.’ In the evening we halted near Rocky Lake. I accompanied one of the Indians to the summit of a hill, where he shewed me a dark horizontal cloud, extending to a considerable distance along the mountains in the perspective, which he said was occasioned by the Great Slave Lake, and was considered as a good guide to all the hunters in the vicinity. On our return we saw two untenanted bears’ dens. The night was cloudy, with heavy snow; yet the following morning we continued our tedious march. Many of the lakes remained still open; the rocks high and covered with snow, which continued to

fall all day : consequently we effected but a trifling distance, and that too with much difficulty. In the evening we halted, having only performed about seven miles. One of the Indians gave us a fish which he had caught, though he had nothing for himself ; and it was with much trouble that he could be prevailed upon to partake of it. The night was cloudy, with snow.

“ On the 29th, we set out through deep snow and thick woods ; and after crossing two small lakes, stopped to breakfast ; sending the women on before, as they had already complained of lameness, and could not keep pace with the party. It was not long before we overtook them, on the banks of a small lake, which though infinitely less in magnitude than many we had passed, yet had not a particle of ice on its surface. It was shoal, had no visible current, and was surrounded by hills. We had nothing to eat, and were not very near an establishment where food could be procured. However, as we proceeded, the lakes were frozen, and we quickened our pace, stopping but twice for the hunters to smoke : nevertheless the distance we completed was but trifling ; and at night we halted near the lake, the men being tired, and much bruised, from constantly falling amongst thick broken woods and loose stones concealed under the snow. The night was blowing, and hazy, with snow.

“ On the 30th we set out with the expectation of gaining the Slave Lake in the evening ; but our progress was again impeded by the same cause as before, so that the whole day was spent in forcing our way through thick woods and over swamps covered with snow. We had to walk over pointed and loose rocks, which sliding from under our feet, made our path dangerous, and often threw us down several feet on sharp-edged stones lying beneath the snow. Once we had to climb a towering and almost perpendicular rock, which not only detained us, but was the cause of great anxiety for the safety of the women, who being heavily laden with furs, and one of them with a child on her back, could not exert themselves with the activity which such a task required. Fortunately nothing serious occurred, though one of them once fell with considerable violence.

“ During the day one of the hunters broke through the ice, but was soon extricated ; when it became dark, we halted near the Bow String Portage, greatly disappointed at not having reached the lake. The weather was cloudy, accompanied with thick mist and snow. The Indians expected to have found here a bear in its den, and to have made a hearty meal of its flesh ; indeed it had been the subject of conversation all day, and they had even gone so far as to divide it, frequently asking me what part I preferred ; but when we came to the spot—oh ! lamentable ! it had already fallen a prey to the devouring appetites of some more fortunate hunters, who had only left sufficient evidence that such a thing had once existed. One of our men, however, caught a fish, which, with the assistance of some weed scraped from the rocks (*tripe de roche*),

which forms a glutinous substance, made us a tolerable supper; it was not of the most choice kind, but yet good enough for hungry men. While we were eating it, I perceived one of the women busily employed scraping an old skin, the contents of which her husband presented us with. They consisted of pounded meat, fat, and a greater proportion of Indians' and deer hair than either; and though such a mixture may not appear very alluring to an English stomach, it was thought a great luxury after three days' privation in these cheerless regions of America. Indeed, had it not been for the precaution and generosity of the Indians, we must have gone without sustenance until we had reached the fort. On the 1st of November our men began to make a raft, to enable us to cross a river which was not even frozen at the edges. It was soon finished, and three of us embarked, being seated up to the ankles in water. We each took a pine branch for a paddle, and made an effort to gain the opposite shore, in which, after some time, and not without strong apprehensions of drifting into the Slave Lake, we succeeded. In two hours' time, the whole party was over, with a comfortable addition to it in the shape of some fine fish, which the Indians had caught; of course we did not forget to take these friends with us; and after passing several lakes, to one of which we saw no termination, we halted within eight miles of the fort. The Great Slave Lake was not frozen. In crossing a narrow branch of the lake, I fell through the ice, but received no injury; at noon we arrived at Fort Providence, and were received by Mr. Weeks, a clerk of the North West Company, and in charge of the establishment. I found several packets of letters for the officers, which I was desirous of sending to them immediately; but as the Indians and their wives complained of illness and inability to return before they had rested, a flagon of mixed spirits was given them, and their sorrows were soon forgotten, and in a quarter of an hour they pronounced themselves excellent hunters, and capable of going any where; however, their boasting ceased with the last drop of the bottle, when a crying scene took place, which would have continued half the night, had not the magic of an additional quantity of spirits dried their tears, and once more turned their mourning into joy. It was a satisfaction to me to behold these poor creatures enjoying themselves, for they had behaved in the most exemplary and active manner towards the party, and with a generosity and sympathy seldom found even in the more civilized parts of the world; and the attention and affection which the Indians manifested towards their wives, evinced a benevolence of disposition and goodness of nature which could not fail to secure the approbation of the most indifferent observer.

"The accounts I received of our goods were of so unsatisfactory a nature, that I determined to proceed, as soon as the lake was frozen, to Moose-Deer Island, or if necessary to the Athabasca Lake; both to inform myself of the grounds of the unceremonious and negligent man-



ner in which the expedition had been treated, and to obtain a sufficient supply of ammunition and other stores to enable it to leave its present situation, and proceed for the attainment of its ultimate object.

" *November 9.*—I despatched to Fort Enterprise one of the men with the letters and a hundred musket balls, which Mr. Weeks lent me on the condition that they should be returned the first opportunity. An Indian and his wife accompanied the messenger. Lieutenant Franklin was made acquainted with the exact state of things, and I waited with much impatience the freezing of the lake.

" *November 16.*—A band of Slave Indians came to the fort with a few furs and some bears' grease. Though we had not seen any of them, it appeared that they had received information of our being in the country, and knew the precise situation of our house, which they would have visited long ago, but from the fear they had of being pillaged by the Copper Indians. I questioned the chief about the Great Bear and Martin Lakes, their distance from Fort Enterprise, &c.; but his answers were so vague and unsatisfactory, that they were not worth attention; his description of Bouleau's route (which he said was the shortest and best, and abounded in animals) was very defective, though the relative points were sufficiently characteristic, had we not possessed a better route. He had never been at the sea, and knew nothing about the mouth of the Coppermine River. In the evening he made his young men dance, and sometimes accompanied them himself. They had four feathers in each hand. When one commenced moving in a circular form, lifting both feet at the same time, similar to jumping sideways; after a short time a second and a third joined, and afterwards the whole band was dancing, some in a state of nudity, others half-dressed, singing an unmusical wild air with (I suppose) appropriate words; the particular sounds of which were, Ha! ha! ha! uttered vociferously, and with great distortion of countenance, and particular attitude of body, the feathers being always kept in a tremulous motion. The ensuing day I made the chief acquainted with the object of our mission, and recommended him to keep at peace with his neighbouring tribes, and to conduct himself with attention and friendship towards the whites. I then gave him a medal, telling him it was the picture of the King, whom they emphatically term 'their great father.'

" *November 18.*—We observed two mock moons at equal distances from the central one; and the whole were encircled by a halo; the colour of the inner edge of the large circle was a light red, inclining to a faint purple.

" *November 20.*—Two parhelia were observed, with a halo; the colours of the inner edge of the circle were a bright carmine and red lake, intermingled with a rich yellow, forming a purplish orange; the outer edge was pale gamboge.

" *December 5.*—A man was sent some distance on the lake, to see if

it was sufficiently frozen for us to cross. I need scarcely mention my satisfaction, when he returned with the pleasing information that it was.

" *December 7.*—I quitted Fort Providence, being accompanied by Mr. Wentzel, Beuparant, and two other Canadians, provided with dogs and sledges. We proceeded along the borders of the lake, occasionally crossing deep bays, and at dusk encamped at the Gros Cap, having proceeded a distance of twenty-five miles.

" *December 8.*—We set out on the lake with an excessively cold N. W. wind, and were frequently interrupted by large pieces of ice which had been thrown up by the violence of the waves during the progress of congelation, and at dusk we encamped on the Rein-Deer Islands. The night was fine, with a faint aurora borealis. Next day the wind was so keen, that the men proposed conveying me in a sledge, that I might be the less exposed, to which, after some hesitation, I consented. Accordingly, a rein-deer skin and a blanket were laid along the sledge, and in these I was wrapped tight up to the chin, and lashed to the vehicle, with just sufficient play for my head, to perceive when I was about to be upset on some rough projecting piece of ice. Thus equipped, we set off before the wind (a favorable circumstance on a lake), and went on very well until noon; when the ice being driven up in ridges, in such a manner as to obstruct us very much, I was released; and I confess not unwillingly, though I had to walk the remainder of the day. There are large openings in many parts where the ice had separated, and in attempting to cross one of them the dogs fell into the water, and were saved with difficulty. The poor animals suffered dreadfully from the cold, and narrowly escaped being frozen to death. We had quickened our pace towards the close of the day, but could not get sight of the land; and it was not till the sun had set, that we perceived it about four miles to our left, which obliged us to turn back and head the wind. It was then so cold that two of the party were frozen almost immediately about the face and ears. I escaped, from having the good fortune to possess a pair of gloves made of rabbit-skin, with which I kept constantly chafing the places which began to be affected. At 6 p. m., we arrived at the fishing huts near Stoney Island, and remained there the night. The Canadians were not a little surprized at seeing us, whom they had already given up for lost, nor less so at the manner by which we had come; for they all affirmed that the lake near them was quite free from ice the day before.

" *December 10.*—At an early hour we quitted the huts, lashed on sledges as before, with some little addition to our party; and at 3-30 p. m., arrived at North-West Fort on Moose-Deer Island, where I was received by Mr. Smith, with whom I had been acquainted at the Athabasca. He said he partly expected me. The same evening I visited Messrs. M'Vicar and M'Aulay at Hudson's Bay Fort, when I found the reports concerning our goods were but too true, there being in reality

but five packages for us. I also was informed, that two Esquimaux, Augustus the chief, and Junius his servant, who had been sent from Fort Churchill by Governor Williams, to serve in the capacity of interpreters to the expedition, were at the fort. The men were short of stature, but muscular, apparently good natured, and perfectly acquainted with the purpose for which they were intended. They had built themselves a snow-house on an adjacent island, where they used frequently to sleep. The following day I examined the pieces, and to my great disappointment found them to consist of three kegs of spirits already adulterated by the voyageurs who had brought them; a keg of flour, and thirty-five pounds of sugar, instead of sixty. The ammunition and tobacco, the two most essential requisites, were left behind.

“ I lost no time in making a demand from both parties; and though their united list did not furnish the half of what was required; yet it is possible that every thing was given by them which could be spared consistent with their separate interests, particularly by Mr. M'Vicar, who, in many articles, gave me the whole he had in his possession. These things were sent away immediately for Fort Enterprize, when an interpreter arrived with letters from Lieutenant Franklin, which referred to a series of injurious reports said to have been propagated against us by some one at Fort Providence. Finding a sufficiency of goods could not be provided at Moose Deer Island, I determined to proceed to the Athabasca Lake, and ascertain the inclinations of the gentlemen there. With this view I communicated my intentions to both parties; but could only get dogs enough from the North-West Company to carry the necessary provisions for the journey. Indeed, Mr. Smith informed me plainly, he was of opinion that nothing could be spared at Fort Chipecywan; that goods had never been transported so long a journey in the winter season, and that the same dogs could not possibly go and return. Besides, it was very doubtful if I could be provided with dogs there; and finally, that the distance was great, and would take sixteen days to perform it. He added, that the provisions would be mouldy and bad, and that from having to walk constantly on snow-shoes, I should suffer a great deal of misery and fatigue. Notwithstanding these assertions, on the 23<sup>d</sup> of December I left the fort, with Beauparlant and a bois-brulé, each having a sledge drawn by dogs, laden with pemmican. We crossed an arm of the lake, and entered the Little Buffalo River, which is connected with the Salt River, and about fifty yards wide at its junction with the lake; the water is brackish. This route is usually taken in the winter, as it cuts off a large angle in going to the Great Slave River. In the afternoon we passed two empty fishing huts, and in the evening encamped amongst some high pines on the banks of the river, having had several snow showers during the day, which considerably impeded the dogs, so that we had not proceeded more than fifteen miles.

“ *December 24 and 25.*—We continued along the river, frequently

making small portages to avoid going round the points, and passing some small canoes, which the Indians had left for the winter. The snow was so deep that the dogs were obliged to stop every ten minutes to rest themselves; and the cold so excessive, that both the men were badly frozen on both sides of the face and chin. At length, having come to a long meadow, which the dogs could not cross that night, we halted in an adjoining wood, and were presently joined by a Canadian who was on his return to the fort, and who treated us with some fresh meat in exchange for pemmican. During the latter part of the day, we had seen numerous tracts of the moose, buffalo, and marten.

"December 26.—The weather was so cold that we were compelled to run to prevent ourselves from freezing; our route lay across some large meadows, which appeared to abound in animals, though the Indians around Slave Lake are in a state of great want. About noon, we passed a sulphur stream, which ran into the river; it appeared to come from a plain about fifty yards distant. There were no rocks near it, and the soil through which it took its course was composed of a reddish clay. I was much galled by the strings of the snow-shoes during the day, and once got a severe fall, occasioned by the dogs running over one of my feet, and dragging me some distance, my snow-shoe having become entangled with the sledge. In the evening we lost our way, from the great similarity of appearance in the country, and it was dark before we found it again, when we halted in a thick wood, after having come about sixteen miles from the last encampment. Much snow fell during the night. At an early hour on the 27th December, we continued our journey along the surface of a long but narrow lake, and then through a wood, which brought us to the *grand detour* on the Slave River. The weather was extremely cloudy, with occasional falls of snow, which tended greatly to impede our progress, from its gathering in lumps between the dogs' toes; and though they did not go very fast, yet my left knee pained me so much that I found it difficult to keep up with them. At 3 P. M., we halted within nine miles of the Salt River, and made a hearty meal of mouldy pemmican.

"December 28 and 29.—We had much difficulty in proceeding, owing to the poor dogs being quite worn out, and their feet perfectly raw. We endeavoured to tie shoes on them, to afford them some little relief; but they continually came off when amongst deep snow, so that it occupied one person entirely to look after them. In this state they were hardly of any use amongst the steep ascents of the portages, when we were obliged to drag the sledges ourselves. We found a few of the rapids entirely frozen. Those that were not, had holes and large spaces about them, from whence issued a thick vapour, and in passing this we found it particularly cold: but what appeared most curious, was the number of small fountains which rose through the ice, and often rendered it doubtful which way we should take. I was much disappointed at find-

ing several falls (which I had intended to sketch) frozen almost even with the upper and lower parts of the stream. The ice was connected by a thin arch, and the rushing of the water underneath might be heard at a considerable distance from the place. On the bank of these rapids there was a constant overflowing of the water, but in such small quantities as to freeze before it had reached the surface of the central ice; so that we passed between two ridges of icicles, the transparency of which was beautifully contrasted by the flakes of snow and the dark green branches of the overhanging pine. Beuparlant complained bitterly of the cold whilst among the rapids; but no sooner had he reached the upper part of the river, than he found the change of the temperature so great that he vented his indignation against the heat—" *Mais c'est terrible,*" said he, to be frozen and sun burnt in the same day. The poor fellow, who had been a long time in the country, regarded it as the most severe punishment that could have been inflicted on him, and would willingly have given a part of his wages rather than this disgrace had happened; for there is a pride amongst "old voyageurs" which makes them consider the state of being frost bitten as effeminate, and only excusable in a "pork eater," or one newly come into the country. I was greatly fatigued, and suffered acute pains in the knees and legs, both of which were much swollen when we halted a little above the Dog River.

" *December 30 and 31.*—Our journey these days was by far the most annoying we had yet experienced; but independently of the vast masses of ice that were piled on one another, as well as the numerous open places about the rapids (and they did not a little impede us), there was a strong gale from the north-west, and so dreadfully keen, that our time was occupied in rubbing the frozen parts of the face, and in attempting to warm the hands, in order to be prepared for the next operation. Scarcely was one place cured by constant friction, than another was frozen: and though there was nothing pleasant about it, yet it was laughable enough to observe the dexterity which was used in changing the position of the hand from the face to the mitten, and *vice versa*. One of the men was severely affected, the whole side of his face being almost raw. Towards sunset I suffered so much in my knee and ankle, from a recent sprain, that it was with difficulty I could proceed, with snow shoes, to the encampment on the Stoney Islands. But in this point I was not singular; for Beuparlant was almost as bad, and without the same cause.

" *1821. January 1.*—We set out with a quick step, the wind still blowing fresh from the north-west, which seemed in some measure to invigorate the dogs; for towards sunset they left me a considerable distance behind. Indeed my legs and ankles were now so swelled, that it was excessive pain to drag the snow shoes after me. At night we halted on the banks of Stoney River, when I gave the men a glass of grog, to commemorate the new year; and the next day, January 2d, we arrived at

Fort Chipewyan, after a journey of ten days and four hours—the shortest time in which the distance had been done at the same season of the year. I found Messrs. G. Keith and S. McGillivay in charge of the fort, who were not a little surprised to see me. As the commencement of the new year is the rejoicing season of the Canadians, when they are generally intoxicated a few days, I postponed making any demand till this time of festivity should cease; but on the same day I went over to the Hudson's Bay Fort, and delivered Lieutenant Franklin's letter to Mr. Simpson. If they were astonished at one side to see me, the amazement was still greater on the other; for reports were so far in advance, that we were said to have already fallen by the spears of the Ex-quimaux.

“*January 3.*—I made a demand from both parties for supplies, such as ammunition, gun-flints, axes, files, clothing, tobacco, and spirits. I stated to them our extreme necessity, and that without their assistance the expedition must be arrested in its progress. The answer from the north west gentlemen was satisfactory enough; but on the Hudson's Bay side I was told, ‘that any further assistance this season entirely depended on the arrival of supplies, expected in a few weeks hence from a distant establishment.’ I remained at Fort Chipewyan five weeks, during which time some laden sledges did arrive; but I could not obtain any addition to the few articles I had procured at first. A packet of letters for us, from England, having arrived, I made preparations for my return; but not before I had requested both companies to send, next year, from the depôts, a quantity of goods for our use, specified in lists furnished to them. The weather, during my abode at Chipewyan, was generally mild, with occasional heavy storms, the greater part of which were generally anticipated by the activity of the aurora borealis; and this I observed had been the case between Fort Providence and the Athabasca, in December and January, though not invariably so in other parts of the country. One of the partners of the north-west company related to me the following singular story:—‘He was travelling in a canoe on the English River, and had landed near the Kettle Fall, when the coruscations of the aurora borealis were so vivid and low, that the Canadians fell on their faces, and began praying and crying, fearing they should be killed: he himself threw away his gun and knife, that they might not attract the flashes; for they were within two feet from the earth, flitting along with incredible swiftness, and moving parallel to its surface. They continued for upwards of five minutes, as near as he could judge, and made a loud rustling noise, like the waving of a flag in a strong breeze. After they had ceased, the sky became clear, with little wind.’

“*February 9.*—Having got every thing arranged, and had a hearty breakfast (with a *coup d'eau de vie*, a custom amongst the traders), I took my departure, or rather attempted to do so; for on going to the gate there was a long range of women, who came to bid me farewell.

They were all dressed (after the manner of the country) in blue or green cloth, with their hair fresh greased, separated before, and falling down behind, not in careless tresses, but in a good sound tail, fastened with black tape or riband. This was considered a great compliment; and the ceremony consisted in embracing the whole party. I had with me four sledges laden with goods for the expedition, and a fifth one, belonging to the Hudson's Bay Company. We returned exactly by the same route, suffering no other inconvenience but that arising from the chafing of the snow shoes, and bad weather. Some Indians, whom we met on the banks of the Little Buffalo River, were rather surprised at seeing us; for they had heard that we were on an island which was surrounded by Esquimaux. The dogs were almost worn out, and their feet raw, when, on February the 20th, we arrived at Moose-deer Island, with our goods all in good order. Towards the end of the month, two of our men arrived with letters from Lieutenant Franklin, containing some fresh demands; the major part of which I was fortunate enough to procure without the least trouble. Having arranged the accounts and receipts between the companies and the expedition, and sent every thing before me to Fort Providence, I prepared for my departure; and it is but justice to the gentlemen of both parties at Moose-deer Island, to remark, that they afforded the means of forwarding our stores in the most cheerful and pleasant manner.

*March 5.*—I took leave of the gentlemen at the forts; and in the afternoon, got to the fisheries near Stoney Island, where I found Mr. M'Vicar, who was kind enough to have a house ready for my reception; and I was not a little gratified at perceiving a pleasant looking girl employed in roasting a fine joint, and afterwards arranging the table, with all the dexterity of an accomplished servant.

*March 6.*—We set out at day-light, and breakfasted at the Rein-deer Islands. As the day advanced, the heat became so oppressive, that each pulled off his coat, and ran till sun-set, when we halted, with two men who were on their return to Moose-deer Island. There was a beautiful aurora borealis in the night; it rose about N. b W., and divided into three bars, diverging at equal distances as far as the zenith, and then converging until they met in the opposite horizon: there were some flashes at right angles to the bars.

*March 7.*—We arrived at Fort Providence, and found our stores safe and in good order. There being no certainty when the Indian who was to accompany me to our house would arrive, and my impatience to join my companions increasing as I approached it, after making the necessary arrangements with Mr. Weeks respecting our stores, on the 10th of March I quitted the fort with two of our men, who had each a couple of dogs, and a sledge laden with provisions. On the 13th, we met the Indian, near Icy Portage, who was sent to guide me back. On the 14th, we killed a deer, and gave the dogs a good feed; and on the 17th, at an

early hour, we arrived at Fort Enterprise, having travelled about eighteen miles a day. I had the pleasure of meeting my friends all in good health."

Mr. Back was advanced to the rank of lieutenant on the 1st Jan. 1821; and subsequently appointed to the *Superb* 78, Captain Sir Thomas Staines, in which ship he visited Gibraltar and Barbadoes. Towards the close of 1823, his Majesty's Government having determined upon another attempt to effect a northern passage by sea between the Atlantic and Pacific Oceans, and Captain (now Sir W. E.) Parry, the commander of the two preceding expeditions \*, having been again entrusted with its execution, success, as far as ability, enterprise, and experience could ensure it, appeared likely to be the result. Yet, as the object was one for which Great Britain had thought proper to contend for upwards of three centuries, it seemed to Captain Franklin that it might be desirable to pursue it by more ways than one; he, therefore, submitted a plan for an expedition overland to the mouth of the Mackenzie River, and thence, by sea, to the north-western extremity of America, with the combined object, also, of surveying the coast between the Mackenzie and Copper-mine Rivers.

Captain Franklin was well aware of the sympathy excited in the British public by the sufferings of those engaged in the former overland expedition, and of the humane repugnance of Government to expose others to a like fate; but he was enabled to show satisfactorily that, in the proposed course, similar dangers were not to be apprehended, while the objects to be attained were important at once to the naval character, scientific reputation, and commercial interests of Great Britain. In consequence of his proposal, he received directions from Earl Bathurst to make the necessary preparations for the equipment of an expedition, to the command of which he had the honor to be nominated.

Captain Franklin's much valued friend, Dr. John Richardson, offered his services as naturalist and surgeon, and also

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\* See Suppl. Part IV. pp. 318—364.



volunteered to undertake the survey of the coast to the eastward, while his commander should be occupied in endeavouring to reach Icy Cape. Lieutenant Bushnan, who had served under Captains Ross and Parry, was likewise appointed to accompany Captain Franklin, as assistant-surveyor; but, long before the party was to leave England, he had to lament the premature death of that excellent young officer, who was eminently qualified for the service, by his skill in astronomical observations, surveying, and drawing.\* "*Many naval officers, distinguished for their talent and ability, were desirous of filling the vacancy, but Captain Franklin's friend and former companion, Lieutenant Back, having returned from the West Indies, the appointment was offered to him, and accepted with his wonted zeal.*"

Previous to his departure from England, a public dinner was given to Lieutenant Back, on which occasion, says the editor of the Stockport paper,

"Captain (now Sir Salusbury Pryce) Humphreys, R. N. was in the chair, and on the right sat the heroic young man, so justly the pride of his fellow-townsmen. When we considered the unprecedented sufferings he had endured, and the unheard-of privations which once reduced his frame to the extremity of weakness, and brought him to the verge of dissolution, it was impossible not to feel a high degree of pleasure at beholding him again in apparent possession of health and vigour. J. Lloyd, Esq., Prothonotary of Chester, performed the office of croupier on this most gratifying occasion."

During his absence from Great Britain, Lieutenant Back was promoted to the rank of commander, for his services on the first overland expedition, by commission, dated Dec. 30th, 1825. The proceedings and result of the second expedition have been briefly sketched in Vol. III. Part I. pp. 50—67.

Our readers will remember that Captain Franklin, after his return from the Arctic Sea, remained at Great Bear Lake until Feb. 20th, 1827, when he set out on foot for Fort Chipewyan, accompanied by five men, for the purpose of hastening home, *via* Montreal and New York; the other

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\* See Annual Obituary and Biography for 1825.

officers and men, the boats, and all the collections of natural history, rough journals, notes, and astronomical, magnetical, and atmospherical observations, were left in the charge of Commander Back, who was directed to remain at Fort Franklin until the breaking up of the ice, and then to proceed to York Factory, where he was to embark with the British part of the expedition in the first Hudson's Bay ship bound to England. In addition to this mark of confidence, Captain Franklin, at the end of his written instructions, thus addressed him :—

“ I am happy in having this opportunity of thanking you for your uniform kindness to me personally, and of renewing my testimony to the ability, zeal, and assiduity you have evinced throughout the progress of the expedition, and of expressing my fervent hope that your services may be rewarded by promotion.”

Commander Back arrived at Portsmouth on the 10th Oct. 1827, only a fortnight after Captain Franklin and Dr. Richardson had landed at Liverpool. On the 13th and 15th of the same month, his friend, the captain, wrote to him as follows :—

“ I hope you will have seen the Lord High Admiral and Sir George Cockburn before we meet—to both I have urged your claims to promotion, as well as those of Lieutenant Kendall, in the strongest manner, and they expressed themselves much pleased with your zeal, attention, and ability.”

“ I have written this day officially to Mr. Barrow, to convey my opinion of your conduct, as well as that of Kendall, and strongly to recommend you both to the favorable notice of the Lord High Admiral, and to the members of his Royal Highness's Council.”

On the 7th July, 1827, his late Majesty in Council directed that the period of time (one year) required to elapse before a commander can be promoted to the rank of captain shall be actually served by such officer on board a ship or vessel in commission. Although Commander Back had then been upwards of two years and four months on what may well be considered active service, this Order in Council was enforced against him ; and notwithstanding repeated applications for employment in the active line of his profession, he never obtained an appointment. We may here remark, that several of Captain Parry's officers were promoted on their return from

an unsuccessful expedition, whilst Captain Franklin, with more success than has crowned any former endeavour since the time of Cook, and with the good and favorable opinion of all parties, had not the influence to obtain the smallest advancement for any of his party.

On the 8th April, 1828, Commander Back addressed the Lord High Admiral as follows :—

“ Sir,—In reflecting on the recent voyages of discovery to the Arctic regions, which have been prosecuted with so much zeal and ability by the able officers who have commanded them, one cannot but regret that the portion of the American coast comprehended between Repulse Bay and Point Turnagain, should still remain unexplored while there exists any probability of finally completing so desirable an object.

“ To effect this, I would propose that a small vessel, properly fitted out with boats, and supplied with provisions for two years, should proceed to Repulse Bay; and having anchored there, that a party should be dispatched across the Melville Peninsula, which is said to be only three days' journey, and if after examination it was found that the country was not too uneven for the transporting of goods on wheel carriages, in the manner we passed Portage la Locke (a distance of seven miles) on our return from the overland expedition, it would not be difficult to convey two boats, and whatever else might be thought requisite, to the opposite side, and lay them up in some secure place for the winter. Then in the following season, the party intended to coast as far as Point Turnagain, being provided with sledges, might proceed with the remainder of what was necessary for the voyage, and crossing to the boats, start on the first opening of the water. For such a service, the boats should be about twenty-four feet long, with a good beam and a flat floor, so as to draw little water; and the provisions for the crews ought to be entirely composed of pemmican, ira, and sweetened chocolate, a sufficient quantity of which might be deposited at jutting or other prominent points, for consumption on the return to the vessel, which it is supposed would be in time enough to ensure her getting out of the Straits the same season. The expences which at first sight would seem unavoidably connected with an undertaking of this nature, might however be greatly diminished from the experience already acquired in the knowledge of what was indispensably useful for its completion. \* \* \* \* I remain your Royal Highness's most dutiful and obedient servant,

(Signed)

“ GEORGE BACK.”

This plan for exploring the country between Repulse Bay and Point Turnagain was recommended by Sir George Cockburn, but it appears that the Lord High Admiral had already

determined not to send any more expeditions to the northern regions. Early in 1829, we find Commander Back offering his services to accompany Captain Hoppner on a voyage of discovery to the south pole.

Towards the close of 1832, strenuous exertions were made to equip an expedition, with the object of ascertaining the situation of Captain (now Sir John) Ross, who had left this country in the summer of 1829, to effect the long-sought north-west passage. A meeting was held at the office of the Royal Geographical Society (the Right Hon. Sir George Cockburn in the chair), by the friends of Captain Ross, at which it was agreed that he and his companions might be still alive, and possibly be extricated from their perilous situation by efforts to be made for their relief. This conclusion was founded on the extent of his preparations, which were calculated to meet the wants of his party for three years—on the quantity of stores which it is presumed he would find untouched in the wreck of the *Fury*, in Prince Regent's Inlet\*,—and on the fact, that the crews of two Hudson's Bay vessels, cast away on Marble Island, in 1769, subsisted nearly three years on what they could find, as related by Hearne, and quoted by Barrow, in his "Chronological History of Arctic Voyages." His Majesty's Government consented, on certain conditions, to furnish 2000*l.* towards forwarding the expedition; the sum of 5000*l.* was raised by subscription for the same purpose; the Hudson's Bay Company gave directions to provide boats, &c. for the party free of expence, and gave Commander Back, who had volunteered to conduct the enterprise, a commission investing him with full command throughout their extensive territories, and unlimited authority over all their servants, the governor alone excepted.

Commander Back sailed from Liverpool, on his errand of humanity, Feb. 16th, 1833; accompanied by Mr. King, of the Royal College of Surgeons, in the capacity of surgeon

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\* See Suppl. Part IV. p. 363.

and naturalist to the expedition, and also by three of his former companions.

The reception of this little party at New York was of the most gratifying description—a compliment to themselves, to science, and to philanthropy. The Government of the United States honoured itself by refusing to receive the duties on the transit of the articles brought by the expedition through its territories; the directors of the Hudson River Steamboat Association tendered a vessel for their conveyance to Albany; and many were the letters addressed to Commander Back from different parts of the Union, expressive of the interest which the writers took in the fate of the expedition.

On the 29th March Commander Back and Mr. King partook of a *dejeuné à la fourchette* given by the British Consul at New York, on which occasion there were present a numerous assemblage of gentlemen of that mercantile metropolis. On the 9th of April, they arrived at Montreal, and were there joined by four volunteers from the brigade of artillery quartered in that town. They took their departure from thence on the 25th April, and during the summer of 1833, reached to about 109 miles from Bathurst's Inlet.

On the 25th April, 1834, a packet from the "Managing Committee of the Arctic Land Expedition," intimating the safe return of Captain Ross and his party, and directing him to confine himself for the future to an exploration of the territory for scientific purposes, reached Commander Back, who was then preparing to depart from his winter quarters, Fort Reliance, at the east end of Great Slave Lake. Previous to the receipt of this intelligence, he had written to the Geographical Society as follows:—

"We have had a most distressing winter in this more than Siberian solitude, where desolation reigns in unbroken repose. Even the animals have fled from us, as it were by instinct, and many, very many, of the unhappy natives have fallen victims to famine in situations the most revolting to human nature. The fish also, on which I in some measure relied, left us; in places which we were told never before failed we have not caught a fish; and during the whole season scarcely a living creature has been seen, except on one occasion a raven, which, in wheeling over the house, startled me with his croak, so uniform was the silence around

tis. I ran out, but when it saw me it screamed; and again made off to the western mountains, in the dark shade of which it was speedily lost. My party has been thus much dispersed in quest of food, and every message has brought me tidings of their encountering severe privations. Mr. M'Leod (an agent of the Hudson's Bay Company attached to the party) and his young family are at this moment somewhere on the lake fishing; and you may imagine what it costs me to see them also exposed to the rigours of this severest of all winters, for the mean of three thermometers has been far below the lowest we ever registered in our former expeditions. After this narrative you may believe that, in spite of all my care and economy, some part of the provision laid up for our voyage has been necessarily consumed. The most experienced man in the country could not have foreseen this; nor was there any possibility of avoiding it. My anxiety is immeasurable on account of it; but I still hope that the Indians may be enabled to procure us dry food, or in short something that may afford sustenance, so that the fondest wishes of my heart may not be frustrated. Of that, however, in one sense, there is no danger, for come the worst, I can always reduce my men, and go in one boat. Do not, therefore, let this affect you, for I feel confident of overcoming it. Another misfortune is, that pinched as we are for provisions, we must drag our boats and luggage almost 100 miles over rock and ice before we can reach open water. This we have ascertained through the winter; but never mind, this also shall be done, and it will be a new feature in discovery. In our former expeditions, we had none of these tremendous obstructions to contend with, though we had to take our bark canoes some distance in sledges. But I have perfect confidence in my men, and they, good fellows, think that I cannot err."

The last letter written by Commander Back, which has yet reached England, is dated "Fort Reliance, April 29th, 1834." He and his party were then all well. It is very satisfactory to know, from despatches received by the committee of the Hudson's Bay Company, that supplies sufficient to support the expedition during the present winter were timely forwarded to him.

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## ADDENDA TO FLAG-OFFICERS.

## SIR JOHN HARVEY, K. C. B.

*Vice-Admiral of the Red.**(Vol. I. Part II. p. 613.)*

Is the second son of the late Captain John Harvey (who commanded the Brunswick 74, and was mortally wounded on the glorious 1st of June 1794\*), by Judith, daughter of Henry Wise, of Sandwich, co. Kent, Esq.

We first find this officer commanding l'Actif sloop, which vessel foundered off Bermuda, Nov. 26th, 1794. He obtained post rank on the 16th Dec. in the same year; and was subsequently appointed to the Prince of Wales 98, flag-ship of his uncle, the late Sir Henry Harvey, K. B. †, under whom he served at the reduction of Trinidad, in Feb. 1797 ‡. During the latter part of the French revolutionary war, he commanded the Southampton and Amphitrite frigates, on the Leeward Islands station. In Mar. 1801, he assisted at the reduction of the Virgin Islands, by the military and naval forces under Lieutenant-General Trigge and Rear-Admiral Duckworth §.

Captain Harvey's next appointment was to the Agamemnon 64, which ship he commissioned at Chatham in Aug. 1804.

On the 1st Nov. following, Captain Harvey sailed from St. Helens, in company with a squadron, under Sir John Orde. On the 18th of the same month, being then off Cadiz, he was ordered to chase and detain a Spanish frigate, which surrendered without opposition. Although bound to the

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\* See Vol. I. Part II. note at p. 613 *et seq.*

† See *id.* p. 797.

‡ See Vol. I. Part I. p. 112.

§ See Vol. I. Part II. note † at p. 798 *et seq.*

colonies, with despatches announcing the commencement of hostilities between England and Spain, Sir John Orde directed Captain Harvey to escort this ship back to her own port. Her consort, the *Amphitrite*, was soon afterwards intercepted by Sir Richard J. Strachan, who, being unchecked by the presence of a superior officer, conducted her to Gibraltar, where she was condemned as a prize, and added to the British navy. On the 27th, the *Niger* frigate joined company, with orders to detain all Spanish shipping; and in the course of the same day, a large dismasted merchantman, from Vera Cruz, was taken possession of by Sir John's flag-ship, the *Swiftsure* 74. On the 30th, Captain Harvey captured the brig *Pomone*, from Havannah, laden with sugar and twenty chests of silver. On the 9th Dec. he was sent to cruize off Cape St. Vincent, where, in the course of that month, he had the good fortune to intercept three ships with cargoes of cochineal, coffee, indigo, sugar, &c., and having on board 967,461 dollars.

The perilous situation of the *Agamemnon*, at Gibraltar, during a most destructive storm, Jan. 31st, 1805, we have recently noticed\*. She rejoined Sir John Orde on the 3d Feb., and was at anchor off St. Lucar, with main-yard unrigged, hold unstowed, and employed in receiving provisions and stores from transports, when a French squadron from Toulon, under Mons. Villeneuve, hove in sight, and induced the British admiral to retire from his station before Cadiz. The expeditious manner in which she was got ready for action on that occasion, drew forth the thanks of Sir John Orde, with whom she returned to England. We next find her assisting at the capture of two Spanish line-of-battle ships, by the fleet under Sir Robert Calder, July 22d, 1805 †, on which occasion, being stationed in the van, she was much cut up in her spars and rigging, and had several men wounded. On the 22d Aug. following, she was present at an at-

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\* See p. 273 *et seq.*

† See Vol. I. Part I. p. 405.



tack made by the veteran Cornwallis upon the rear of the Brest fleet, then manœuvring in Bertheaume Bay\*.

In Sept. 1805, Captain Harvey was appointed to the Canada 74, fitting out for the Leeward Islands station, which ship he paid off at Chatham in Jan. 1806. His subsequent appointments were,—in June 1809, to the Leviathan 74, then off Cadiz;—October 1810, to the Royal Sovereign 110, employed in the blockade of Toulon; and Aug. 12th, 1812, to one of the royal yachts. The Leviathan assisted in driving three French line-of-battle ships and a frigate on shore, near the mouth of the Rhone, Oct. 25th, 1809 †; and had her main-mast shivered by lightning in the summer of 1810. The Royal Sovereign was ordered home from the Mediterranean in Nov. 1811.

This officer obtained the rank of rear-admiral in Dec. 1813. He was appointed commander-in-chief at the Leeward Islands in Aug. 1815; advanced to the rank of vice-admiral in May 1825; and nominated a Knight Commander of the Most Honorable Military Order of the Bath, in June 1833.

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### THOMAS LE MARCHANT GOSSELIN, Esq.

(*Vol. I. Part II. p. 671.*)

ENTERED the royal navy on the 2d Aug. 1778; and served under Captain Philip Boteler, in the Actæon 44, and Ardent 64, until the latter ship was captured by the combined fleets of France and Spain, in sight of Plymouth, Aug. 16th, 1779 †.

On his return from France, Mr. Gosselin joined the Barfleur 98, bearing the flag of Sir Samuel (afterwards Viscount) Hood, in which ship he served from Oct. 11th, 1780, until the peace of 1783. During this period he witnessed the capture of St. Eustatia, by the naval and military forces under Sir George B. Rodney and General Vaughan §; and

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\* See Suppl. Part IV. p. 411, *et seq.*

See Vol. I. Part I. p. 282.

† See *id.* note \* at p. 421.

§ See *id.* note at p. 127.

was in six different actions with the French fleet under Count De Grasse, viz. off Martinique, April 29th, 1781 \*; off the Chesapeake, Sept. 5th, 1781 †; off St. Kitts, Jan. 25th and 26th, 1782 ‡; and off Guadaloupe, April 8th and 12th following, on which latter day the gallant De Grasse was compelled to surrender. On the 17th of the same month, Mr. Gosselin was present at the capture of two French 64-gun ships, a frigate, and a corvette, endeavouring to escape through the Mona passage §. He returned home with Lord Hood, June 26th, 1783; at which period his present Majesty was serving as a midshipman on board the *Barfleur*.

We afterwards find Mr. Gosselin successively serving in the *Carnatic* 74, Captain Anthony J. P. Molloy, stationed at Plymouth; the *Nautilus* sloop, Captain Maurice Delgarno; the *Grampus* 50, bearing the broad pendant of Commodore Edward Thompson, on the coast of Africa; and the *Triumph* 74, and *Barfleur* 98, both bearing the flag of Lord Hood. His first commission bears date Dec. 1st, 1787.

In Sept. 1788, Lieutenant Gosselin was appointed to the *Atalanta* sloop, Captain Delgarno; and in Jan. 1789, he sailed for the East Indies, in company with a squadron under Commodore the Hon. William Cornwallis, who removed him into his own ship, the *Crown* 64, shortly after their arrival on that station. In Nov. 1791, he followed the commodore into the *Minerva* 38, and served as first lieutenant of that frigate until promoted to the command of the *Dispatch* armed brig, April 23d, 1793.

We next find this officer appointed, Mar. 19th, 1794, to the *Kingsfisher* sloop, then on the Downs station, but subsequently attached to the North Sea and Channel fleets. On the 7th June, 1795, being then in company with a squadron

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\* See Vol. II. Part I. p. 62.

† See Vol. I. Part I. note at p. 133.

‡ See Vol. II. Part I. notes at pp. 63—65.

§ See *id.* note † at p. 52, and Vol. I. Part I. note at pp. 35—39.

under Vice-Admiral Cornwallis, off Belleisle, he assisted at the capture of part of a French convoy from Bourdeaux, laden with wine and naval stores. On the 4th July following, the Vice-Admiral sent him an order to act as captain of the Brunswick 74, which appointment was confirmed on the 23d of the same month. This command he held until Oct. 1795.

Captain Gosselin's next appointments were, April 22, 1796, to the Diamond 38; and July 25th, to the Syren 32; both on the St. Marcou station. In Mar. 1798, he was employed in convoying to the Leeward Islands and Jamaica, a large fleet of merchantmen, the masters of which presented him with a valuable sword. On the 20th Aug. 1799, he was present at the surrender of Surinam to the naval and military forces under Lord Hugh Seymour and Lieutenant-General Trigge; after which he escorted another fleet to England. During the summer of 1800, he was in attendance upon King George III. at Weymouth. In Feb. 1801, he again took charge of the outward-bound West India trade; and on the 23d Oct. following, removed into the Melampus 36, at Jamaica; from whence he returned home, and was paid off, in June, 1802.

On the 2d Feb. 1804, Captain Gosselin was appointed to the Ville de Paris 110, bearing the flag of Admiral Cornwallis, then commander-in-chief of the Channel fleet, in which ship he remained until Sept. following, when he was removed to the Latona 38, and entrusted with the command of the in-shore squadron off Brest. For his services while thus employed, he received the thanks of Admirals Cornwallis, Lord Gardner, and Sir Charles Cotton. On the 4th Feb. 1806, he assumed the command of the Audacious 74.

Among the captures made by Captain Gosselin, in the Syren and Latona, were several French and Spanish privateers. One of the latter was the Amphion, of twelve guns and seventy men.

On the 19th May, 1806, the Audacious, then forming part of a squadron under Sir Richard J. Strachan, sailed from Plymouth in pursuit of six French line-of-battle ships; and on

the 8th Aug., after having cruised for some time off Madeira and the Canaries, anchored in Carlisle Bay, Barbadoes. A few days afterwards, when about eight degrees to the northward of that island, she was totally dismasted in a hurricane. In 1807, we find her attached to the Channel fleet; and in the beginning of 1808, employed in the blockade of Ferrol. She subsequently accompanied the army under Sir John Moore from the Downs to Sweden. This force came back to England under her protection in the month of July following.

In Aug. 1808, Captain Gosselin, with Sir Harry Burrard and other general officers as his guests on board the *Audacious*, convoyed a large body of troops to Portugal; and after their debarkation at Mariera, proceeded to the River Tagus, where he continued under the orders of Sir Charles Cotton, until the retreat of Sir John Moore to Coruña, from whence he escorted home a fleet of transports. In Jan. 1809, he received the thanks of both Houses of Parliament, for his "unremitted exertions" in embarking the army after the battle of Coruña, the official despatches relative to which were written by Lieutenant-General Sir John Hope, on board the *Audacious*.

Captain Gosselin resigned his command in Mar. 1809; and was prevented by ill-health from accepting a subsequent appointment to the *Cressy* 74. He obtained the rank of flag-officer on the 4th June, 1814; and became a Vice-Admiral in May 1825.

The subject of this memoir was married, Mar. 18th, 1809, by the Archbishop of York, to Sarah, daughter of the late Jeremiah Hadsley, Esq., of Ware Priory, Herts.

### SIR CHARLES ROWLEY, K. C. B., K. M. T.

*Vice-Admiral of the White.—One of the Lords Commissioners of the Admiralty, and a Groom of his Majesty's Bedchamber.*

(*Vol. I. Part II. p. 672.*)

THIS officer is the fourth son of the late Vice-Admiral Sir Joshua Rowley, Bart., by Sarah, daughter of Bartholomew Burton, Esq., Deputy-Governor of the Bank of England, and a grandson of the late Sir William Rowley, K. B., Ad-

miral of the Fleet, Vice-Admiral of England, and a Lord of the Admiralty, who died on the 1st Jan. 1768.

The subject of this memoir was made a lieutenant in 1789; and appointed acting captain of the Hussar frigate in the summer of 1794. He subsequently commanded the Lynx sloop, and captured numerous French merchant vessels, on the North American station. In Mar. 1796, being then acting captain of the Cleopatra frigate, he captured l'Aurore, French privateer, of ten guns. He afterwards resumed the command of the Hussar, at Halifax, and continued in that ship until paid off, about the end of the same year. His advancement to post rank took place on the 1st Aug. 1795.

We next find Captain Rowley commanding l'Unité 36, and displaying great firmness during the general mutiny in 1797. He subsequently captured the French 18-gun corvette Découverte, the brig-privateer Brunette, of ten guns and eighty men, and several other armed vessels, on the Channel station.

Captain Rowley left l'Unité, in consequence of bursting a blood-vessel; but after the lapse of a few months, he was appointed to the Prince George 98, flag-ship of his brother-in-law, the late Admiral Sir Charles Cotton, Bart. In the spring of 1801, he was removed into the Boadicea frigate, and entrusted with the command of a light squadron, employed in Quiberon Bay, where he greatly molested the enemy. On the 20th Aug. following, his boats, in company with those of the Fisgard and Boadicea frigates, cut out from the harbour of Coruña, a new Spanish national ship, El Neptuna, pierced for twenty guns, a gun-boat mounting one long 32-pounder, and a merchant vessel.

In 1804, Captain Rowley commanded the Ruby 64, successively employed in the North Sea and off Cadiz, on which latter station, whilst under the orders of Sir John Orde, he destroyed two of the enemy's privateers. Subsequently to his return from thence, we find him stationed off the Scheldt; and in Nov. 1805, appointed to the Eagle 74, destined to the Mediterranean, which ship he joined at Spithead.

The Eagle formed part of the squadron under Sir W. Sidney Smith, employed in disarming the coasts of Naples and Calabria, in the summer of 1806. The following are ex-

tracts of that officer's public letter, reporting the capture of the island of Capri :—

“ Capri, from its situation, protecting the coasting communication southward, was a great object for the enemy to keep, and by so much one for me to wrest from him. I accordingly summoned the French commandant to surrender (May 11th, 1806), and, on his non-acquiescence, directed Captain Rowley to cover the landing of marines and boats' crews, and caused an attack to be made under his orders. That brave officer placed his ship judiciously, nor did he open his fire till she was secured, and her distance marked by the effect of musketry on the quarter-deck, where the first lieutenant, James Crawley, was wounded, and a seaman killed. An hour's firing from both decks of the *Eagle*, with that of two Neapolitan mortar-boats, drove the enemy from the vineyards within their walls; the marines were landed, and gallantly led by Captain Bunce; the seamen, in like manner, under Lieutenants Morrell and Redding, of the *Eagle* and *Pompée*, mounted the steps, for such was their road, headed by the officers, nearest to the narrow path, by which alone they could ascend. Lieutenant (W. F.) Carroll had thus an opportunity of particularly distinguishing himself. Captain Stanners, commanding the *Athenienne's* marines, gallantly pressing forward, carried the heights, and the French commandant fell by his hand; this event being known, the enemy beat a parley, \* \* \* the capitulation annexed was signed, and the garrison allowed to march out, and pass over to Naples, with every honor of war.”

The loss sustained by the *Eagle* on this occasion amounted to no more than two men killed, and her first lieutenant and ten men wounded. Captain Rowley was afterwards severely injured by a shell, while employed on shore in the defence of *Gaieta*, to which fortress, on hearing of the straitened circumstances of its garrison, he had hastened from the Bay of Naples. Previously to the surrender of *Gaieta* by the Neapolitan Governor, Captain Rowley brought off the guns which before his arrival had been landed from British men-of-war. He likewise superintended the embarkation of the troops of His Sicilian Majesty.

The *Eagle* was attached to the grand armament sent against Antwerp, in 1809; and we find part of her officers and crew employed in the defence of Fort Matagorda, near Cadiz, in April, 1810\*. She captured the French frigate *Corceyre*, pierced for 40 guns, mounting 28, with a complement of 170

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\* See Vol. III. Part I. p. 212, *et seq.*

men, having on board 130 soldiers and three hundred tons of wheat, from Trieste bound to Corfu, Nov. 27th, 1811. At this period Captain Rowley was the senior officer in the Adriatic.

On the 20th July 1812, the marines of the *Eagle*, and a military detachment under Captain Rutherford, of H. M. 35th regiment, stormed and destroyed the battery of Cape Ceste. On the 22d of the same month, her boats, commanded by Lieutenant Augustus Cannon, captured a Franco-Venetian gun-boat; and in Sept. following, that officer was mortally wounded while making a successful attack upon an enemy's convoy, near the mouth of the River Po: two gun-boats and fifteen armed merchant vessels, the latter laden with oil, were captured on this occasion.

In June, 1813, the boats of the *Eagle*, in conjunction with those of the *Elizabeth 74*, destroyed a two-gun battery at Omago, on the coast of Istria, and brought out four vessels laden with wine, which had been scuttled near that town. At the same time the marines of those ships obliged about 100 French soldiers to decamp. Captain Rowley's gallant conduct at the capture of Fiume, July 3d, 1813, was highly conspicuous, as will be seen by the following copy of an official despatch, addressed to the commander-in-chief on the Mediterranean station:—

*H. M. S. Milford, off Porto Ré, July 6th, 1813.*

“ Sir,—I have the honor to acquaint you, that on the 28th ult. I left Melada, and on the 30th, assembled the *Elizabeth* and *Eagle*, off Promontorio. On the 1st inst. the squadron entered the Quarneri Channel, and on the 2d, in the evening, anchored about four miles from Fiume, which was defended by four batteries, mounting fifteen heavy guns. On the 3d, in the morning, the ships named in the margin \* weighed with a light breeze from the S. W. with the intention of attacking the sea line of batteries (for which the arrangement had been previously made and communicated), leaving a detachment of boats and marines with the *Haughty*, to storm the battery at the mole head, as soon as the guns were silenced; but the wind very light, shifting to the S. E., with current from the river, broke the ships off, and the *Eagle* could only fetch the second battery, opposite to which she anchored. The enemy could not stand the well-directed fire of that ship. This being communicated by telegraph, I made the signal to storm, when Captain Rowley, leading in his gig the first detachment of marines, took possession of the fort, and hoisted the king's

\* *Milford 74, Elizabeth 74, Eagle 74, Bacchante 38, and Haughty gun-brig.*

colours, whilst Captain Hoste, with the marines of the Milford, took and spiked the guns of the first battery, which was under the fire of the Milford and Bacchante, and early evacuated. Captain Rowley, leaving a party of seamen to turn the guns of the second battery against the others, without losing time, boldly dashed on through the town, although annoyed by the enemy's musketry from the windows of the houses, and a field-piece placed in the centre of the great street; but the marines, headed by Lieutenants Lloyd and Nepean, and the seamen of the boats, proceeded with such firmness, that the enemy retreated before them, drawing the field-piece until they came to the square, where they made a stand, taking post in a large house. At this time the boats with their carronades, under Captain Markland, opened against the gable end of it with such effect, that the enemy gave way at all points, and I was gratified at seeing them forsake the town in every direction. Captain Hoste, with his division, followed close to Captain Rowley, and on their junction, the two batteries, with the field-piece, stores, and shipping, were taken possession of, the governor and every officer and man of the garrison having run away. Considering the number of troops in the town, above three hundred and fifty, besides natives, our loss has been trifling; one marine of the Eagle killed; Lieutenant Lloyd, and five seamen and marines wounded. Nothing could exceed the spirit and disposition manifested by every captain, officer, seaman and marine, in the squadron.

"Although the town was stormed in every part, by the prudent management of Captains Rowley and Hoste, not an individual has been killed, nor has any thing been taken away, except what was afloat, and in the government stores.

"I herewith send a return of the property and vessels captured, and have the honor to be, &c.

(Signed)

"T. F. FREMANTLE, Rear-Admiral."

"To Vice-Admiral Sir Edward Pellew, Bart. &c."

"A List of Vessels, Stores, &c. taken and destroyed at Fiume, on the 3d July, 1813.

"Ninety vessels, more than half of the smaller class were returned to the proprietors, thirteen sent to Lissa, laden with oil, grain, powder, and merchandise; the rest were destroyed. Fifty-nine iron guns (part only mounted), rendered totally useless. Eight brass 18-pounders and one field-piece, taken away, five hundred stand of small arms, two hundred barrels of gunpowder, rations of bread for 70,000 men, and two magazines, with stores, &c., burnt.

(Signed)

"T. F. FREMANTLE."

On the 5th July 1813, the squadron under Rear-Admiral Fremantle moved from Fiume to Porto Ré, then abandoned by the enemy. A detachment of boats went up to Bocca Ré,



where thirteen vessels were scuttled; one of them only could be recovered. The guns at this place, ten in number, were rendered useless, the carriages burnt, and the works blown up. At Porto Ré, the enemy had spiked the guns, and thrown their ammunition into the sea. Two days afterwards, the fortress of Farasina, mounting five 18-pounders, was attacked by the *Eagle*, and after some resistance, stormed and destroyed, under cover of her fire, by a party of seamen and marines; the former, headed by Lieutenants Richard Green and William Hotham, the latter by Lieutenant Samuel Lloyd.

Sailing along the coast of Istria, Aug. 2d, 1813, in company with the *Bacchante* frigate, Captain Rowley discovered a convoy of twenty-one sail at anchor in the harbour of Rovigno. Conceiving the capture of them feasible, he communicated his intentions to Captain Hoste, who led in, and a firing was commenced on the batteries. After some resistance they were abandoned; when the royal marines of each ship landed, drove the enemy out of the town, disabled the guns, and demolished the different works, without suffering any other accident than one private, belonging to the *Eagle*, wounded. The enemy scuttled the greater part of the vessels; but by the active exertions of the officers and men employed, the whole were either completely destroyed or brought off, and others, building or under repair, burnt.

The operations against Trieste, in which Captain Rowley bore a most conspicuous part, are thus detailed by Rear-Admiral Fremantle:

*“ H. M. S. Milford, Oct. 31st, 1813.*

“ I arrived at Capo D'Istria on the 21st ultimo, and remained there, in constant correspondence with General Count Nugent, who was harassing the army of the Viceroy \* on his retreat, until the morning of the 5th instant, when I sailed for Trieste. Count Nugent, who continued to follow the enemy, left some troops near Trieste, and the port was completely blockaded by sea. On the 10th, about noon, the enemy surprised us by opening a masked battery upon the *Milford*. The marines and two field-pieces were landed. On the 11th, Count Nugent returned

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\* Eugene Beauharnois.

from Gorizia, having obliged the Viceroy to pass the Isonzo. It was then determined to lay siege to the castle. By the 16th, in the morning, we had twelve guns in two batteries, which opened their fire and continued nearly the whole day; towards the evening the enemy was driven from the Windmill, which was taken possession of by the Austrian troops, and two howitzers advanced there. The firing was continued occasionally until noon on the 23d, by which time Captain Rowley had got a 32-pounder within two hundred yards of the Shanza, where there was a strong building with one gun, and loop holes in it, standing upon a hill, with a wall round it nearly fourteen feet high, an officer and sixty men.

"We had had some communication with the castle in the morning, and the truce was broke off at a very short notice by the enemy, who opened on all sides. The 32-pounder was fired upon the Shanza. The first shot the gun recoiled, and the ground giving way, it fell backward off the platform, which was six feet above the level. It was fine to see Captain Rowley and his people immediately get a triangle above the work, and the 32-pounder with its carriage, run up to its place again under a shower of grape and musketry, which occasioned a severe loss. Towards evening, the enemy in the Shanza held out the white flag, and surrendered to Captain Rowley. Having now possession of the Shanza, which commanded the castle and the Windmill hill, we set to work upon some advanced batteries within four hundred yards of the castle; but the weather was so wet, and the labour so great, that it was not until the morning of the 29th that they were complete, when the enemy acceded to our altered propositions for surrendering the castle. We were prepared to have opened with eleven 32-pounders, twelve 18-pounders, four mortars, and four howitzers.

"Every captain, officer, and person in the squadron has done his duty. Captain Rowley has been, as usual, most prominent on every occasion. I admired the example he shewed at the attack of the Shanza, with the courage and activity of Lieutenants Hotham and Moore, and Mr. Hibbert, midshipman of the Eagle. Captain Angelo, of the 21st regiment, was foremost in shewing where to place fascines to protect the men, whilst the gun was getting up.

"I beg to recommend to the Lords Commissioners of the Admiralty, Captain Moresby, of his Majesty's sloop Wizard. He commanded one of the batteries from the 16th until the 24th, when he was ordered to form a battery with four 32-pounders, within breaching distance: in the course of fifty-six hours, under all the disadvantages of weather, &c. he, with fifty men from the Milford, and twenty from the Wizard, completed the whole without any assistance whatever. And I must also mention the good conduct of Mr. William Watts, acting master of the said sloop, who was severely wounded. Captain Dunn, of the *Berbernaid*, was also very assiduous on every occasion. Captain Markland commanded the marines, and I have to thank him for exerting himself in every way; particularly in the arrangements of stores and provisions. We have at times

had one thousand two hundred men on shore, at work and in the batteries, and the general good conduct of the officers, seamen, and marines, with the harmony that has invariably subsisted between the Austrian troops and our people, is quite gratifying to me.

“When we opened against the citadel it contained eight hundred Frenchmen, forty-five large guns, four mortars, and four howitzers.

“The consequences of the taking this place will be felt throughout this country; and General Nugent has deservedly all the merit of having liberated these provinces in the space of two months, with so small a force. About fifty sail of vessels were taken in this port. Our loss has not been so great as might have been expected under all the circumstances.”—(Eagle, 4 killed, 7 wounded—total loss, 10 slain, 35 wounded).

Captain Rowley continued to serve in the Adriatic until the fall of Ragusa made the allies masters of every fortress in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in that sea. In April 1814, he attended Louis 18th from England to France; and in the following month, he obtained the royal permission to accept and wear the insignia of a Knight of the Imperial Military Order of Maria Theresa, which had been conferred upon him by the Emperor of Austria, “in testimony of the high sense entertained by that sovereign of his distinguished gallantry and services.” He was advanced to the rank of rear-admiral on the 4th June 1814, nominated a Knight Commander of the Most Honorable Military Order of the Bath, Jan. 2d, 1815; and appointed to the chief command in the River Medway, towards the close of the latter year.

Sir Charles Rowley's next appointment was, in the autumn of 1820, to be commander-in chief on the Jamaica station, then much infested with pirates. Immediately on those desperadoes attempting to insult the flag of Great Britain, this active officer took such effectual steps that many vessels were captured and destroyed by the cruisers under his orders. Of the survivors of their lawless crews, about thirty were sentenced to death, and executed at Port Royal. He returned home, with his flag on board the *Sybill* 44, in May 1823; was promoted to the rank of vice-admiral in May 1825; nominated a Groom of His Majesty's Bed-chamber, Nov. 23d, 1832; and appointed one of the Lords Commissioners of the Admiralty, in Dec. 1834.

Sir Charles married Elizabeth, youngest daughter of the

late Admiral Sir Richard King, Bart., and sister to the recently deceased commander-in-chief at Sheerness. One of his sons, Richard Freeman Rowley, is a captain in the navy\*; his youngest daughter is married to the Earl of Kinnoull.

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**SIR ROBERT WALLER OTWAY, BART. K. C. B.**

*Vice-Admiral of the White, and one of the Grooms of His Majesty's Bed-chamber in Ordinary.*

(*Vol. I. Part II. p. 691.*)

THE property acquired by one of this officer's ancestors, in Ireland, during the civil wars, is known by the name of Castle Otway. His father was Cooke Otway, Esq. an officer of dragoons; and his mother, a daughter of Sir Robert Waller, Bart. of Lisbrian, one of the commissioners of the Irish revenue, and M. P. for Dundalk (who died in Aug. 1780), was niece to Robert, first Viscount Jocelyn, a lawyer of great eminence, who filled the offices of solicitor and attorney-general in the reigns of George I. and II., and was nominated Lord High Chancellor of Ireland on the 7th Sept. 1739.

During the action between the Thorn and le Courier National, May 25th, 1795 †, a shot from the enemy broke Captain Otway's sword in two, whilst he was holding it across his legs, without doing him any injury.

Captain Otway's services during the Carib war in the island of St. Vincent †, having attracted the attention of Sir John Laforey, who had succeeded Vice-Admiral Caldwell in the chief command on the Leeward Islands station, he promoted him to post rank in la Matilde 24, but in consequence of a change at the Admiralty, and his commission as commander not having been confirmed, he was ordered by the new Board to resume his former situation as lieutenant of the Majestic. However, upon a representation of the circumstance by Sir John Laforey, Earl Spencer im-

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\* See Vol. III. Part II. p. 125.

† See Vol. I. Part II. p. 693.

† See *id. ib.*

diately posted him into the *Mermaid 32*, by commission dated Oct. 30th, 1795. The following is an extract of Sir John's letter, addressed to Evan Nepean, Esq. :—

“ Upon this occasion, I cannot dispense with doing justice to Captains Vaughan and Otway, by a representation to their lordships of their merits. Upon my arrival at Martinique, the former, who commanded the *la Matilde*, and the latter the *Thorn* sloop, were recommended to my notice in very strong terms by both the commanders-in-chief, for their great activity, diligence, and exertions in their line of duty. Captain Vaughan had been remarkably active in several instances; Captain Otway has particular and signal services to speak for him; for one, I will beg leave to refer to Vice-Admiral Caldwell's letter to you, Sir, dated at Spithead, the 29th July, 1795, which I have seen published, giving an account of his having captured a French ship of war, the *Courier National*, of eighteen 9 and 6-pounders and 119 men, by boarding her. He has had a present of a gold-hilted sword made him by the legislature of this island, for his activity and vigilance in the protection of it, when stationed here. The highest encomiums of him have been transmitted to me from the legislature of St. Vincent during their distresses, where I had sent him for their protection; and he has obtained my approbation of his gallant and spirited conduct there in more instances than one, particularly when there was a necessity for forcing a strong post the enemy possessed, and the land force was not sufficient; he landed with his men, and led the way to the attack, when the opposition was so great that the private men of the troops could not be induced by their officers to advance. I knew nothing of either of these gentlemen when I came here, but on account of their merit, I removed Captain Vaughan to the *Alarm*, a larger frigate, and gave post rank to Captain Otway in the *la Matilde*.”

The late Admiral George Bowen, who was captain of the *Carnatic 74*, and witnessed Captain Otway's conduct in destroying a Spanish *guarda-costa*, and saving the *Trent* and *Ceres* frigates from being wrecked in the Gulf of Mexico\*, subsequently wrote to him as follows :—

“ Those ships (without any flattery or compliment) would never have got off the shoal had it not been for your prompt and personal courage and seamanship. I sent you all my boats, and took the liberty of suggesting to you, by one of the lieutenants I sent, that as long as the Spanish gun-boats' heavy stern-chasers bore on the direction where the boats were towing out the anchors and cables, it would be impossible to save

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\* See Vol. I. Part II. p. 696.

either of the frigates; and also, that I observed from the mast-head, in the offing, that large detachments of cavalry were coming in all directions to protect the gun-vessel on shore. Upon your being informed of these circumstances, you took your own and the Carnatic's boats, gallantly rowed up to the gun-vessel, boarded and set her on fire; then got off your own frigate, by being able to lay out an anchor, and then heaved off Bagot's fine new frigate, which, upon his death shortly after, you had given to you as a reward for being the sole cause of saving both ships."

On the 7th April, 1799, eight days after the capture of l'Alexandre and le Revenge, French privateers, a Spanish armed brig, and some coasters, on the south side of Porto Rico\*, the boats of the Trent cut out two Spanish armed vessels from Aguada Bay, at the N.W. end of the same island †.

The following is an extract of a letter written by Captain (now Sir Thomas) Ussher, in Nov. 1826 :—

"I am most anxious to add my testimony to that of others in stating the meritorious and gallant services of my friend Sir Robert Otway, when I was lieutenant of the Trent. In a national point of view it is right to do so, for it is right that services and activity like his should be recorded as examples to the service. He is, in my humble opinion, one of the best seamen in the service, certainly that I ever sailed under, and as undoubtedly the most active. It is also most true of him, that he had courage to execute whatever his head planned, however daring might be the attempt. There was also so much method in his manner of carrying on the service, that his officers and men, though in a constant state of activity, had perhaps as much leisure as any other ship's company, and no one was more attentive to the comforts of both officers and men. I may also mention that the Trent was considered the most perfect man-of-war in the West Indies, and always ready to go into action in five minutes: there was no unnecessary display on board of polished bolts or nail-heads; but every rope and spar was in its place, and the decks constantly kept clear. When at sea, and after the men had been exercised at quarters, the captain visited every gun, and saw that it was ready and in order; after which inspection not a rope-yarn or chip was to be seen at or near any of the guns. With respect to nerve or presence of mind in real danger, no man possessed more; as an extraordinary instance of which I may state the following:

"When cruising off the coast of South America, I was ordered by

\* See Vol. I. Part II. p. 697.

† See Supp. Part I. p. 324, *et seq.*

Captain Otway (it being my watch on deck) to reconnoitre Lagulra, and to stand well in for that purpose. As I knew what "stand well in" meant, I stood within gun-shot of the town; but the wind dying suddenly away, I went down and acquainted the captain of the circumstance, who, coming upon deck, and perceiving our critical situation, and that we should be exposed to a heavy fire from the batteries, it instantly occurred to him, that, having some Spanish prisoners on board, it would be a good opportunity to exchange them; and he instantly hoisted a flag of truce for that purpose. But at that moment a boat was observed coming from the shore; and on arriving alongside, Captain Otway was acquainted that an aide-de-camp of the governor and several people of distinction were in her, and that they had come to demand the surrender of the ship, considering her to be so near the batteries as to render useless any attempt to get away. He civilly invited them on board the Trent, and then sent a boat off to the governor, to say that if a shot was fired at the Trent, he would hang every Spaniard at the yard-arms, and blow the town about his ears. To make it appear that he was in earnest, he instantly began reeving yard-ropes and clearing for action, which so intimidated the governor, that he quietly replied, he would give him twenty-four hours to get from under the batteries. Thus by his promptitude, energy, and readiness, did we escape a Spanish prison.

"When we were cruising off the coast of Porto Rico, looking out for vessels expected along shore, Lieutenant Wiley, of the Sparrow cutter, came on board for orders, and to know how near the shore he was to keep; when Captain Otway told him he expected the Sparrow would always be at night *on the wash of the surf*. In this respect he always set a noble example himself; and it was a matter of perfect indifference to him whether it was a lee or weather shore; wherever the enemy was expected there was the Trent, with leads-man in the chains and anchors ready. With regard to sending boats on service, if the duty to be performed was considered dangerous, he generally went himself (as a volunteer), unless the situation of the ship required him to remain on board; and he several times did me the honor to come in the boat, advising, but not commanding."

When the fleet under Sir Hyde Parker, destined to act against the Northern Confederacy\*, arrived in the Cattegat, a consultation took place between the flag-officers and senior captains, as to the best means of carrying into effect the object of the expedition; and it was at last decided that it should be by the Belt.

"Captain Otway was not present at the consultation; but after it had

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\* See Vol. I. Part II. p. 698.

broken up, and Nelson and the other superior officers had gone on board their respective ships, the signal was made for the fleet to make sail, and the Edgar (74) was actually leading through the Belt, when Captain Otway came to a knowledge of the measure which had been decided on. Though he was still a young post-captain, his comprehensive mind instantly told him, that if such measures were persevered in, the whole object of the expedition would be defeated; that the going round to Copenhagen by the tedious passage of the Belt, would be attended with difficulties which could never be surmounted by even the energies of British seamen, as the whole of the guns and heavy stores belonging to the line-of-battle ships must have been taken out, to enable them to pass the 'Grounds.' His situation was extremely delicate; the plan had been decided on by all the sages of the fleet; but with such a conviction on his mind, Captain Otway determined on laying his opinion before the commander-in-chief. Fortunately his intimacy with Sir Hyde Parker greatly facilitated this desirable object; and it was equally fortunate that Sir Hyde was not a man to persevere in an error when pointed out. The interview almost instantly took place, and the admiral as soon became convinced that he was not taking the shortest route to victory, which was speedily acknowledged by the captain of the fleet, the late Sir William Domett. The fleet was again brought to, and Captain Otway was sent to apprise Lord Nelson of the reasons. On explaining to his Lordship the alteration that had been made in the route, he exclaimed, 'I don't care a d—n by which passage we go, so that we fight them.' He determined to return with Captain Otway to the commander-in-chief, and, in consequence of the wind blowing fresh, was hoisted out in one of the boats; and on his arrival on board the London, every thing was finally arranged agreeably to the plan suggested by Captain Otway\*."

The particulars relating to the attack on the Danish fleet before Copenhagen, we have detailed in our memoir of Sir Thomas Foley †.

"Owing to the London not forming part of the division ordered to engage the enemy, there appeared at the commencement of the battle but little probability of Captain Otway taking any share in it: yet he became one of the principal actors; and we will venture to say, that his services on that occasion were equal to those of any other officer employed, Lord Nelson's alone excepted. The early part of the action was viewed by him at a distance: it was an anxious period, and must have been mortifying to all those who, like himself, possessed an ardent desire to signalize themselves in such a contest. When Sir Hyde saw the cri-

\* *Ralfe's Naval Biography*, vol. 4. p. 11, *et seq.*

† See Vol. I. Part I. note at pp. 365—371.



tical situation of the squadron under Nelson, it became a question between him and the captain of the fleet whether he should make the signal to leave off action; but as that measure was strongly opposed by Captain Otway, it was determined that the captain of the fleet should proceed to Lord Nelson to ascertain the situation of affairs: he went below to adjust some part of his dress; but whilst he was so doing, Captain Otway solicited and obtained leave from Sir Hyde Parker to execute the intended mission. At this moment a boat was passing the London; she was instantly hailed, and Captain Otway pushed off in her, with that promptness and alacrity which are congenial with his whole conduct and character. The boat had on board a large hawser; but Captain Otway would not wait to have it discharged; and in that dangerous vehicle passed through the enemy's fire to the Elephant. Had a shot struck her, she must have sunk like a stone; but Captain Otway fortunately reached his destination in safety. Before he got on board, the signal to leave off action was made: it was, however, disregarded by Nelson; and as Captain Otway had verbal authority from Sir Hyde Parker that the battle should continue if he saw there was a probability of success, the action was continued till the enemy submitted; and Captain Otway had thus the opportunity of being present at that most interesting and important event. His exertions, however, did not terminate with the fight. On the 2d April he displayed his activity and courage; and on the 3d he became equally celebrated for judgment and presence of mind. But before we narrate his conduct on that occasion, we shall insert the particulars of the circumstance alluded to, from Clarke and M'Arthur's *Life of Nelson*. They say, 'Finding that one of the line-of-battle ships, the Zealand, which had struck the last, and was under the protection of the Trekroner, had refused to acknowledge herself to be a captured ship, and made some quibble about the colours and not the pendant having been hauled down, his Lordship ordered one of our brigs to approach her, and proceeded in his gig to one of the enemy's ships which were within that battery, in order to communicate with the commodore, whose flag was still flying on board the Elephanten. When he got alongside, he found it to be his old acquaintance Muller, whom he had known in the West Indies. He invited himself on board, and acted with so much ability and politeness towards his friend and the officers assembled, that he not only explained and gained the point in dispute about the Zealand, but left the ship as much admired by his enemies, as he had long been by those who were his intimate friends in his own fleet.' This account is followed by Mr. Southey, who, in addition, says, that 'it was a brig and three long-boats that Nelson ordered upon this service; and that when he had gained the point with the commodore, through his own dexterity and urbanity, the men from the boats lashed a cable round the Zealand's bowsprit, and the gun-vessel towed her away.' Now whatever merit belonged to this enterprise (and certainly it was merit of the very highest order), *it is due*

to Captain Otway, and to him alone. It was performed by him and a single boat's crew; and we will venture to affirm, that it stands unparalleled in naval history. In the first place, we have to observe, that it was the *Holstein*, and not the *Zealand*, which was the object in dispute: two officers had been sent to demand and get possession of her, but had failed. Lord Nelson then wrote a note to Sir Hyde Parker, stating that the *Holstein* had struck her colours in the action, but that when she was some hours after attempted to be taken possession of, the Danish captain refused to surrender, under the subterfuge that his *pendant was still flying*; and actually fired musketry (it being nearly dark) at the boats that were ordered to take possession of her. His Lordship then proposed that she should be peremptorily demanded: and concluded by saying, 'YOU HAD BETTER SEND OTWAY ON THIS DELICATE AFFAIR.'

Such a mark of his Lordship's opinion of Captain Otway's judgment and abilities could not fail of being highly gratifying to his feelings: to be chosen to perform an important duty is at all times flattering; but to be selected to perform that which others with equal means had been unable to achieve, is the highest gratification that an heroic spirit can desire. Having obtained Sir Hyde Parker's permission to adopt and follow his own plan for the capture or recovery of the *Holstein*, Captain Otway instantly went on board the *Eling* schooner, hoisted a flag of truce, and anchored off the bow of the enemy's ship, which was at anchor within pistol-shot of one of the Crown batteries. Her pendant was still flying, though her colours were down, and she was preparing to warp into the arsenal. Seeing there was not a moment to be lost, Captain Otway immediately pushed alongside of her in the *Eling's* boat, having ordered the coxswain (a bold and determined character) to take the opportunity, while he was claiming the ship from the surviving officers, to proceed, unperceived if possible, through the main-chains, into the main-top, haul down the pendant, and convey it into the boat. Strange as this may appear, it was accomplished to the very letter, the attention of the whole crew being directed towards Captain Otway, who was standing on the quarter-deck demanding possession of the ship, which they still refused to give up, but referred him to their commodore, who was on board a two-decker close by in the arsenal; making use of their former plea, that the pendant (though it was then in the *Eling's* boat) was still flying. Thus far successful in his object, and his situation being such as, in the event of a discovery, would not have been a very pleasant one, Captain Otway gladly embraced the offer of a reference to the commodore. He accordingly proceeded to his ship in one of the Danish boats and accompanied by a Danish officer, having ordered the *Eling's* boat, containing the pendant, to return to the schooner. Finding on his arrival that the commodore spoke English very fluently, Captain Otway immediately entered on the object of his visit, and demanded that the ship should be given up. He was met with the old objection, that her colours

had been shot away in the action, and that she had not surrendered; as a proof of which he said her pendant still remained flying. But this argument had been effectually removed, and Captain Otway replied, 'I believe, Sir, you are even mistaken on that point.' With the utmost confidence the commodore requested him to walk to the stern-gallery, saying, 'I will soon convince you that it is you who are mistaken, and not I.' On seeing that the pendant was actually down, he expressed the most astonishment, but was constrained to acknowledge that she was a lawful prize, and sent an order by the Danish officer who had accompanied Captain Otway for her delivery! Captain Otway then hailed the Eling, and desired her commander to take possession of the Holstein, to cut her cable (the wind being off the land), and to make the signal for immediate assistance. The Harpy gun-brig instantly slipped her cable, and towed the prize out to the British fleet. During this transaction, Lord Nelson, who was rowing round the prizes, learned that Captain Otway was on board the Danish commodore, and seized the opportunity of following him, in order, as he said, to look round him, in the event of a renewal of hostilities. The arrival of a flag of truce was reported to the commodore, whilst himself and Captain Otway were taking some refreshment (the latter not having had any since the preceding day), and Captain Otway was informed that the officer in the boat wished to speak to him. On going upon deck he was equally pleased and surprised to find that the officer was Lord Nelson; he was immediately invited on board, when the chiefs recognized each other, having both commanded frigates in the West Indies at the same time. An interesting conversation immediately ensued, and the parties afterwards separated, mutually pleased and satisfied. Such are the particulars of Captain Otway's conduct on that memorable occasion, and will for ever stamp his name as an active, brave, and judicious officer." \*

The following are extracts of letters from the late Admiral the Hon. Sir William Cornwallis, respecting the attack made on the Brest fleet, Aug. 22d, 1805 :-- †

"Dear Holloway, †—It was a pleasing struggle the other day between Otway and Strachan; you will believe I was not in a hurry to put an end to such honorable zeal, happy, if we could have done any thing, to have had two such men at hand."

"Dear Otway,—I remember with much pleasure your services when under my command, and most particularly your anxious zeal and struggle

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\* *Ralfe*, Vol. IV. p. 12, *et seq.*

† See Vol. I. Part II. p. 698, and Suppl. Part IV. p. 411, *et seq.*

‡ Lady Otway's father, the late Admiral John Holloway.

for the point of honor with Sir Richard Strachan, which I very much admired, at the time the enemy had ventured out of the harbour, but continued under their batteries near Brest. I can, I am sure, with the greatest truth say, that there is no officer whose services I should have preferred, either as a captain or an admiral."

At a subsequent period, Earl St. Vincent wrote to this officer as follows:—

"Dear Sir,—I have great pride and pleasure in bearing testimony to the correctness of your conduct in the Channel fleet, in the Montagu and Royal George; and I perfectly well remember the remark I made upon the good condition of the masts, yards, and furniture of the first named ship, when she rejoined after an uncommonly long cruise in the Bay, at a period when I had cause to complain of the number of masts and yards crippled through neglect and unskilful management; and I can with confidence declare, that when you arrived with the account of the impression made upon the floating and other batteries at Copenhagen, *the King would have been advised to confer some mark of distinction on you*, had not the ill state of his Majesty's health prevented it. I do farther declare, that, in my judgment, there is not an officer in his Majesty's navy of greater zeal and promise than Rear-Admiral Otway; and I foretel, that, *if justice is done him*, he will rival all the heroes of the last two wars.

(Signed) "ST. VINCENT."

In Feb. 1815, Rear-Admiral Otway received an address from Sir William John Struth, Knt., and six other gentlemen, then resident in London, who were members of the council at St. Vincent during the Carib war in 1795—6:—

"We," say they, "who have witnessed your conduct both on land and sea, can testify to it in repeated acts of personal bravery. We could state various instances in which we consider your claim to particular and distinguished notice as an officer as indisputable. We should not hesitate to recapitulate the instances alluded to, and we only omit to mention them in delicacy to your own feelings; but should it ever be necessary, we pledge ourselves to the proofs of your well-earned title to every dignity that valor can deserve or honor bestow on the defenders of the country. Were the whole of the surviving inhabitants of that disastrous period here with us, we are confident there would not be a dissenting voice to the sentiments we express, and the attachment we profess towards you; on the contrary, we are persuaded there would be but one unanimous suffrage to your unqualified deserts."

On the 20th April, 1815, the Earl of Egremont, when addressing the House of Lords on the subject of a recent

court martial, described Rear-Admiral Otway (the president) as "an officer honorable in his profession, and beloved in society; of whom it is impossible for any man who knows him to speak but in the highest terms of esteem, affection, and respect."

In the beginning of 1826, Rear-Admiral Otway was offered the chief command in the East Indies, which he declined, but shortly afterwards accepted the appointment of commander-in-chief on the South American station. On this occasion he received a letter from his present Majesty, dated Bushy Park, Feb. 19th, of which the following is an extract:—

"The appointment to the command in South America is, I trust, acceptable to you. Under the very extraordinary situation of those countries off which you will have to cruise, the command cannot fail being interesting; and I rejoice that so cool and valuable an officer as yourself has been selected for this singular and especial purpose. The Duchess unites with me in every kind wish towards *Mrs.*, but I trust shortly *Lady*, Otway, to whom I beg to be particularly remembered.

(Signed) "WILLIAM."

This excellent officer was nominated a Knight Commander of the Most Honorable Military Order of the Bath in June 1826; advanced to the rank of Vice-Admiral on the 22d July, 1830; appointed one of the Grooms of his Majesty's Bedchamber in Ordinary, Dec. 23d, 1830; and created a Baronet of the United Kingdom in Sept. 1831.

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### RIGHT HON. JOHN LORD COLVILLE,

*Vice-Admiral of the Blue.*

(*Vol. I. Part II. p. 754.*)

THIS officer was born in the year 1768. He entered the royal navy under the auspices of Sir George B. Rodney, and was present at the defeat and capture of Count De Grasse, April 12th, 1782. As first lieutenant of the *Santa Margaritha* frigate, Captain (afterwards Sir Eliab) Harvey, we find him assisting at the capture of all the French West India islands, by the naval and military forces under Sir John Jer-

vis and Sir Charles Grey, in 1794\*. He subsequently served in the active squadron commanded by Sir John B. Warren, off Brest, where he assisted at the destruction of a French frigate (*la Felicité*) and two corvettes (*l'Alert* and *l'Espion*) in Aug. 1794 †. His next appointment was to the *Impregnable 90*, Captain (afterwards Sir Andrew) Mitchell, attached to the Channel fleet, from which ship he appears to have been promoted to the command of the 18-gun-brig *Star*, one of the first vessels of that description ever armed with 32-pounder carronades, in 1795. He continued in that sloop, principally in the North Sea (under the orders of Lord Duncan), and on the Channel station, until posted, Dec. 6th, 1796. Previous to his commissioning *l'Ambuscade*, in 1800, he had acted for some time as captain of the *Penelope* frigate, and been entrusted with the command of the squadron stationed off Havre ‡.

The following correspondence took place after the loss of the *Romney*, near the *Texel*, and the consequent captivity of her commander, officers, and crew :

“ REAR-ADMIRAL KIRKHERT ” (*commander-in-chief of the Batavian fleet*)  
TO THE BRITANNIC CAPTAIN COLVILLE, AT THE HELDER.

“ *Brutus, in the New Diep, 22d Nov. 1804.* ”

“ Sir,—Having learnt this morning that the crew of the *Romney* have not been treated according to my intention, I have sent two officers to make the necessary arrangements, and to give such orders as will insure that they shall be so treated henceforward as to prove that they are no longer considered as enemies ; and I beg you to be assured, that so long as yourself and countrymen shall continue under my care, it shall be my endeavour to prove to you how desirous I am to soften the rigour of your misfortunes. I have stationed on shore a naval officer, called *Toussaint*, in order that you may avail yourself of the opportunity which will be offered through him of conveying to me any complaint, if, contrary to my wishes, any cause should arise ; and if you should have occasion to make any request of me, you may send it by one of your officers, who, under the conduct of the above-named lieutenant, will be at liberty to go at all times wherever you may desire. The application which you have made for shirts, &c. for your people, shall be forwarded

\* See Vol. I. Part I. p. 19. † See *id.* p. 213, *et seq.*

‡ The name of the former ship was afterwards changed to the “ *Seine*.”

to Government, because there are not the means of procuring them here. I have the honor to salute you.

(Signed)

“ A. KIRKHERT \*.”

“ CAPTAIN THE HON. JOHN COLVILLE TO REAR-ADMIRAL KIRKHERT.

“ *Helder, 1st December, 1804.*

“ Sir,—Previous to leaving this place, where our captivity has been rendered so void of its usual attendant sufferings, permit me to offer to you, on the part of myself and fellow sufferers, late of H. B. M. ship *Romney*, the only proof that the unfortunate like ourselves can offer of their gratitude, in the unfeigned assurances that the recollection of the humane attentions we have experienced from you can never be erased from our memories.

“ To Captain Verdooren, and the other captains and officers of the ships under your command, we request you to tender our assurances of the sense we feel of all their kindness to us.

“ I will not trespass on your time with a long letter; the recollection of having exercised to the unfortunate all the kindest offices of humanity must be sufficiently gratifying to Admiral Kirkhert; but we should feel in some measure unworthy of them, had we departed from the *Helder* without offering this humble tribute of our gratitude.

“ Permit me, Admiral, to assure you of the very high consideration and respect with which I have personally the honor to be, &c.

(Signed)

“ J. COLVILLE †.”

*L'Hercule* † formed part of the fleet under Admiral Gambier, at the siege of Copenhagen in 1807; and on her return from thence was ordered to the coast of Portugal. His Lordship commanded the *Queen*, 74, between three and four years, and was employed in her on the coasts of France and Spain, as well as in the North Sea and West Indies, from which latter station he escorted home, without the loss of a single vessel (even missing), the last Leeward Island convoy, consisting of no less than 370 sail. Before giving up the command of that ship, he assisted in bringing home the army which embarked in the *Garonne*, after the peace with France, in 1814.

\* The above is translated from the original in French.

† This copy of Captain Colville's original letter to his generous and humane enemy, we have obtained since the publication of our first volume, containing as perfect an account of his services as we were then able to produce. That which we published as a copy, in 1823, is, it now appears, merely a re-translation from the Dutch papers.

‡ See Vol. I. Part II. p. 756.

Lord Colville retained the chief command on the Irish station until May 1825; and was advanced to the rank of Vice-Admiral on the 22d July, 1830.

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### SIR EDWARD HAMILTON, BART., K. C. B.

*Rear-Admiral of the Red.*

*(Vol. I. Part II. p. 829.)*

On the 22d Jan. 1802, a court-martial assembled on board the *Gladiator* 44, in Portsmouth harbour, to try Sir Edward Hamilton, then captain of the *Trent* frigate, for seizing his gunner, Mr. William Bowman, up in the main rigging, on the 11th of that month.

The first lieutenant of the *Trent* stated in his evidence, that Sir Edward, on going out of the ship, between nine and ten o'clock in the forenoon, gave very particular orders to have the guns and carronades on the quarter-deck cleaned, which orders he repeated to the gunner; that Sir Edward returned about eleven o'clock, swore his orders had not been complied with, called the gunner a d—d old rascal, and instantly ordered him and his whole crew to be seized up in the rigging. The witness further stated, that the guns, carriages, &c. appeared to him to have been remarkably well cleaned. A rope-yarn, or part of a swab, lay on the muzzle of one carronade; the carriage of another was marked by the feet of the top-men ascending the shrouds, which he explained to Sir Edward, but to no purpose. These facts were corroborated by other officers and the quarter-master of the watch. It appeared that the gunner, an elderly man with a family, remained seized up about an hour and a half, and requested the surgeon, who was walking the quarter-deck, to represent to Sir Edward, that if he was not taken down he should faint:—that, in consequence of the surgeon's representation, he was taken down and brought aft, where he actually fainted; that he requested Sir Edward repeatedly, if culpable, to try him by a court-martial, and, in pity to his age and infirmities, not to seize him up. This transac-



tion took place during frosty weather. The gunner's crew were kept up in the rigging until half-past three in the afternoon.

Sir Edward Hamilton, in his defence, said, that motives of humanity had often restrained him from bringing the gunner to a court-martial for repeated intoxication, as he had a family, and was an old man ; that he had not the least intention to hurt him ; and that the punishment was ordered in the heat of violent passion, in consequence of the gunner having disobeyed his orders. After maturely and considerately weighing the whole of the evidence, as well as Sir Edward Hamilton's defence, the Court were of opinion that the charge had been proved, and therefore sentenced him to be dismissed his Majesty's service. Sir Edward was restored to his former rank in June 1802.

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## ADDENDA TO CAPTAINS.

## PETER RIBOULEAU, Esq.

*(Vol. II. Part II. p. 560.)*

ENTERED the royal navy in 1780, then only eleven years of age, as midshipman on board the *Prince William* 64, Captain Stair Douglas \*, which ship accompanied Sir Samuel (afterwards Lord) Hood to the West Indies, and formed part of the fleet under his command in the action with Count De Grasse, off Martinique, April 29th, 1781 †. He subsequently served under Captain Douglas in the *Triumph* 74, *Grafton* 74, and *Cambridge* 80. In 1783 he left the latter ship and joined the *Assistance* 44, Commodore Sir Charles Douglas, under whom we find him serving, in the West Indies and on the Halifax station, till the end of 1786. He was then removed to the *Actæon* troop-ship.

Towards the close of 1789, Mr. Ribouveau was received on board the *Goliah* 74, Captain Sir Andrew Snape Douglas, under whom he served in that ship and the *Alcide*, 74, for a period of three years. The latter formed part of Lord Howe's fleet during the Spanish armament.

At the commencement of the French revolutionary war, Mr. Ribouveau was serving on board the *Duke* 90, flag-ship of Lord Hood, with whom he soon afterwards proceeded to the Mediterranean, in the *Victory* first rate. Previous to the occupation of Toulon, in 1793, he was taken prisoner by the republican fleet in the outer harbour, while conveying a letter from the commander-in-chief to Lieutenant (afterwards Captain) Edward Cooke, then employed in negotiating with the Committee-General for the surrender of that city and its

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\* Uncle to the late Rear-Admiral Stair Douglas.

† See Vol. II. Part I. p. 62.

defences \*. On regaining his liberty, during the confusion which arose from conflicting opinions among the French sailors, he was immediately promoted to the rank of lieutenant, and appointed aide-de-camp to Captain George K. Elphinstone †, governor of Fort la Malgue and its dependencies ‡. Whilst in the power of the rebel commodore, St. Julien, he suffered much ill treatment.

After the evacuation of Toulon, Lieutenant Ribouveau was appointed, through the intervention of Captain Elphinstone, to take charge of l'Arethuse frigate, manned with a Jacobin crew, under the Bourbon colours, in which ship he accompanied two other French men-of-war and a large convoy to England, escorted by the Robust 74. On his arrival he was removed into the Glory 98, Captain John Elphinstone, under whom he served at the glorious battle of June 1st, 1794 §.

Lieutenant Ribouveau's next appointment was to the Barfleur 98, flag-ship of Sir George K. Elphinstone, attached to the Channel fleet. In the beginning of 1795, he followed that officer into the Monarch 74; and on the 2d April in the same year sailed with him for the Cape of Good Hope. During the operations against that colony ||, he served on shore with a party of seamen.

The Monarch subsequently proceeded to Madras, where Mr. Ribouveau, then first lieutenant, was promoted to the rank of commander, and sent home, in a merchant ship, with despatches announcing the surrender of Columbo and its dependencies, in the island of Ceylon ¶. In 1800, he commanded the Astræa troop-ship, employed in conveying part of the guards to Vigo, and afterwards attached to the Egyptian expedition.

An account of the landing of the British army in Aboukir Bay will be found in our memoir of Admiral Sir Alexander I. Cochrane \*\*. The following are extracts of Sir W. Sidney

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\* See *Naval Chronicle*, Vol. II. 378, *et seq.* † The late Viscount Keith.

‡ See Vol. I. Part I. p. 46. § See *id.* p. 76.

|| See *id.* p. 47, *et seq.* ¶ See *id.* note at p. 49, *et seq.*

\*\* See *id.* note † at p. 259, *et seq.*

Smith's official letter to Lord Keith, relative to the memorable battles of Mar. 8th, 13th, and 21st, 1801, on which latter day the heroic Abercromby received his mortal wound:—

“ *March 14th.*

“ It would be superfluous for me to relate to your Lordship the admirable manner in which the officers and men you appointed me to command went into action with me on the day of the disembarkation, as you were yourself a witness of the gallant and judicious conduct of Captains Maitland and Stewart, in covering the flanks of the line with the armed launches; and must, as well as myself, have admired the bravery, activity, and perseverance of Captains Ribouveau, Guion, Saville, Burn, and Hillyar, together with that of the officers and seamen under their orders; by whose unparalleled exertions the cannon were disembarked at the same moment with the troops, and moved forward with them in action. \* \* \* \* \* The determined courage of this gallant army in the close contest they had to maintain on the beach, at the critical time of forming, secured the victory to us on that day; and it is with heartfelt satisfaction that I have now to congratulate your Lordship on the brilliant success of the army yesterday. \* \* \* \* \* The commander-in-chief has again been pleased to express his approbation of the exertions of the seamen and their officers; and I am happy in being able to testify that their conduct was, if possible, more praiseworthy than on the day of disembarkation; the labour they had to go through was considerably greater, and the fire they had to undergo in the passive employment of dragging up cannon for more able gunners to fire, was much more heavy and of longer duration. It is impossible to distinguish any particular officer, where all behaved equally well, each doing his utmost to keep the guns up with the line; which was, of course, difficult in sandy uneven ground, when the troops pressed forward in their eager approach to, and ardent pursuit of the enemy. \* \* \* \* \* Captain Ribouveau, *the senior commander*, exerted himself in the most praiseworthy manner along the whole line on shore.” §

“ *March 22d.*

“ The menaced attack of our whole line took place just before daylight yesterday morning. The army was under arms to receive the enemy; the same order, steadiness, and courage which gave victory to our excellent army on the two former occasions, have again given us a most complete one. \* \* \* \* \* Captain Ribouveau, the other commanders, officers, and seamen attached to the field-pieces in the line, behaved with their usual energy and bravery: they have been indefatigable in the

execution of all the arduous duties required of them, and merit your Lordship's approbation." \*

On Sir Sidney Smith rejoining his ship, Captain Riboulean succeeded to the command of the naval detachment on shore, where he continued until obliged by ill-health to re-embark. On his return home, he was advanced to post rank for his services in Egypt, by commission dated April 29th, 1802. His next appointment, the only one he could obtain during the late war, was, in 1803, to the sea fencibles. From Mar. 1822, until May 1825, he commanded the *Semiramis* frigate, flag-ship of Rear-Admiral Lord Colville, on the Irish station.

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**SAMUEL WARREN, Esq. C. B.**

(*Vol. II. Part II. p. 572.*)

THIS officer was appointed to the *William and Mary* yacht, July 22d, 1830, and captain-superintendent of Woolwich dock-yard, with the full powers and authority of a commissioner, Dec. 1st, 1831.

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**CHARLES BULLEN, Esq. C. B.**

(*Vol. II. Part II. p. 600.*)

THIS officer commanded the African squadron from May 1824 until June 1827, a period of three years and one month; in which comparatively short time no less than 10,814 slaves were taken, besides vessels with slave cargoes. During the Ashantee war, he "rendered cordial co-operation and assistance" to his Majesty's troops, as was publicly acknowledged by their commandant, Lieutenant-Colonel Sutherland. The *Maidstone* frigate, bearing his broad pendant, lost seventy-two of her officers and ship's company whilst on that station. By promotions, invaliding, vacancies, and deaths,

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\* See Vol. II. Part I. p. 385, *et seq.*

she had twenty-nine lieutenants, four pursers, and two surgeons, appointed to her. He paid off that ship at Portsmouth, Sept. 15th, 1827; and was appointed captain-superintendent of Pembroke Dock-yard on the 16th July 1830.

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JOHN HAYES, Esq. C. B.

THIS officer's proficiency in the important science of naval architecture, has been noticed at p. 682 of Vol. II. Part II., which portion of our work was written during the absence of his first experimental ship, the *Champion* 18, on a cruise to the westward of Scilly, in company with the *Thetis* frigate and two sloops of war, the *Orestes* and *Pylades*, built by Professor Inman and Sir Robert Seppings.

Throughout the various trials which took place on that occasion, and were conducted so perseveringly, and in such a manner, by Captain Sir John Phillimore, of the *Thetis*, as to prove the ships under all circumstances, so that every excellency in each might be fairly ascertained, it was evident that the *Champion* could carry more sail, and worked quicker, and behaved better, in a gale of wind and a heavy sea, than either of her consorts. Every subsequent account proves her to be a very superior vessel.

In Dec. 1826, Captain Hayes commissioned the *Wolf* 18, a second corvette built on fixed principles known by no other person. The Lords of the Admiralty had some time before "made him a grant of £1000, as their first compensation, in consideration of the benefits he has rendered to his country by his improvements in ship-building, as exemplified in the *Champion* and the *Arrow* cutter\*." His 28-gun frigate *Challenger*, built at the same time as the *Wolf*, and likewise commanded by him, is thus spoken of by one of her officers, in a letter dated April 28th, 1827:

"The *Challenger* is the finest vessel I ever saw; excellent quarters, the best accommodations, and every good quality. We carry our ports

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\* See p. 355.

5 ft. 7 in. out of the water; stow four months provisions under hatches; 27 tons of water in tanks, and 30 in casks. Our rate of sailing is as follows:—On a wind, under all sail, light breeze, eight and nine miles an hour; with top-gallant sails, more wind, nine and ten miles an hour; off the wind, under the above sail, from eleven to thirteen miles an hour. She sits like a duck on the water, never wets her main-deck, and is a most excellent sea-boat. To-day we started with the Supphire 28, and distanced her completely.”

Respecting the Challenger and Wolf, Mr. R. Beecroft, late master of the Crocodile 28, has thus written to Captain Hayes :

“ As you may not have heard from any other source of the following circumstance, which is so very favorable to the Challenger and Wolf, I take the liberty to communicate it to you. While those two vessels were on the East India station, they were ordered to Canton, and had to make the passage from Singapore, across the China Sea, during the height of the N. E. monsoon; consequently had to work up the whole way—the latter through the Palamon passage, and the Challenger direct. Both performed it with ease and expedition, though it is considered very difficult at such times, and impracticable to any but good ships. We tried the same passage in the Crocodile, at an earlier period, before the monsoon had reached its greatest strength, and when the sea was comparatively smooth; but the ship only reached up to the North Natanas, after three weeks trial, and we ultimately had to abandon it altogether, and bear up for Singapore.”

In 1827, Captain Sir Charles Malcolm, then just appointed Superintendent of the Bombay Marine, promised Captain Hayes he would order a ten-gun brig to be constructed on his principle. In 1830, he addressed him as follows :

“ I did intend writing to you long ago, but have put it off from time to time, to have a report of a trial between the Euphrates and Tigris brigs—the former built from a plan of the navy board, and the latter on your plan. They are both superior vessels: the Tigris is by far the handsomest of the two; and Captain Sawyer says she is the best sea-boat of all the men-of-war, and the best sailer. She is the first vessel that has made the direct passage to the Gulph of Persia in the height of the S. W. monsoon; and I have no hesitation in saying, that upon the whole, the Tigris is by far the finest vessel of her class now in existence.”

With respect to the experimental cutters and ships built by Captain Hayes, we can but add, that they all have

performed precisely as he predicted. He clearly pointed out that the restrictions respecting tonnage would prevent them from being so perfect as a greater scope would enable him to make them, but that each should, notwithstanding, prove superior to her class at the time in existence; and in this he has been most decidedly borne out. The constructing a cutter, named the *Seaflower*, to sail on an even keel, was at the time considered and stated to be an act of insanity, notwithstanding which she beat the six vessels sent to try their good qualities with her, and is now said to be the safest vessel in bad weather in the world.

Captain Hayes was appointed commodore on the coast of Africa in May 1830; and sailed for that station, in the *Dryad* 42, Sept. 29th following. He was put out of commission on the 13th Sept. 1832; and is now, unrestricted as to tonnage, but confined to masts and yards of certain dimensions, employed in building a 36-gun frigate, to mount on her main-deck guns similar to line-of-battle ships' lower-deckers.

This officer's second daughter, Emily, married, Mar. 2d, 1831, the Rev. Samuel Slocock, minister of St. Paul's, Southsea, and rector of Wasing, co. Berks.

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### ARCHIBALD DICKSON, Esq.

(*Vol. II. Part II. p. 712.*)

THIS officer is the son of General John Dickson, by Elizabeth, daughter of Alexander Collingwood, Esq. of Unthank Hall, Northumberlandshire. He was born at Morpeth, in the same county, June 26th, 1772; and entered the royal navy in Aug. 1786, from which period he served as midshipman on board the *Goliah* 74, *Diana* frigate, *Racehorse* sloop, and *Queen Charlotte* first rate, until promoted to the rank of lieutenant, July 24th, 1794. The latter ship bore the flag of Earl Howe on the "glorious first of June."

We next find Mr. Dickson serving as lieutenant of the *Seahorse* frigate, Captain (afterwards Sir Thomas F.) Fre-



mantle, and receiving a wound at the attack made by Nelson upon Santa Cruz, in July 1797\*.

On the 17th Jan. 1798, the Seahorse, then commanded by Captain (afterwards Sir Edward James) Foote, on the Irish station, captured la Belliqueuse, French privateer, of 18 guns and 120 men. She subsequently proceeded to the Mediterranean, where Lieutenant Dickson assisted at the capture of la Sensible frigate, after a short action, near the island of Pantellaria, June 27th, 1798 †.

Lieutenant Dickson's next appointment was to the Ville de Paris 110, bearing the flag of Earl St. Vincent, in which ship he continued until advanced to the rank of commander, Jan. 1st, 1801. His post commission bears date April 29th, 1802.

Captain Dickson commanded the Sea Fencibles at Dingle, in Ireland, from June 1807 until the dissolution of that force in 1810; and the Akbar frigate, mounting 60 guns, from May 1813 until Nov. 1814, part of which time he was employed on the Halifax station. He married his first cousin, Jane, daughter of the late Admiral William Dickson, and sister to Commander David John Dickson ‡.

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### RIGHT HON. LORD WILLIAM FITZ-ROY, C.B.

(Vol. II. Part II. p. 863.)

THIS officer served as midshipman under Lord Hugh Seymour, in the Sans Pareil 80 §; commanded the Mutine and Fairy sloops, in 1802 and 1803; was posted into the Æolus frigate, at Jamaica, Mar. 3d, 1804; sailed from thence with the homeward bound trade, on the 5th of the following month; assisted at the capture of four French line-of-battle ships, by the squadron under Sir Richard J. Strachan, Nov. 4th, 1805; took despatches to Halifax in 1807; and was

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\* See Vol. I. Part I. note † at p. 391, *et seq.*

† See Vol. I. Part II. p. 559, *et seq.*

‡ See p. 244.

§ See Suppl. Part II. p. 460.

present at the reduction of Martinique, by the military and naval forces under Lieutenant-General Beckwith and Sir Alexander I. Cochrane, in Feb. 1809\*.

On the 1st Oct. following, Lord William exchanged into the Squirrel 24, on the Halifax station, and soon afterwards returned to England. His next and last appointment was, about June-1810, to the Macedonian 38. In April 1811, he was dismissed from H. M. service, by the sentence of a court-martial held at Lisbon, for oppressive and tyrannical conduct, in putting the master of that ship in irons. The latter officer was afterwards tried for contempt to his lordship, and not only dismissed the service, but rendered incapable of serving again as an officer †. On the 22d Aug. in the same year, Lord William was restored to the rank of post-captain.

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### SIR SALUSBURY PRYCE HUMPHREYS.

(*Vol. II. Part II. p. 891.*)

Was nominated a Companion of the Most Honorable Military Order of the Bath in Sept. 1831; and a Knight Commander of the Royal Hanoverian Guelphic Order in Feb. 1834. This long neglected, gallant, and patriotic officer, received the honor of knighthood on the 21st of the latter month.

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### HON. SIR HENRY DUNCAN.

(*Vol. II. Part II. p. 979.*)

This officer was appointed one of H. M. naval aides-de-camp on the 4th Aug. 1830; and Storekeeper of the Ordnance on the 30th Dec. following. He was presented at court, "on being granted the precedence of the son of an earl," Feb. 21st, 1834; and has recently received the honor of knighthood, on retiring from office, and being nominated

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\* See Vol. I. Part I. p. 264.

† See *Naval Chronicle*, vol. 25, p. 349.

a Knight Commander of the Royal Hanoverian Guelphic Order. His brother, Viscount Duncan, was created Earl of Camperdown in 1831.

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**ARCHIBALD DUFF, Esq.**

*(Suppl. Part I. p. 47.)*

WAS tried by a court-martial, Mar. 22d, 1805, for using un-officerlike language, and giving superior ratings to persons not qualified. He appears to have been only admonished, and desired to be more circumspect in his conduct for the future.

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**DONALD HUGH MACKAY, Esq.**

*(Suppl. Part I. p. 54.)*

IN Dec. 1804, four actions were brought against this officer, in the Court of King's Bench, by some privileged merchant seamen, who claimed protection from impressment. The proceedings were interrupted by the counsel for the plaintiffs, who said the proceedings were not instituted for the sake of damages, but to teach naval officers that they must respect protections; and added, that he would be content with a shilling damages in each cause. Lord Ellenborough observed, that it was very handsomely done on the part of the plaintiffs, and he hoped it would have the desired effect.—Verdict for the plaintiffs accordingly.

Captain Mackay was appointed to the *Revenge* 78, in Nov. 1831; and put out of commission on the 13th Mar. 1834.

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**SIR GEORGE FRANCIS SEYMOUR, KNT. C. B.  
AND K. C. H.**

*(Suppl. Part I. p. 160.)*

IN May 1827 this officer was appointed to the *Briton* frigate, for the purpose of conveying his noble relative, the

Marquis of Hertford, to St. Petersburg. He was nominated one of the King's naval aides-de-camp, in Aug. 1830; master of the robes to his Majesty, on the 13th of the following month; and a Knight Commander of the Royal Hanoverian Guelphic Order, April 12th, 1831.

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**RIGHT HON. LORD RADSTOCK.**

*(Suppl. Part I. p. 194.)*

WAS appointed one of his Majesty's naval aides-de-camp, in Sept. 1831.

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**SIR JOHN PHILLIMORE, KNT. C. B.**

WAS appointed one of his Majesty's naval aides-de-camp in Sept. 1831. He married, Feb. 17th, 1830, Katherine Harriet, daughter of Captain Raigersfeld, R. N.

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**JAMES WHITLEY DEANS DUNDAS, Esq.**

WAS appointed to the Prince Regent 120, flag-ship in the River Medway, Aug. 6th, 1830; and nominated one of his Majesty's naval aides-de-camp in Sept. 1831. He paid off the Prince Regent on the 21st Feb. 1832; and in the same year succeeded to the landed property, in Kent and Berkshire, of his deceased father-in-law and uncle, Lord Amesbury, whose case is supposed to be the first instance of a peerage having been created and become extinct in the short space of one month.

Captain Dundas represented the borough of Greenwich in the first reformed parliament; and was appointed a deputy lieutenant of the county of Berks in 1834.

## FRANCIS BEAUFORT, Esq.

*(Suppl. Part II. p. 94.)*

WAS appointed Hydrographer to the Admiralty in May 1829.

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## SIR THOMAS FELLOWES, KNT. C. B., &amp;c.

*(Suppl. Part II. p. 335.)*

AFTER the battle of Navarin, his present Majesty, then Lord High Admiral, presented this officer with a sword, bearing the royal arms on one side the guard, and his own arms on the other.

Captain Fellowes returned home from the Mediterranean in Feb. 1830; and paid off the Dartmouth frigate, at Chatham, on the 15th of the following month. On the 23d June in the same year, the honorary degree of Doctor in Civil Law was conferred on him at Oxford. Dr. Bliss, Deputy Professor, in presenting him to the heads of the University, after Viscount Combermere, observed,—“ You behold another chieftain, glorious as a conqueror like the former, though he has warred upon another element. Covered like the former with insignia, which display the gratitude of foreign courts and nations, his glory is not only that of conquest, but that of having preserved from death by fire and water, thousands, not only of his friends and fellow-countrymen, but even of inveterate enemies; thus fixing the banner of mercy and love on the hostile mast of deadly enmity.”

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## THOMAS HUSKISSON, Esq.

*(Suppl. Part II. p. 344.)*

THIS officer was appointed one of the captains of the Royal Hospital, Greenwich, on the 15th Oct. 1830. His eldest son, Thomas, midshipman of the Cordelia sloop, died at Malta in June 1833, aged 18 years. Possessing the most amiable and gentlemanly qualities, he was loved and esteemed by all who knew him.

## SIR AUGUSTUS WILLIAM JAMES CLIFFORD.

*(Suppl. Part III. p. 86.)*

THIS officer received the honor of knighthood in Aug. 1830; and paid off the Undaunted frigate, at Portsmouth, Nov. 2d following. On the latter occasion, the officers and midshipmen of that ship gave him a parting dinner, when, his health being drank, he addressed them nearly as follows:—

“Gentlemen,—From the kind and flattering manner in which you have drank my health, I can scarcely express to you what I feel at this moment. After having closed near three years service, I conceive that the feelings which have induced you to shew me this mark of your regard, are not only gratifying to myself, but beneficial to the service. I assure you I am on this occasion powerfully influenced by different motives—if, on the one hand, after having been in various parts of the world, and having, as you know, suffered much indisposition, I rejoice to leave our old ship in safety, and to return to my own family; on the other hand, I feel a deep and sincere regret in parting from those with whom I have served during a period which I shall always consider as one of the most fortunate and most agreeable parts of my life. I trust we shall all look back with satisfaction to the last three years; and there is one circumstance connected with our early history, which I am sure we shall always remember with pride and pleasure, which is that the Undaunted is a singular instance of any frigate having borne the flag of the Lord High Admiral of England, now our most gracious and beloved Sovereign. I will now only express a hope that we may all meet at some future time, and drinking each and all your good healths, I return you many thanks for the honour and kindness you have now shewn me.”

Sir Augustus has since been appointed Usher of the Black Rod, and a Gentleman Usher Daily Waiter to his Majesty King William IV.

## BENJAMIN CLEMENT, Esq.

*(Suppl. Part II. p. 393.)*

THE flat-bottomed boat commanded by this officer at the battle of Copenhagen, April 2d, 1801, was attached to the Russel 74, whose lieutenant, the present Sir Nisbet J. Wil-

loughby, he assisted in boarding and securing a Danish block-ship, the *Provesteen 56*, which had struck her colours, but kept up a fire from the lower-deck for some time after her officers had surrendered\*.

On this occasion, a Dane snapped his pistol in Lieutenant Clement's face, but it fortunately missed fire, and was immediately wrested from him by a British seaman named Ford, who soon settled his business, first knocking him down with the butt end, and then despatching him.

Captain Clement's last appointment was, in Sept. 1828, to the *Shannon 46*, fitting out at Chatham for the West India station, from whence he returned to Spithead on the 22d Nov. 1831. During his absence, in Feb. 1830, he was elected a Burgess of Southampton.

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### HON. WILLIAM HENRY PERCY.

(*Suppl. Part III. p. 64.*)

IN the sanguinary affair with Fort Bowyer, this officer had the narrowest possible escape, a grape-shot having cut open the collar of his coat, without inflicting any material injury. The military officers on shore, who were waiting the effect of his fire to storm, and who were passive spectators of the scene, describe the manner in which the *Hermes* was laid alongside of the fort as being beautiful, and truly Nelsonian.

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### JOSEPH NEEDHAM TAYLER, Esq. C. B.

(*Suppl. Part III. p. 137.*)

WE have already stated that this officer, when lieutenant of the *Maida 74*, commanded a party of seamen landed from that ship, to co-operate with the army under Lord Cathcart, at the siege of Copenhagen, in 1807. Whilst landing long 24-pounders, to form a breaching battery, the triangles supplied by the army to get the guns on shore were destroyed.

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\* See *Suppl. Part II. p. 117, et seq.*

Perceiving this, and that the boats were likely to be kept waiting until others were sent from the fleet, he solicited, and with much difficulty obtained permission to land a gun from the Maida's launch, by the following method, which the captain of the beach considered impracticable.

The grapling was thrown over in deep water, with a spring to keep the broadside of the launch on with the beach. The tompion and vent being well secured, a hawser was made fast to the breeching ring of the gun, from the shore. The gun was lying fore-and-aft on the thwarts, a-midships. Two bars were placed projecting over the gunwale of the boat and under the side of the gun, resting on two of the thwarts. Two ropes were brought under the gun, with both ends on shore as a parbuckle. All being ready, and the oars, masts, and sails secured in the boat, the crew were directed to sit firm a-midships, inclining their bodies to the motion of the boat. The order to "pull away" was then given; the gun rolled over the gunwale, bringing it under water, and was quickly dragged on shore. When freed from this heavy weight, the launch righted with a tremendous weather roll, threw up the spray, and all was well again. In this manner every boat landed her gun.

Another difficulty now presented itself. Only one transporting gun-carriage could be obtained, and the seamen employed in dragging the guns were, on rounding the main road, exposed to the enemy's fire. On this occasion, Lieutenant Tayler's fertile genius produced a substitute, "by the adoption of which," said the late Vice-Admiral Billy Douglas, "many brave fellows would have been saved at the Cape of Good Hope." Sir Charles Hamilton and the late Sir Joseph Yorke likewise, when Lieutenant Tayler submitted his plan to the Admiralty, strongly recommended it, but to no purpose—"it was not the establishment!"

In 1808, when serving on board the Spencer 74, this officer invented a transparent compass, to avoid shewing the light on deck, with a pendulum, hung horizontally, and floated in water to lessen oscillation occasioned by the concussion of the guns or other causes.



In 1812, while commanding the Sparrow sloop, on the north coast of Spain, Captain Tayler rendered himself eminently useful in surveying different harbours, particularly Socoa and St. Jean de Luz; and in ascertaining the strength of the different French garrisons along the shore of Biscay, in drawing plans of their works, and in obtaining correct information respecting their forces in the interior of that province\*.

These services were very highly appreciated by Sir Home Popham, the senior officer on that station, who promised to apply for him as his captain, should he be ordered to hoist a broad pendant. At this period, Captain Tayler was the *junior* commander under Sir Home's orders.

When so dreadfully wounded by a shell, in the breaching battery before St. Sebastian, July 24th, 1813 †, Captain Tayler was holding a telescope belonging to Sir George Collier, which that officer had just before lent him to use as a baton in cheering up his men. We mention this circumstance in consequence of its having been insinuated that Captain Tayler was not on duty in the battery, and neglected to use due precaution. We happen to know that Sir George Collier called alongside the Sparrow for Captain Tayler, having previously sent on board an intimation that he was to accompany him to the battery. At the time he received his wounds, Captain Tayler was in the act of levelling a gun, and consequently not aware of the approach of the shell ‡. The services of the Sparrow during the winter of 1812, when frigates were not allowed to be to leeward of Cape Machicao §, as officially noticed by Lord Keith, together with the wounds he received in the breaching battery at St. Sebastian, induced Lord Melville to send for Captain Tayler, and, unsolicited, to offer him the command of a post ship; but finding him still upon crutches, he regretted his unfortunate situation, and assured him his conduct and sufferings

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\* See Suppl. Part III. p. 138. † See *id.* p. 145.

‡ The varnish on the telescope was scorched off, leaving the impression of Captain Tayler's fingers.

§ See Suppl. Part III. p. 140.

had been noticed, and that he should be employed whenever an opportunity offered. When the attack of Algiers was projected, he requested an appointment, but without effect, as it was not necessary to commission any additional ships for that expedition. On the appearance of a Spanish army on the frontiers of Portugal, he again offered his services, hoping that a local knowledge of the coast would be deemed an additional recommendation. In April 1828, he applied to the Lord High Admiral, stating that he was in the prime of life, quite recovered from his wounds, and ready for any service or climate. About the same time he submitted to H. R. Highness "*A Plan of Internal Defence.*" In Nov. 1829, he laid before the Board of Admiralty some remarks on the best mode of checking pestilential fevers, and offered his personal services to carry them into effect at Gibraltar. In Aug. 1831, he requested an appointment from Sir James Graham, observing that "*if the crew of a frigate was required, he could obtain volunteers to man one with dispatch.*" The First Lord replied, that he had "made a memorandum of his application for active service, which he should be happy to take into consideration, together with those of other officers, as opportunities offered." On the 16th of the same month, having received intimation that one of the principal naval commands had been offered to Sir Philip C. H. Durham, he tendered his services as flag-captain to that officer, and received the following answer:—

"My dear Tayler,—I can assure you I have the highest esteem for you. Of all the midshipmen that ever served with me, I thought you were the most promising; and your gallant conduct on all occasions has proved I had judged right. Since I was obliged to give up the command at Sheerness, I have not been offered any other; not but I may be in course of time. Should I serve, my captain, — — —, is in the — — — by my nomination, waiting me; and I have two or three old officers on my list. You, my old shipmate, may not be aware that you are not old enough to be captain of a first rate: you must be twenty years a captain. The Admiralty would not appoint Captain — — — to the — — —, as flag-captain to Sir — — —, and he was a captain of eighteen years. I feel much obliged by the offer of such an officer to serve under the flag of his old friend. I am, my dear Tayler, very truly yours,

(Signed)

"P. C. H. DURHAM."

On the 23d Nov. 1831, Captain Tayler forwarded to the Marquis of Lansdowne a Plan for the Registry of Seamen. The following are extracts of his correspondence with the Admiralty on the subject of his various inventions:— \*

*“ Parliament Square, Feb. 11th, 1815.*

“ My Lord,—I beg leave to offer for your inspection an improvement on sights for ships’ guns and carronades, combining the elevation and line of sight in one focus, by two sights, one at the muzzle astragal, and the other at the second reinforce ring; giving, with the object fired at, three marks in one, founded on practical experiments, proved on board H. M. sloop Sparrow, under my command, on the north coast of Spain, and more particularly at the defence of Castro, during which shells were thrown from the Sparrow’s carronades with great precision, and the practical effect of the firing from the breaching battery at St. Sebastian’s, over the heads of the storming party, by the seamen from the squadron, prove the utility of this invention. My wounds, received at the above siege, prevented an earlier introduction, as I considered it necessary that the experiments should take place in my presence, former plans having been submitted to the opinion and trial of persons who were not interested in the introduction thereof, and certainly not so capable of giving the necessary explanations.

“ I have been urged by several scientific officers, who have witnessed the precision with which the Sparrow’s crew fired by these sights, to bring this invention forward, convinced of its great importance to naval gunnery, if adopted in the service.

“ During many experiments on board the Sparrow and other ships, I have observed expert gunners in the old system unable to strike a boat’s sail, when the ship was under weigh, notwithstanding they rigidly adhered to the principles now adopted in the service; whereas, by the plan of three objects in one, as produced by my sights, four shots passed through an aperture made by the first shot, in the centre of a boat’s sail, without enlarging the hole more than the diameter of a 24-pound shot: these shots were driven home in canvas, to reduce the windage. In firing from carronades, quoins were used: indeed carronades should invariably be fired with quoins, screwing the gun tight down on the quoin, to prevent the piece from rising when fired.

“ With the present elevating sights, it is morally impossible to elevate and point a gun when under weigh, from not having the line of sight and elevation in one focus. At point-blank, with my sights, not one shot will be fired in vain, as the rolling or veering of a vessel will not affect the aim, when the objects are in one with the sights. The sights have

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\* See Suppl. Part III. pp. 143 and 148.

degrees of elevation fixed to them, and by having the elevation of the first shot which takes place made known to the captains of the guns, all the battery would be immediately brought to the same degree of elevation, the quoins being dissected to correspond with the elevation as to distance. This is supposing the vessel to be beyond point-blank; otherwise it merely requires the first degree of elevation, and every shot would take effect. This method of obtaining the range is the most simple and expeditious, as four guns laid at different degrees of elevation, agreeably to the tangent sight, would immediately give the required distance and elevation. Ships engaging at anchor, at point-blank, every shot would take effect; whilst by the method now in use four shot out of five would pass above the mark fired at—even the firing would cause the ship to roll and alter the elevation, from the sights not being combined with the elevation in one focus. \* \* \* \* I am, my Lord, &c.

(Signed) "J. N. TAYLER."

"To the Right Hon. Lord Viscount Melville, Admiralty."

In reply to this letter, Captain Tayler was merely informed, that his "plans had been laid before the Board."

"Derizes, Feb. 13th, 1822.

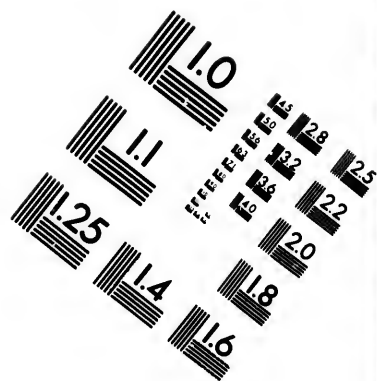
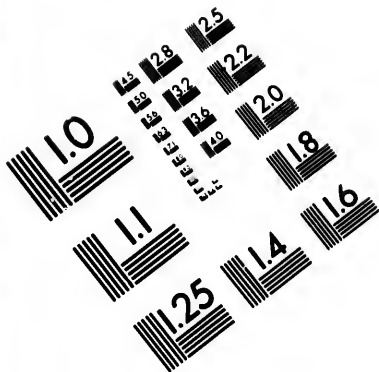
"My Lords,—Having lately read a publication by Sir Howard Douglas, on naval gunnery, containing a new invention of sights for ships' guns, bearing date 1817, I beg to call your Lordships' attention to a similar invention forwarded by me to the Board in the beginning of 1815.

"Presuming from the silence observed that it was not deemed prudent to bring into general practice any important improvements made during peace, I refrained from troubling your Lordships with other plans connected therewith; but as Sir Howard Douglas's publication is under the sanction of the First Lord of the Admiralty, and an order given for its general adoption, I beg to attach this invention to the naval service, having transmitted it to the Admiralty two years previous to Sir Howard Douglas having even thought of it, as he distinctly states, in order to account for its not being laid before the Board till 1822.

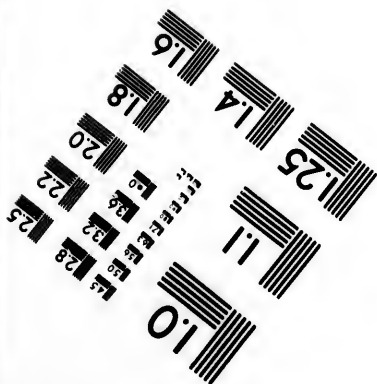
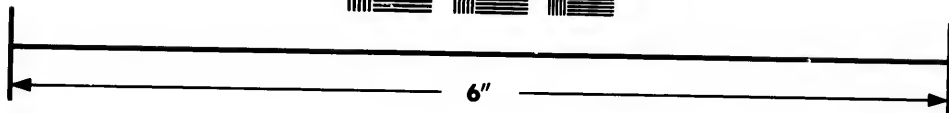
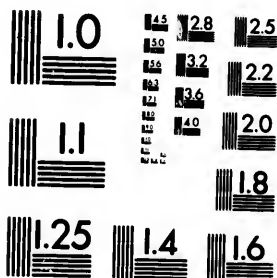
"If it is correct that a committee of naval officers are to be appointed to arrange a new system of naval gunnery, I wish to know if any practical observations, made during the war, will be deemed useful for their information; as no doubt, if numerous plans were sent in by officers who have made it their study, a most useful and improved work on naval gunnery might be compiled.

"The sights I had the honor of transmitting, I gave to Captain Parish in the year 1812, and he states that, after witnessing the surprising precision with which the captains of his guns fired at a cask, he called a boy who had just joined, and directed him to point a gun and fire when the sights were in one focus with the object to be fired at. The boy levelled the gun, and shot away the flag-staff fixed on the cask, although





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the ship had considerable motion. \* \* \* \* \* Indeed I would not hesitate in firing with a rifleman, if the ship was in smooth water. The advantage of combining the elevation and line of sight needs no further elucidation. I am, my Lords, &c.

(Signed) " J. N. TAYLER."

" *To the Right Hon. the Lords Commissioners of the Admiralty.*"

In reply, the Secretary to the Admiralty informed Captain Tayler that the publication he alluded to "*was not under the sanction of the Lords Commissioners of the Admiralty.*"

" *Devizes, 8th Jan. 1824.*

" My Lord,—Having before transmitted some practical experiments respecting naval gunnery, and which have been subsequently brought into action, I have ventured to lay before your Lordship the model of an improved gun-carriage, with some other nautical remarks; but as I have not the means of reducing it to practice, I hope your Lordship's candour will pardon any errors it may contain, and favor me with an opportunity of explaining the advantages of this model over the gun at present in use. I am, &c.

(Signed) " J. N. TAYLER."

" *To the Right Hon. Lord Viscount Melville.*"

The above letter was accompanied with a plan for concentrating the whole broadside to one angular focus; and another, of a platform for elevating guns on the booms.

" *Devizes, 3d January, 1828.*

" My Lords,—As bomb-vessels on their present construction are soon rendered incapable of sustaining heavy firing from sea mortars, and are totally unfit for sea service after maintaining a long bombardment, I have ventured to submit to your Lordship's consideration a method of rendering bomb vessels as effective as any class of H. M. ships, after a rapidity of firing, and to enable them to carry three mortars on board each vessel, viz.—Two strong main beams under the deck, resting upon either gunwale, with a strong sleeper bolted to the cross beams. On the latter (or on either gunwale) an iron socket is fixed to receive a counterpoise beam connected with the centre mortar box, which traverse on a circular platform to fire over either side, supported on sleepers independent of the counterpoise, a spindle, fixed to the mortar box, passes down the hatchway and is fixed to an air vessel floating in a box ten feet square, which will support a ton weight (although the pressure would be optional from one cwt. to a ton). By this plan the mortar would be much higher, allowing a free expansion of the powder, whilst on the present method the shock is much increased by the mortar being so low between decks, acting like a mine when fired.



" To prepare for action, the mortar being fixed in the box, unscrew the pressure bolt and adjust the re-action bolt. The upper part of the mortar port should be made to sway up, and the lower part to fall outward on hinges. Then, suppose a mortar weighs four tons, and that the recoil force pressing downwards was equal to one ton. To the counterpoise beam fix the weight equal to five tons, the spindle pressure would raise the mortar box to the height of the pressure bolt; it is then ready for action, and would continue so during any length of firing upon unerring principles. The counterpoise lever projecting over either gunwale, with a concave weight lowered by a chain under water, would regulate the concussion; and the pressure on the air-vessel would negative the shock on board. The strain on the pivot bridge, which may be altered at pleasure, according to the charge of powder, from the pivot socket on the cross beam to the pivot socket upon either gunwale, would be equal and regular, consequently no concussion more than a common discharge from the broadside of lower-deck guns would be felt.

" It is presumed by this plan shells may be thrown with more precision, and the powder reduced according to its resistance, shewn by the counterpoise beam on firing the mortar. If a pound of powder will at an angle of 45° throw a shell a given distance, it will raise the lever bar (say) one inch, and every range in like manner will be shewn by an index wire fixed to the beam, and a useful correction obtained. Should the powder on board be damp, or of less strength than range powder, the distance cannot be accurately obtained, as now practised, consequently this advantage would be highly important in night bombardment. The quantity of powder for each range will not be correct if damp or deficient in strength; but the recoil force is shown at every discharge, and the range by the index always visible to the eye. I have tried this plan, and found it to answer upon a small scale, and hope the utility of the invention will attract the attention of your Lordships to so important an object. I have the honor to be, &c.

(Signed)

" J. N. TAYLER."

" *To the Right Hon. Lords Commissioners of the Admiralty.*"

" *Devizes, 24th Sept. 1829.*

" My Lords,—Having observed in the public papers that some improvements are about to take place at Portsmouth, in reference to the naval ordnance, I beg to call your Lordships' attention to the inventions I have at various periods brought forward for the benefit of H. M. service; and although I have not been so fortunate as to see *the whole of them adopted*, yet I flatter myself, in respect to my improvement in ship guns, the following observations will be found deserving of your Lordships' attention.

" It is stated, that a method has been discovered by which guns in ships or batteries may be pointed in any direction, with much greater

ease and quickness than at present. This invention is similar, though very inferior, to a plan I invented several years since, and which met with the approbation of several men of science in the navy and artillery. In addition to the improvement suggested at Brighton, of non-recoil trucks, my plan contained an elevating screw, of momentary action, which not only raised the gun, but gave the degree of elevation corresponding to any range, the scale of which was painted on the carriage, whilst the traversing circle gave the line of the object fired at; consequently a ship steered to one point, or moored with springs, might fire with the greatest rapidity, as the gun would run in and out in the same line of fire. The crow-bar and handspikes (so very inconvenient) were thus rendered unnecessary, two men being enabled to train the gun, whilst half the usual number could run it out, by the purchase being applied to the fore trucks. The breeching was brought through a hole in the carriage (to prevent the gun from jumping during a heavy fire), and passing under the gun, was brought out through the breast-piece and secured to the opposite port rings. By this means the gun would run in square, in the line fired, whilst the sides would be perfectly clear for loading, and only a single rope used for side tackle from the fore truck. In the carriage at present used in the naval service, the breeching, when not rendering through the rings, causes the gun, on being fired, to run in a diagonal direction across the deck. The tedious operation of housing lower-deck guns was also dispensed with (the gun being always horizontally laid ready for battle), thereby obtaining room for another tier of hammocks fore and aft. All ships previous to leaving harbour, in still water, should take the extreme angular bearing of their guns. *All the guns (by the plan I proposed to your Lordships some years since) should be concentrated to one angular point, and the points of bearing painted on the binnacle head; by which means a ship in chase would not be kept too much away to bring the bow guns to bear.* The whole broadside, when concentrated and discharged by unerring principles, the elevation and line of sight in one focus, under the guidance of the captain by word of command, requires no comment. One broadside effectually discharged into a ship would destroy her. The sides of the gun carriage being perfectly clear, the grape and canister cases were slung in a neat manner, ready at a moment. There was also a case of tin cylinders for loading, containing 24 rounds. These are most important for expedition and economy. The difficulty of getting out a shot with a ladle, and afterwards the wet powder, when the water has got into the gun, or loading in rough weather, is thus completely obviated. Ships going into battle would frequently reload if practicable. A cylinder of tin, equal to the diameter of the shot, contains the cartridge, with round, or grape, or loose musket-balls, similar to a canister-shot case cut horizontally through to the wood at the top. A laniard passing through the wad enables the gun to be at all times unloaded with facility; and if the cylinder were

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used for loading, the rapidity of firing would be increased, as it would require only once ramming home with a short rammer; indeed carronades might be loaded without the use of a rammer by this invention; and all accidents by fire being left in after spunging, be entirely prevented. The cylinder may be used for shells and hot shot. The saving of cordage and powder by the use of the cylinder would be very considerable. Should your Lordships consider these suggestions deserving of trial, and would recommend Lord Melville to remove me from an irksome life, which I have endured since my being wounded in 1813, by honoring me with an appointment, I should be proud to carry them into execution at my own expence. I have the honor to be, &c.

(Signed) "J. N. TAYLER."

"To the Right Hon. the Lords Commissioners of the Admiralty."

"Devizes, 27th Dec. 1830.

"Sir,—I have received Mr. Barrow's letter of the 7th instant, acknowledging the receipt of my letter, requesting to be acknowledged as the author of the new system of directing a broadside of a man-of-war to one focus; and I have again to beg you will move the Lords Commissioners of the Admiralty to cause my claim as the original inventor of this improved mode of firing to be examined into, and to award me that credit for the invention to which I feel I am so justly entitled. I am, &c.

(Signed) "J. N. TAYLER."

"To the Hon. George Elliot, Admiralty."

"Admiralty Office, 4th Jan. 1831.

"Sir,—With reference to your letter of the 27th ultimo, renewing your claim to an invention for concentrating the fire of a ship's broadside, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that although their Lordships have ordered Mr. Kennish \* to be paid a sum of money, it was not awarded to him on account of any new system of directing a broadside of a ship of war to a given focus, but for the invention and purchase of an instrument made at his expence, as well as to cover his personal expenses while attending the experiments on board the Excellent, by an order from their Lordships. I am, &c.

(Signed) "JOHN BARROW."

"Devizes, 14th Jan. 1831.

"Sir,—I have received your letter of the 4th instant, in reply to my letter of the 27th ultimo, requesting their Lordships to refer to the plans I had the honor to transmit them for concentrating a ship's broadside, long before Mr. Kennish or any other person made any proposal on this subject; and to beg their Lordships to admit that I was the original inventor of this "new mode of concentrating the fire of a broadside."

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\* Carpenter of the Hussar frigate.

My object, I beg you to assure their Lordships, is not to get an award of money. I am fully repaid in the gratification I experience whenever any of my plans are found beneficial to that service whose well-being I have so much at heart, the navy; but I do earnestly request, as I feel myself the first inventor of this improved mode of firing a broadside, that their Lordships will do me the justice to simply admit me to be the inventor, and the first person who transmitted them the plan for concentrating the fire of a broadside of a man-of-war. I feel confident their Lordships will pardon my feelings when they know that I have been subjected to the mortification of my plans being transferred to others on a similar occasion. On the 11th Feb. 1815, I transmitted the method of combining the elevation and line of sight for ships' guns, as now in use, and which was brought forward by Sir Howard Douglas as a military invention, under the sanction of the Admiralty, several years after the date of my letter. I am, Sir, &c. (Signed) "J. N. TAYLER."

"To the Hon. George Elliot, &c."

"Devizes, 4th Nov. 1831.

"Sir,—I have lately observed with some surprise and great regret, that Captain Smith, of the royal artillery, has obtained the credit of being the projector of the plan of concentrating the broadside of a man-of-war to one angular focus; which method was communicated by me to the Board of Admiralty, in a book of observations on the best method of raking an enemy and discharging broadsides.

"I therefore, being anxious to claim this as a naval invention, refer their Lordships to my book, which accompanied the gun-carriage I had the honor to transmit to them; and I beg you, Sir, to move the Board of Admiralty to do me the justice of awarding me as a naval officer the credit which is justly due to me, of being the inventor of this improved and effectual mode of firing. I am, &c.

(Signed)

"J. N. TAYLER."

"To the Hon. George Elliot, &c."

"Devizes, 5th Feb. 1832.

"My Lords,—Having submitted several inventions to the late Board of Admiralty, amongst others a traversing carriage, in 1824, I may venture to state that the improvement I have now added to the old carriage, so admirably adapted to co-operate with the army, simple and efficient, whilst its celerity of motion, by a train wheel, elevating screw, improved truck, &c. enables half the number of men to work the gun. The marksman has complete controul over the elevating and pointing of the gun, and can guide it to the object during the operation of running out, a most important acquisition to the science of gunnery; whilst the side is perfectly clear for loading; the awkward handspike, long side tackles, and crow bar, being entirely done away with.

"I have also completed a percussion lock for great guns, a water-proof

tube to facilitate the tedious operation of unloading a gun to insure an effectual broadside, admirably adapted for shells and heated shot, and increasing the rapidity of firing. The gun will traverse as far as the size of the port will admit, the trucks being brought back more to the angle of resistance, whilst the gun is prevented tipping by a pivot piece. The helm must ever be considered the grand traversing bar, keeping an opponent within the bearing of the guns by my angular extreme bearing plate, united to my plan for concentrating the broadside of a man-of-war, and to be fixed on the binnacle, which will prevent a ship being too much yawed to bring the bow gun to bear in chase. I beg to express my acknowledgments to your Lordships for your attention to my former letter, and hope the model which accompanies this letter, with the saving of powder and cordage, will induce your Lordships to allow me a fair trial of this improved method of working a gun; having been subjected to the mortification of seeing many of my plans transferred to the credit of others and adopted in the service. I am, &c.

(Signed) "J. N. TAYLER."

"To the Right Hon. the Lords Commissioners of the Admiralty."


In answer to this letter, Captain Tayler was acquainted "that their Lordships could not order any trial of his improved gun-carriage to be made at the expence of Government;" upon which he addressed himself to their secretary as follows:—

"Devizes, 12th Feb. 1832.

"Sir,—I beg to acknowledge the receipt of your letter of the 10th instant. Presuming that I was in error in requesting a trial of my invention at the expence of Government, I beg to request a similar indulgence as granted to Commander Marshall may be extended to me; and that their Lordships will permit me to attend at Portsmouth arsenal the alteration of an old carriage *at my expence*; being convinced of the utility of my improved carriage, and tenacious of introducing it as a naval invention.

"The facility afforded to military men in carrying into effect their inventions at Woolwich, no doubt creates a stimulus, and gives them a decided advantage over naval men in bringing science to the acme of perfection. I am, &c. (Signed) "J. N. TAYLER."

This application was attended with the same provoking result as the former. Mr. Barrow was commanded to acquaint Captain Tayler that his request could not be complied with. Thus terminated his correspondence with the Admiralty on the subject of naval gunnery. The model of his gun-carriage is now deposited in the United Service Mu-

seum, and has been greatly admired. Some other inventions, and a plan for manning the royal navy without resorting to impressment, will be noticed in an Appendix. 

In Oct. 1834, a very handsome service of plate was "presented to Captain Tayler by his fellow-townsmen and friends, in token of the high esteem they entertain for him, and in testimony of his active and independent exertions in promoting, upon all occasions, the prosperity of his native town, and the welfare of its inhabitants." The plate was sent to him, accompanied by an appropriate address from the committee (deputed for the purpose), with a list of the contributors; to which he returned the following reply:—

"Gentlemen,—I have had the high honour and gratification of receiving the very munificent present of my fellow-townsmen and friends, together with your truly friendly address. It would be in vain to attempt to describe to you, in adequate terms, the feelings with which it has inspired me; for, however it may have been induced by a too generous estimation of my conduct and humble services, I shall ever look upon it as the highest tribute that can be paid to an individual. In the very long list of the names of those who have united to pay me this handsome compliment, I find that of my worthy friend, the chief magistrate of the town—the universally esteemed justice of the borough, and others of the authorities—the whole of the resident clergy—nearly all the professional gentlemen—most of the respectable tradesmen—a large portion of the honest and independent operatives—and others, my most valued friends; to all of whom, in expressing my grateful acknowledgments, I can only say, that it shall be my study to retain the good opinion they have formed of me.

"Gentlemen,—I can never forget the very handsome manner in which the body corporate of Devizes presented me with the freedom of the borough, on my return from active naval service. This is now upwards of eighteen years ago, the greater part of which time I have resided amongst you. To find, therefore, that I have not only lived in your respect and esteem (which must at all times be a source of happiness and of pride), but that my conduct should have excited you to some especial mark of your favour, is indeed a tribute, which, as I have before said, inspires me with feelings not to be described.

"Water is, of course, my favorite element; but, should his Majesty not again require my services, I trust I shall spend the remainder of my days in terms of friendship and sociability among my fellow-townsmen. I have the honor to be, Gentlemen, your very grateful and faithful servant,

(Signed)

"JOSEPH NEEDHAM TAYLER."

"*Bellevue-House, Devizes, Oct. 1834.*"

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### THOMAS MANSELL, Esq.

*Knight of the Royal Swedish Military Order of the Sword.*

Is the third son of Thomas Mansell, Esq. of Guernsey, and was born in that island on the 9th Feb. 1777. He entered the royal navy, as midshipman on board the Crescent frigate, Captain (now Lord De) Saumarez, in Feb. 1793; and served under that highly distinguished officer during the greater part of the wars occasioned by the French revolution. On the 20th Oct. 1793, he assisted at the capture of the republican frigate *Ré-Union*, near Cherbourg, after a close action of two hours and ten minutes; and subsequently, of two privateers in the Bay of Biscay\*. In December following, he accompanied an expedition under Earl Moira and Rear-Admiral M<sup>c</sup>Bride to the coasts of Normandy and Brittany †; and on the 8th June 1794, we find him in action with an enemy's squadron of very superior force, from which the Crescent escaped by most bold and masterly manœuvres, as will be seen by reference to our memoir of her gallant and skilful commander.

Mr. Mansell afterwards followed Sir James Saumarez into the *Orion* 74, of which ship he was master's-mate in Lord Bridport's action near l'Orient, June 23d, 1795; at the defeat of the Spanish fleet off Cape St. Vincent, Feb. 14th, 1797, on which occasion he was wounded; and at the ever-memorable battle of the Nile, Aug. 1st, 1798 ‡. For his uniform good conduct on those occasions, he was so strongly recommended by Sir James Saumarez, that, previous to his completing the usual period of service as a petty officer, the immortal Nelson was pleased to appoint him an acting lieutenant. He returned home in l'Aquilon 74, one of the prizes taken in Aboukir Bay, and was confirmed in his rank by an Admiralty commission dated April 17th, 1799. We next find him serving on board the *Impregnable* 98, Captain

\* See Vol. I. Part I. p. 178.

† See Vol. I. Part II. p. 502.

‡ See Vol. I. Part I. pp. 246, *et seq.*, 21, *et seq.*, and 180, *et seq.*

Jonathan Faulkner, in which ship he was wrecked near Chichester harbour, Oct. 19th, 1799. During the remainder of that war, he served under Captain (afterwards Admiral) John Child Purvis, in the London 98, and Royal George, first rate, attached to the Channel fleet. The former ship was in the expedition against Ferrol, under Sir John B. Warren and Sir James Pulteney, in Aug. 1800\*.

On the renewal of hostilities, Mr. Mansell was appointed to the Cerberus 32, Captain William Selby, which ship bore the flag of Sir James Saumarez, at the bombardment of Granville, in Sept. 1803. In his official letter on this occasion, Sir James says,—“The Cerberus, after getting under sail” to renew the attack, “grounded on a sand bank, and remained above three hours before she floated. Nine of the enemy’s gun-vessels, perceiving her situation, endeavoured to annoy her, and kept up a heavy fire upon her for some time, but were silenced by the Charwell and Kite, sloops, and also by the fire from the Sulphur and Terror, bombs, and by the carronade launch of the Cerberus, under the orders of Lieutenant Mansell, assisted by the Eling, schooner, and Carteret, cutter, which obliged them to take shelter in their port.” He adds, “The steadiness and good conduct of all the officers and men in the Cerberus, during the time the ship was aground, do them infinite credit †.”

The situation of the Cerberus was rather more perilous than would be inferred from the above extract, the receding tide having left her nearly on her beam-ends. The boats of the squadron were placed under the direction of Lieutenant Mansell, who succeeded in distracting the attention of the French flotilla, and thus saved the ship from the serious consequences which at one time threatened her; for which service he obtained the applause and personal thanks of the Admiral. Previous to his quitting the Cerberus, he became first lieutenant of that ship, and commanded her boats at the

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\* See Vol. I. Part I. note at p. 220.

† See Suppl. Part I. p. 44, *et seq.*

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capture of several French vessels, cut out from different anchorages within the limits of the Guernsey station.

In 1804, Lieutenant Mansell was removed to the *Diomede* 50, then bearing the flag of Sir James Saumarez, but subsequently attached to the squadron under Sir Home Popham, destined against the Cape of Good Hope. During the operations which ended in the reduction of that colony, he superintended the landing of the troops under Major-General (now Lord) Beresford, and commanded the seamen attached to his brigade at Saldanha Bay. On his return from thence to Table Bay, he was selected by Sir Home Popham to be his first lieutenant, in the *Diadem* 64.

Shortly afterwards, information having been received that a French squadron under Jerome Buonaparte had arrived in the vicinity of the Cape, Lieutenant Mansell was sent in an armed transport with despatches to the Admiralty, his friend, Sir Home Popham, hoping that his promotion would follow. Being disappointed in this expectation, probably in consequence of a recent change of ministry, he then rejoined his early patron, Sir James Saumarez, with whom he served as flag-lieutenant in the *Diomede*, *Hibernia*, and *Victory*, on the Guernsey, Channel, and Baltic stations, until promoted by him to the command of the *Rose* sloop, Sept. 17th, 1808.

The *Rose* formed part of the squadron under Captain (now Rear-Admiral) A. P. Hollis, at the capture of the island of Anholt, May 18th, 1809\*. She subsequently engaged and beat off a Danish flotilla, in a calm, near the Scaw, as will be seen by the following official letter from Captain Mansell to the senior officer at Gottenburg, dated April 29th, 1810:

“ Sir,—Yesterday morning being becalmed in H. M. sloop *Rose*, the Scaw bearing W. by N., distant about seven miles, four of the enemy's gun-vessels, with other rowing boats, were seen coming towards us, and at 11-45, A. M. began to engage, but at such a distance as to have rendered a return of our fire ineffectual, and at the same time have placed it in their power of ascertaining the range of our guns; but this was prevented, and they continued advancing until 0-45, P. M., when, being

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\* See Vol. II. Part I. p. 121.

within a short range of grape shot, we commenced our fire, which continued until two o'clock, when the enemy was seen in apparent confusion, and one of their row-boats sunk. They soon afterwards retreated, and I have every reason to believe, from the well-directed fire of the *Rose*, with considerable loss. I have to lament that during this time (it being a perfect calm, and the ship only managed by the assistance of a boat towing, and her sweeps) I had not the power of checking a spirit of enterprize evinced by the enemy, seldom equalled, as they were at the time the action ceased a distance of nine miles from the land. It affords me great pleasure when I relate, that considering the time and manner we were engaged, little injury has been sustained, having had no one killed, and but five slightly wounded, owing, as I presume, to the precaution taken, of keeping the men down at their quarters, during upwards of an hour's destructive fire to our hull, rigging, and sails. The ship having received nineteen shots in her hull, wheel shot away, the main yard and mizen mast rendered unserviceable, besides rigging and sails much cut up. I beg to speak in the highest terms of approbation of the conduct of my officers and ship's company, and to add, that had a better occasion given scope to their spirit, and animated conduct which prevailed, I have every reason to feel the fullest confidence in the result. The enemy's boat sunk I took on board, which proved to have been an English six-oared cutter, with the arms, &c. still in her. I have the honor, &c.

(Signed)

" THOMAS MANSELL."

" *To Captain Pater, H. M. S. Caroline.*"

On the 10th May, 1810, Sir James Saumarez, then in Yarmouth Roads, wrote to Captain Mansell as follows:—

" Sir,—Having transmitted for the information of the Lords Commissioners of the Admiralty your letter addressed to Captain Pater, detailing the particulars of an attack made on H. M. sloop *Rose*, under your command, when off the Scaw, by four of the enemy's gun-vessels, in which great gallantry and good conduct was displayed by you and the officers and crew of the *Rose*, I have the satisfaction to inform you that their Lordships have signified their approbation of your conduct in the above-mentioned action. I have the honor to be, &c.

(Signed)

" JAS. SAUMAREZ."

In 1812, Captain Mansell was presented by Viscount Cathcart, the British ambassador at St. Petersburg, with a valuable diamond ring, which his Lordship had been directed by the Emperor Alexander to forward to him, as a mark of the high sense that monarch entertained of his services, especially in conducting safely through the Belt a Russian squadron, under the orders of Vice-Admiral Crown. In the course of the same year, he was honored by King Charles

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XIII. with the insignia of Knight of the Royal Military Order of the Sword, in testimony of the high sense his Swedish Majesty likewise entertained of his services, which mark of distinction was sanctioned and confirmed by the Prince Regent of Great Britain, June 20th, 1813.

On the 23d Aug. in the latter year, Captain Mansell was appointed to the Pelican sloop, in which vessel he continued until advanced to post rank, June 7th, 1814. While commanding the Rose and Pelican, a period of nearly six years, his conduct gained him the approbation of every officer under whom he served; his zeal and activity were conspicuous on every occasion; and his success as a cruiser against the enemy almost unprecedented; he having captured at least 170 vessels of various descriptions, including the American letter of marque Siro, Jan. 13th, 1814. This vessel was a schooner of 225 tons, pierced for sixteen guns, mounting twelve long 9-pounders, with a complement of 49 men. She had been chased by several other British cruisers in the Bay of Biscay; but escaped through superior sailing, and was intended to cruise against our trade, after landing her cargo (cotton) at Bourdeaux.

Captain Mansell married Catherine, daughter of John Lukis, Esq., of Guernsey, and has eight children. His second son, Arthur Lukis, was educated at the Royal Naval College, and first went to sea in the Rainbow 28, Captain Sir John Franklin. His brother, Bonamy, is a lieutenant in the royal navy; and another, William, is on the retired list of the Hon. East India Company's surgeons.

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### RIGHT HON. LORD HENRY JOHN SPENCER CHURCHILL.

(*Vol. III. Part I. p. 285.*)

This officer entered the royal navy in April 1811, as midshipman on board the Revenge 74, Captain John Nash, under whom and his successor, Captain Charles P. B. Bateman, he served on the Cadiz station till July 9th, 1812. He then joined the Alfred 74, Captain Joshua Sydney Horton; and

soon afterwards the *Superb*, third rate, in which latter ship, successively commanded by Captains the Hon. (now Sir Charles) Paget, Alexander Gordon, James Garland, and Humphrey F. Senhouse, on the Channel and North American stations, he continued until May 22d, 1815. We subsequently find him serving under the Hon. (now Sir Henry) Duncan and Captain Robert Preston, in the *Glasgow* and *Euphrates*, frigates, on the Channel and Mediterranean stations. He passed his examination for lieutenant on the 4th June, 1817; at which period he had been exactly six years and two months in constant active employment. On the 3d Nov. following, he was appointed mate of the *Andromache* 44, Captain W. H. Shirreff, fitting out for the South American station, where he was removed into the *Amphion* 38, bearing the broad pendant of Commodore Bowles, April 1st, 1818. His first commission, appointing him lieutenant of the latter ship, bears date July 14th, 1818. Although advanced to the rank of commander on the 25th April, 1823, he continued in the *Martin*\*, under Captain Henry Eden, until Sept. 19th following, from which period he commanded the *Hind* until Aug. 20th, 1825.

Lord Henry is still a bachelor. It was his brother who married the lady mentioned in p. 286 of Vol. III. Part I.

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### JAMES GARLAND, Esq.

SERVED as midshipman on board the *Ganges* 74, Captain (afterwards Sir Thomas F.) Fremantle, at the battle of Copenhagen, April 2d, 1801 †; and was promoted to the rank of lieutenant Jan. 4th, 1808. We next find him in the *Revenge* 74, Captain Alexander R. Kerr (acting), which ship formed part of a detachment from the fleet under Admiral Gambier, sent to complete the discomfiture of a French squadron in Aix Roads, April 12th, 1809, on which occasion

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\* See Vol. III. Part I. p. 286.

† See Vol. I. Part I. note at p. 365, *et seq.*

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he received two severe contusions. His next appointment was, Sept. 8th, 1812, to the *Superb 74*, Captain the Hon. (now Sir Charles) Paget, under whom he assisted at the capture of several American vessels, whilst employed on the Channel station. On the 14th June, 1814, Captain Paget, then commanding the squadron stationed off New London, in the state of Connecticut, made the following official report to Vice-Admiral Sir Alexander I. Cochrane :—

“ Sir,—Having received intelligence that a fine ship and brig, just built, the former for a letter of marque, the other for a privateer, were, with several other vessels, lying at a place called Wareham, at the head of Buzzard’s Bay, I proceeded hence \* and detached the *Nimrod* through Quick’s Hole, with the boats of this ship and two from that sloop to destroy them, under the direction of Lieutenant James Garland, first of the *Superb*; and I am happy to add, that the service was perfectly performed without any loss on our part, though it was achieved under critical circumstances. The extreme intricacy of the navigation rendered it too hazardous to attempt the enterprize without the assistance of daylight, which, however, necessarily exposed the boats upon their return down the narrow-stream, to a fire of musketry from a numerous militia, which had collected from the vicinity on the first alarm being given. The foresight and prompt resolution of Lieutenant Garland completely succeeded in obviating the danger that was thus to be apprehended; for having first destroyed all the vessels and a valuable cotton manufactory, he then secured the principal people of the place as hostages for a truce till the boats were conducted back out of the reach of difficulty. The influence that these persons had over the militia that collected and threatened a cross fire upon the boats from both banks of the river, has been fully proved by their abstaining to molest them, and of course the hostages were afterwards relanded at the first convenient spot. The cotton manufactory had been lately built at great expence, was full of stores, and belonged to a company of sixty merchants at Boston. I cannot in justice omit to report to you the steady and exemplary conduct of the seamen and marines, who, though exposed to incessant temptation of liquor, &c. did not in any single instance fail to spurn the offers made to them, and strictly to hold sacred private property. I have the honor to be, &c.

(Signed) “ CHARLES PAGET.”

On this occasion 2522 tons of American shipping were destroyed, including the intended letter of marque, pierced

\* Martha’s Vineyard Sound.

for eighteen long 12-pounders, and a privateer ready for launching, pierced for fourteen guns. The value of the cotton manufactory, with the stores it contained at the time, was estimated by the principal inhabitants at 500,000 dollars.

Lieutenant Garland obtained a commander's commission in Aug. 1815. On quitting the *Superb*, he was presented by his late messmates with a very elegant silver ladle, by the midshipmen with a silver cup and snuff-box, and by the ship's company with a handsome piece of plate, as "a tribute of esteem and gratitude."

This officer was advanced to the rank of captain on the 15th October, 1828. He married, in 1818, Mary Anne, youngest daughter of Thomas Inman, of Great Hayes, co. Somerset, Esq.; and died on the 18th May, 1830, after a lingering illness, in the 44th year of his age.

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### JOHN HINDMARSH, Esq.

OBTAINED his first commission in Aug. 1803; served as senior lieutenant of the *Nisus* frigate, Captain Philip Beaver, in the expedition against Java, 1811; was made a commander on the 15th June, 1814; and promoted to the rank of captain, Sept. 3d, 1831. He is said to have passed Portsmouth, Sept. 24th, 1834, in the Nile steam vessel, bound to Alexandria, for the purpose of assuming a high command in the Egyptian navy.

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### WILLIAM BROUGHTON, Esq.

SON of the late Captain William Robert Broughton, R. N., C. B., colonel of the royal marines, a distinguished officer and circum-navigator, who died at Florence on the 12th Mar. 1821, and nephew to General Sir John Delves Broughton, Bart.

The subject of this memoir was born on the 23d Oct. 1804, at Doddington Hall, Cheshire, the seat of his grand-

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father, the Rev. Sir Thomas Broughton, Bart.; and entered the royal navy in 1817, as midshipman on board the *Spencer 76*, commanded by his father, and stationed as a guard-ship at Plymouth. He shortly afterwards went to the Royal Naval College, from whence he was discharged Mar. 1820, into the *Rochfort 80*, fitting out for the flag of Sir Graham Moore, commander-in-chief on the Mediterranean station. In June 1823, he joined the *Rose 18*, Commander Henry Dundas, and in Jan. 1824, the *Cambrian 48*, Captain Gawen W. Hamilton, C. B., which ship, after having been employed for three months in blockading Algiers, returned to England in the month of June following. We next find him proceeding to India, in the *Boadicea 46*, bearing the broad pendant of Commodore Sir James Brisbane, C. B., by whom he was entrusted with the command of a boat attached to the expedition against Ava, for a period of four months, during which he was in three severe battles and several skirmishes, the particulars of which are given in Chapter IV. of the Appendix to Vol. III. Part I.

Mr. Broughton's promotion to the rank of lieutenant took place April 8th, 1825, but his commission, appointing him fourth of the *Liffey 50*, did not reach him until Jan. 1st, 1826, previous to which he had suffered greatly in health from the climate and severe privations.

After the treaty of Melloone, Lieutenant Broughton was sent to Rangoon with despatches, and an order to join the *Alligator 28*, of which ship he had charge during the subsequent operations of the combined flotilla in the Irrawaddy\*. His next appointment was, Mar. 8th, 1827, to the *Briton 46*, Captain the Hon. William Gordon, under whom he continued to serve until paid off in April 1830. In this latter ship he visited St. Petersburg, North and South America, the British West India islands, and Havannah. His promotion to the rank of commander took place Feb. 5th, 1830, on which occasion he was appointed to the *Primrose* sloop, employed on the African station. Four days after joining

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\* See *Naval Operations in Ava*, pp. 107—120.

that vessel, he was severely wounded in action with a large Spanish slaver, the capture of which ship he thus briefly reported in an official letter addressed to Captain Alexander Gordon, of H. M. ship Athol, dated at the island of Ascension, Oct. 5th, 1830:—

“ Sir,—Proceeding in execution of your orders of the 3d Sept., I had the good fortune to fall in, at 11-30 P. M. on the 6th of that month, with the Spanish ship *Velos Passagero*, Jose Antonio de la Vega, master, from Wydah, bound to Havannah, pierced for 28 guns, but having only 20 mounted; and from the officer whom I sent to board not being allowed to examine her below, as usual, I concluded she had slaves on board. Finding I had much the advantage of her in sailing, and wishing to avoid the effusion of blood by a night action with a vessel crowded with slaves, I remained by her until morning, when, being within hail, and still resolutely refused permission to search her, we opened our fire, which she returned immediately, the ships nearly touching each other; after the second broadside we laid her on board, and in ten minutes carried her, with a loss on our side of three killed and twelve wounded; the *Velos* had 46 killed and 20 wounded, out of a crew of as near as I could ascertain 155 men of different nations, and having on board 555 slaves, five of whom were killed. Being myself wounded in the act of boarding, my place was ably taken by Lieutenant Butterfield, seconded by acting Lieutenant Foley, Mr. Fraser, acting master, and Mr. Bentham, midshipman, to each of whom I feel deeply indebted for their zealous exertions; as also to Mr. Williamson, acting purser, who rendered his services on deck during the action; and I feel myself called upon to notice in particular the conduct of the acting surgeon, Mr. Lanes, who, though dangerously ill, exerted himself in an extraordinary manner in his attention to the wounded, having no assistant on board. I cannot speak too highly in praise of the gallantry and good conduct of the warrant and petty officers and ship's company, who distinguished themselves not only for their steadiness in action, but for their great personal exertions in refitting the two ships afterwards. I enclose the list of killed and wounded \*.”

The *Velos Passagero* had been on the African coast at least two years, trafficking for a cargo of slaves, and endeavouring to obtain 1400 or 1500; but having been closely

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\* KILLED.—One seaman and two marines. WOUNDED.—Mr. Watts, boatswain, and one marine, *dangerously*; Commander Broughton, Mr. Fraser, acting master, and two men, *severely*; Mr. Bentham, midshipman, and five men, *slightly*.

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watched by the British squadron, she was unsuccessful, and about to proceed on her return voyage: fortunately for the objects of humanity, the *Primrose* fell in with her. In the act of boarding, Commander Broughton received a thrust from a pike in the abdomen, and was obliged to return to his own quarter-deck, faint from loss of blood, the intestine being partially cut. The enemy, who had been driven from their guns, were now strongly posted on the fore-castle, and fought most desperately, imagining that they would not receive quarter. Of the twenty wounded men, six died. The Spanish commander had his arm amputated above the elbow, and another man underwent a similar operation close to the shoulder joint. The total number of officers, men, and boys on board the *Primrose* at the commencement of the action, including 25 native Africans, who secreted themselves until its termination, was 135. The *Velos Passagero* had not a single boy among her crew. For his gallant conduct on this occasion, Commander Broughton was advanced to the rank of captain, Nov. 22d, 1831; and as a further mark of the approbation of the Admiralty, his first lieutenant, Butterfield, was shortly afterwards promoted.

Captain Broughton married, in 1833, Eliza, eldest daughter of John Perfect, of Pontefract, co. York, Esq.

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### ALEXANDER ELLICE, Esq.

ENTERED the royal navy in 1806; served as midshipman on board the *Imperieuse* frigate, Captain the Hon. (now Sir) Henry Duncan; obtained his first commission on the 30th Oct. 1813; was fifth lieutenant of the *Minden* 74, Captain William Paterson, at the battle of Algiers, Aug. 27th, 1816; and continued to serve in that ship until paid off, on her return from the East Indies, with the flag of Vice-Admiral Sir Richard King, in 1820. He was made commander Feb. 19th, 1823; appointed to the *Victor* sloop, May 17th, 1831; promoted to the rank of captain, while serving on the coast of Portugal, Dec. 20th, 1831; and selected by Vice-Admiral

the Hon. C. E. Fleeming, to command his flag-ship, the Ocean 80, in the River Medway, Aug. 16th, 1834.

This officer married, Sept. 28th, 1826, Lucy Frances, daughter of the late Charles Locke, Esq., and grand-daughter of the late Duchess of Leinster.

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### CHRISTOPHER WYVILL, Esq.

WE first find this officer serving as midshipman on board the Thames frigate, commanded by the present Lord Radstock, and employed in one of her boats at the capture and destruction of seven large Neapolitan gun-vessels, five armed scampavias, and thirty-one transports, laden with stores and provisions for Murat's army at Scylla, July 25th, 1810\*.

On the 5th Oct. following, Mr. Wyvill assisted at the capture of ten transports, near Agricoli, in the Gulph of Salerno; and on the 16th June 1811, at the destruction of ten large armed feluccas, on the beach near Cetraro. He shortly afterwards followed Captain Waldegrave into the Volontaire frigate, and was particularly mentioned by him in an official letter addressed to the commander-in-chief on the Mediterranean station, reporting the capture and destruction of two batteries and fourteen merchant vessels, at Morjean, near Marseilles, Mar. 31st, 1813†. His first commission bears date July 5th, 1813.

After serving on board several ships, and for nearly three years as flag-lieutenant to Sir John P. Beresford, commander-in-chief on the Leith station, Mr. Wyvill was made commander, July 29th, 1824; and in 1827, he appears to have been appointed to the Cameleon sloop, employed in the Mediterranean. On his passage thither in the Dartmouth 42, that fine frigate narrowly escaped being burnt, owing to some men having set fire to a cask of spirits which they had clandestinely opened. Her preservation was greatly attributable to the spirited behaviour and personal exertions of

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\* See Suppl. Part I. p. 191.

† See *id.* p. 194.

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Commander Wyvill, who, with one of the gunner's-mates, plugged the cask and slung it, apparently in the midst of the flame. On the 31st Jan. 1828, he was present in the *Camelion* at the destruction of several Greek piratical vessels, lying in the port of Carabousa \*. He obtained the rank of captain Feb. 22d, 1832.

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### THOMAS LAMB POLDEN LAUGHARNE, Esq.

OBTAINED his first commission on the 8th April 1806; served as second lieutenant of the *la Nereide* frigate, Captain (now Sir Nisbet J.) Willoughby; and was one of the gallant companions of that heroic officer when he landed at Jacotel, in the Isle of France, April 30th, 1810 †. We subsequently find him first of the *Boadicea*, Captain (now Sir Josias) Rowley, by whom he was recommended to the "favorable notice" of Vice-Admiral Bertie, commander-in-chief on the Cape station, for "the steadiness and zeal he manifested" at the re-capture of H. M. ship *Africaine*, in the presence of two French frigates, near Isle Bourbon, Sept. 13th, 1810 ‡. On the 21st of the same month, Captain Rowley reported the capture of the *la Venus* frigate commanded by Mons. Hamelin, senior officer of the French squadron in India; and the recapture of H. M. ship *Ceylon*, having on board Major-General the Hon. John Abercromby and his staff §. The following is an extract from the official letter addressed to Vice-Admiral Bertie on this occasion:—"To Lieutenant Laugharne I feel much indebted, for his able assistance in taking charge of and conducting into port the *Africaine* and the *Venus*; and I beg you will have the goodness to recommend him to the Lords Commissioners of the Admiralty."

A few days afterwards, Lieutenant Laugharne was promoted to the command of the *Otter* sloop, and ordered to England with despatches announcing the Vice-Admiral's

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\* See Suppl. Part II. p. 451, *et seq.*

† See *id.* p. 148, *et seq.*

‡ See Vol. I. Part II. p. 629, *et seq.*

§ See *id.* p. 630, *et seq.*

intention of resuming the blockade of Port Louis. On his passage to the Cape of Good Hope, he fell in with a dangerous shoal, lat.  $33^{\circ} 56'$  S., long.  $36^{\circ}$  E., seemingly very extensive, and no part of it visible above water. His advancement to the rank of commander took place Feb. 12th, 1811.

This officer's next appointment was, about Feb. 1812, to the Alert sloop (formerly a Newcastle collier), mounting fourteen 18-pounder carronades and two long sixes, with a complement of 86 officers, men, and boys; destined to the Halifax station. On the 13th Aug. following, being then in search of the United States' ship Hornet, he fell in with, and after a short action was captured by the Essex frigate, of 46 guns and 328 men. His "conspicuous gallantry" in bearing down upon the enemy, "entitled him," says Mr. James, "to a better ship than the Alert, a better first lieutenant than Andrew Duncan, who gave him no support, and a better crew than his officers and men, who, except Johanson Clering, the master, and William Haggerty, the purser, went aft to request him to strike the colours. Captain Porter (of the Essex) disarmed his *fine* prize, and sent her, with the prisoners, as a cartel, to Newfoundland; where, on the 8th Oct., Commander Laugharne and his officers and men were tried for the loss of their ship. The commander, master, and purser were most honorably acquitted; the first lieutenant was dismissed the service; and the remaining officers and crew obtained, along with their acquittal, the marked disapprobation of the court\*."

The subject of this sketch was appointed to the Achates sloop about July 1814; and to be an inspecting commander of the coast guard in Nov. 1823. For his exertions in the latter service, he received a captain's commission dated April 4th, 1832.

Captain Laugharne married, in 1820, Mary Amelia, eldest daughter of the late Sir Stewkley Shuckburgh, Bart.

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\* *Naval History*, vol. vi. p. 128.

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### GEORGE SMITH (*a*), Esq.

OBTAINED the rank of lieutenant in Sept. 1815; and served as such on board the Dispatch sloop, Comm. William Clarke Jervoise, on the Mediterranean station. In 1830, being then a commander, he was appointed to superintend the instruction of officers and seamen in gunnery, on board the Excellent 58, at Portsmouth; and all inventions relating to this part of the equipment of a man-of-war, were referred for his opinion. He was promoted to the rank of captain "for improvements in gunnery," April 13th, 1832.

This officer is the inventor of very superior sights for ships' guns, and of a moveable target, at which the crews of H. M. ships are now generally practised, for the purpose of instructing them in the art of pointing the great guns. The target is thus spoken of in the Hampshire Telegraph:—

"As the advantage of dispart or top-sights is now generally acknowledged, the object is—first, to teach seamen the application of them, as simply and expeditiously as possible; and, secondly, how to fire when their ship *is rolling*, or when firing at a *moving object*. The principle of the invention is entirely novel, and its name does not convey an adequate idea of its nature and utility. The following may make it intelligible:— On one end of a wooden bar, or lever, about eight feet long, is hung a light frame, three feet square, filled with canvas; on one side a white cross is painted, on the other a circle, with a bull's eye. The lever vibrates from the centre, on a pin attached to an octagon block of wood, eighteen inches in length, and eight in diameter, on which is the requisite machinery to allow it a vertical and lateral motion, either singly or together, and to stop them both at the same instant: the lever is balanced by a weight at the opposite end, the whole suspended by an iron bar, about three feet long, to one of the foremost beams on the main deck, either object of the target facing aft. A gun, *ascertained not to be loaded*, is run in under the half deck, and the men taught the first principle of pointing, by being made to bring the *sights and a fixed object directly in one*, the target being stationary. The lever is then made to vibrate, which causes the object to pass and repass before a man's eye, as he keeps *the sights in one*, so as to represent the effect of his ship when rolling; and by the simple application of a line (the main feature of the invention) rove through a fair leader at the ventfield, representing a lock lanyard, and carried along under the beams to a trigger in the machinery of the target, a man, who is made to stand with it at a dis-

tance, as if the gun would recoil, has the power of stopping the motion of the lever as quick as the action of a great gun lock, and, consequently, fixing the object where it happens to be when he pulls the trigger line; he is then to look along the sights on the gun, and see if he has fixed the object in a direct line with them; if he has, he has fired a *good shot*; if not, it is presumed he *would not have* hit his mark if actually firing. The lever is made to move laterally, so as to represent an object to fire at *opening from forward or aft*. When it is wished to increase the difficulty of hitting the mark, the lateral and vertical motion can be given at the same time, to shew the effect of the combined pitching and rolling motion. This inboard exercise is calculated to teach men to fire a good shot, by quickening their eye; and to be a sure and easy test of a man's abilities as a marksman. It can be carried on without interrupting the ordinary duties of a ship at sea or in harbour; and, though it is (save the explosion) the same as firing, it is not intended to curtail the expenditure of powder and shot, but to prevent any from being *thrown away*. As the crew of one gun only is thus exercised at a time, the *important* part of *working* the guns can be attended to in another part of the ship. The utility of this *Lever Target*, as it is now called, is obvious, when an officer wishes to ascertain, in a newly commissioned ship, what men are fittest to be selected as first and second captains of guns, as a man will shew what manner of man he is in one exercise. It is equally adapted to all classes of vessels, and can be fixed upright on deck, or hung to a beam. It is sufficiently portable, as it stows away in a box the size of a grape shot-box. In order that its effect on a ship's company may be exemplified, its inventor has suggested a plan for a floating target, being merely an old hammock, stretched and painted, in a light iron frame, to stand up in the water at right angles, on a spar frame, moored by grapnels abreast of the ship. The intention is to present a conspicuous object, that may be repeatedly struck, and to prevent the expenditure of casks, which are often destroyed by the first shot that strikes them."

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SAMUEL RADFORD, Esq.

WHOSE services are recorded in Vol. IV. Part I., was promoted to the rank of captain May 31st, 1832.

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**CHARLES HAMLYN WILLIAMS, Esq.***(Formerly Charles Hamlyn, Esq. See Vol. IV. Part I. p. 330.)*

Was appointed to the *Racehorse*, of 18 guns, Sept. 21st, 1830; and removed from that sloop to the *Champion* 18, which vessel he paid off June 23d, 1832. He obtained the rank of captain on the 4th of the following month, as a reward "for important services at Jamaica during the late insurrection of the slaves;" and married, Aug. 15th, 1833, Harriet, youngest daughter of the late Sir Nelson Rycroft, Bart.

**HENRY FRANCIS GREVILLE, Esq.**

Is a son of Henry F. Greville, Esq., by Catherine, second daughter of Sir Bellingham Graham, Bart., of Norton Conyns, in the west riding of Yorkshire. His grandfather, Fulke Greville, Esq., Envoy Extraordinary and Minister Plenipotentiary to the Court of Munich, was the son of the Hon. Algernon Greville, second son of Fulke, fifth Lord Brooke, ancestor of the present Earl of Warwick, by Mary, daughter and co-heiress of Lord Arthur Somerset, fifth son of the Duke of Beaufort. His grandmother was Miss Macartney, of Granard, county Longford, Ireland, a rich heiress. His father's sister married the late Lord Crewe; one of his uncles was united to Lady Charlotte Bentinck, daughter of the Duke of Portland; another is retired Captain William Fulke Greville, R. N., a man of very large fortune.

This officer was born at Ebberston, co. York, Aug. 24th, 1794; and entered the navy, as midshipman on board the *Renown* 74, Captain (now Sir Philip C. H.) Durham, in Mar. 1806. We next find him, about Sept. 1808, joining the *Arethusa* frigate, Captain (afterwards Sir Robert) Meads, under whose command he saw much active service, and was shot through the leg in a boating expedition, on the north coast of Spain, in 1809. He was subsequently removed to the *San Josef* 110, flag-ship of Sir Charles Cotton, com-

mander-in-chief on the Mediterranean station; and, about July 1810, to the *Volage 22*, Captain Phipps Hornby, which ship formed part of the squadron under Captain William Hoste, in the brilliant action off Lissa, Mar. 13th, 1811\*. From Sept. following until Mar. 1812, he served under Captain Philip Carteret, in the *Naiad* frigate, on the Boulogne station, where he assisted at the capture of two French 16-gun privateers. He was afterwards actively employed on the coast of North America, in the *Junon* frigate, Captain James Sanders, and as commanding officer of the *Abeona*, tender to Sir J. B. Warren's flag-ship, from which he was appointed, in July 1813, to act as lieutenant of the *Woolwich 44*, *armée en flûte*, Commander T. B. Sullivan, with whom he suffered shipwreck on the north end of the island of Barbuda, during a dreadful hurricane, Nov. 6th in the same year. His promotion to the rank of lieutenant took place Jan. 4th, 1814.

Mr. Greville's subsequent appointments were, in 1814, to the *Minerva* and *Araxes*, frigates;—July 31st, 1820, to be senior lieutenant of the *Menai 26*, Captain Fairfax Moresby, on the Cape of Good Hope station;—and, in May 1821, to command that ship's tender, the *Wizard*, manned partly by government slaves from the Mauritius, and employed on a special service in Southern Africa †, where he continued until Feb. 1822. He was promoted to the command of the *Heron 18*, at the Cape, July 19th following; and has since commanded the *Espoir* sloop on the same station. He obtained his present rank on the 27th Aug. 1832.

Captain Greville married, June 1816, Harriet Dorothea, only child of General John Despard, and niece to Sir Thomas Dalrymple Hesketh, Bart., by whom he has had several children. His eldest brother is senior major of H. M. 38th regiment of foot.

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\* See Suppl. Part II. p. 70.

† See Suppl. Part III. p. 365.



### JOSEPH HARRISON, Esq.

SON of an old naval lieutenant, who died agent for transports at Plymouth in 1808. He obtained his first commission on the 10th May, 1807; and was appointed to the *Achillo* 74, Captain Sir Richard King, Nov. 16th, 1809. In the summer of 1810, he commanded a Spanish gun-vessel, manned by that ship, and employed in the defence of Cadiz. He subsequently served off Toulon, on the coast of Sicily, in the Adriatic, off Cherbourg, and on the South American station, from whence he returned home, and was put out of commission, in the autumn of 1816; at which period the *Achille* had been under the command of Captain (now Rear-Admiral) Hollis upwards of five years\*.

Lieutenant Harrison was made a commander in Sept. 1818; and promoted to the rank of captain, while serving in the *Favorite* sloop, on the coast of Africa, Oct. 9th, 1832. He continued in that vessel until paid off, at Portsmouth, in Aug. 1833.

This officer married, April 15th, 1820, Catherine, second daughter of — Mottley, Esq., of Portsmouth.

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### JAMES MARSHALL, Esq.

WAS made a lieutenant on the 4th Mar. 1815. His admirable system of mounting naval ordnance, an invention which, from its importance to H. M. service, cannot be too highly appreciated, led to his promotion to the rank of captain, Nov. 19th, 1832.

In 1827, this officer's new gun-carriage was tried repeatedly on board the *Galatea* frigate, under the inspection of Rear-Admiral Sir Thomas M. Hardy, and was found greatly superior to the common gun-carriages, in facility and rapidity of training and firing, as well as in allowing a greater tra-

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\* See Vol. II. Part I. p. 122.

See his pamphlets in Admiralty Library  
Died December 1834

versing of about a point each way fore and aft. A series of experiments were subsequently carried on at Portsmouth, under the able management and impartial scrutiny of Captain Thomas Hastings, on board the Excellent 58, giving proof upon proof of the excellencies of the new system, in economy of labour, in time of manœuvring, in the number of hands to serve the gun, in command of range, elevation, depression, and last, not least, in precision of fire. The breechings, too, underwent the severest tests, establishing facts beyond the power of biassed opinion to controvert. In consequence thereof, a very strong and unqualified report in favour of adopting the plan in our navy was sent by Captain Hastings to the Admiralty; and, in 1833, an order was issued for all ships to have their stern and bow guns mounted upon Marshall's principle.

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**THOMAS DICKINSON (b), Esq.**

(*Vol. IV. Part I. pp. 251—261.*)

Was advanced to the rank of captain Nov. 29th, 1832.

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**JOHN MILLIGAN LAWS, Esq.**

NEPHEW to Sir Robert Seppings, Knt., late Surveyor of the Navy\*.

This officer was made a lieutenant on the 11th Nov. 1818; appointed to the Spartan frigate, Captain W. F. Wise, Oct. 14th, 1819 †; to the Aurora frigate, Captain Henry Prescott, April 7th, 1821 ‡; to command his uncle's experimental ship, the Sapphire 28, in 1826; and to act as captain of the Southampton 52, bearing the flag of Rear-Admiral Sir Edward W. C. R. Owen, on the East India station, April 17th, 1831. He obtained a commander's commission July

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\* See Vol. III. Part II. pp. 306—311.

† See Suppl. Part I. p. 152.

‡ See Suppl. Part II. p. 110.

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1st, 1825; returned home in the Southampton, Oct. 12th, 1832; and was promoted to the rank of captain Jan. 7th, 1833.

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### OSBORNE FOLEY, Esq.

**NEPHEW** to the late Admiral Sir Thomas Foley, G. C. B., Rear-Admiral of Great Britain, who died commander-in-chief at Portsmouth, Jan. 9th, 1833.

This officer entered the royal navy in 1812; obtained his first commission on the 5th Feb. 1821; and was promoted to the rank of commander, while serving under the flag of Sir Edward Codrington, in the *Asia* 84, on the Mediterranean station, April 28th, 1827. He was made a captain, in compliment to the memory of his gallant uncle, Jan. 16th, 1833.

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### JOHN LIHOU, Esq.

**NEPHEW** to Admiral Lord De Saumarez, G. C. B., General of Marines, &c.

This officer obtained a lieutenant's commission in Oct. 1811; and was appointed to the *Tonnant* 80, flag-ship of the Hon. Sir Alexander I. Cochrane, on the Halifax station, in the beginning of 1814. He subsequently entered into the merchant service, and commanded the ship *Zenobia*, of Calcutta, for some years in the East Indies and Pacific. The following is extracted from the *Sidney Gazette*, April 1823:—

“The *Zenobia*, Captain John Lihou, is the first ship, we believe, which has ever succeeded in passing Torres Straits from the westward, the general course being from the eastward. This essay of nautical skill was accomplished after the loss of four anchors and the rudder. The ship was afterwards brought up with guns in a fine and extensive harbour in Endeavour Strait, which Captain Lihou reports to be capable of affording commodious and safe anchorage to a first-rate man-of-war, having 6½ fathoms, with a mud bottom, within a bar that crosses the entrance, but over which the *Zenobia*, of 550 tons, glided with ease. This harbour,

which had not previously been discovered by any British commander unless Captain King, R. N. should have gone in that direction, afforded plenty of excellent fresh water."

We are not aware that any vessel has ever succeeded in effecting a passage in this direction since the *Zenobia*; neither did Captain King visit this harbour, to which Mr. Lihou gave the name of Port Yarborough, and which is particularly valuable from being the only one known in these dangerous straits.

On the 12th May 1827, Mr. Lihou was promoted to the rank of commander. In 1829, he obtained letters patent for some improvements which he had made in the mode of hanging ships' rudders, whereby great facility was given to their working, repairing, and management. In the same year, a vessel fitted with his rudder was launched from the building-yard of Messrs. Curling and Smith, in the presence of a concourse of curious and scientific persons, among whom were a number of naval officers and merchant captains, who all bore unequivocal testimony to the value of the invention. The following "Report of a Survey held at the royal dock yard, Woolwich," was transmitted to the Admiralty, Aug. 25th, 1830:—

"In pursuance of the directions of the Lords Commissioners of the Admiralty, we, the undersigned, have minutely examined the rudder fitted to H. M. S. *Raleigh* by Commander Lihou, royal navy; have unshipped and reshipped it with great facility; and are of opinion that it possesses the following advantages: viz.—

"I. It is easier repaired if knocked off, by the pintle and its brace being separate, and can be readily replaced, under any circumstances, at sea, by each ship being supplied with a spare set of pins.

"II. The rudder working in a rule-joint in the stern-post, facilitates its being shipped at sea; and fitting so closely at the heel, it precludes the possibility of any ropes getting in between.

"III. The rudder is found to work easier in consequence of these pintles being turned in a lathe; and we recommend the upper pintle (which is of iron, and upon the old plan) to be altered so as to correspond with the others, which we consider will make the plan most perfect.

"IV. The pins of the pintles, being cylindrical, must, in the event of their breaking, fall out of the googings; consequently possess, in our opinion, a decided advantage, inasmuch as it precludes the necessity of

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either docking a ship, heaving her down, or even returning into port, which must be the case when the broken pintles are hard jammed in.

“ V. A towing strap (with a pendant attached to it) on the head of the rudder, we consider preferable to the rudder pendants and chains, from the facility it affords in veering the rudder clear of the stern, and getting it alongside for hoisting in.

“ VI. Two straps round the rudder-head (used as slew ropes), to which straps the relieving tackles are hooked; and by this simple plan, two men to each moved the rudder with perfect ease from side to side, answering all the purposes of the horns, chains, and pendants, which may be discontinued, and thereby a considerable expence saved.

(Signed)

“ SAMUEL WARREN, Commodore.

“ DAVID DUNN, Captain.

“ FRANCIS FEAD, Captain.”

The following are selected from a great number of similar testimonials, communicated by individuals of known ability and long experience in their profession :—

“ *London, 2d August, 1830.*

“ I hereby certify that the barque ‘ John Pink,’ under my command, has made a voyage from London to Jamaica and back, with a rudder fitted on the plan of Captain Lihou. I further certify, that it has answered in all respects, during every variety of weather, to my entire satisfaction; and that, besides the facility of re-hanging it in case of damage, the rudder moves with much greater ease than rudders on the old plan, to which I consider it far superior.

(Signed)

“ ROBERT NIXON, Master.”

“ *H. M. R. C. Stork, Leith Roads, Aug. 30, 1830.*

“ Sir,—It gives me much satisfaction to state, that the rudder on your plan, fitted to the Stork revenue cutter, under my command, works well and easy; and I have no hesitation whatever in saying that it answers every expectation. I am, Sir, &c.

(Signed)

“ S. BARRETT, Lieut. and Commr.

“ *To Commander Lihou, R. N.*”

“ *London, Sept. 9, 1830.*

“ I hereby certify, that the ship Chieftain, under my command, has made a voyage to the West Indies and back to London, with a rudder fitted on Captain Lihou’s plan; and I consider it but simple justice to state, that during an experience of thirty-three years, commanding vessels out of this port, I have never before met with an invention so important to shipping. A child of six years old can steer my ship on the present plan; and in the event of the rudder being knocked off, and the pintles broken, I have the means of repairing them, and re-hanging it at

sea or on any foreign coast, in a few hours, at no additional expence, as complete a manner as is now done by returning to port and getting new pintles. (Signed) "THOMAS PATTISON, Master."

In the same year a general order was issued by the Commissioners of the Navy, for fitting the rudders of all such of His Majesty's ships, as may hereafter be built or repaired, on Commander Lihou's improved plan, which has since been adopted by foreign nations, its advantages having become universally known and appreciated.

On the 1st Feb. 1833, Commander Lihou was appointed to the Victory 104, bearing the flag of Sir Thomas Foley, at Portsmouth; where, in Sept. following, he had the gratification to witness the launch of the Neptune 120, fitted with his patent pintles to her rudder. As a reward for his valuable invention, he was advanced to the rank of captain, Feb. 4th, 1833.

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### THOMAS CAREW, Esq.

(*Vol. IV. Part I. p. 207.*)

WAS promoted to the rank of captain on the 1st Mar. 1833.

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### WILLIAM NUGENT GLASCOCK, Esq.

WENT first to sea in Jan. 1800, as midshipman, on board the Glenmore frigate, Captain George Duff, on the Irish station, and followed that distinguished officer into the Vengeance 74, attached to the Channel fleet, early in 1801.

After the battle of Copenhagen, the Vengeance was sent to reinforce the Baltic fleet; and we subsequently find her employed off Rochefort, whence she was ordered to Bantry Bay, for the protection of that part of Ireland. Upon this station she continued until the signature of the preliminaries of peace, when she was selected to form part of a squadron under Rear-Admiral (afterwards Sir George) Campbell, destined to Jamaica, for the purpose of watching the movements of an armament sent from France, to attempt the recovery

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of the French part of St Domingo from the usurped government of the blacks. Previously to his departure for the West Indies, Mr. Glascock witnessed a mutiny in the Bantry Bay squadron, and the execution of the ringleaders at Spithead.

On the renewal of hostilities, in 1803, Mr. Glascock joined the *Colossus* 74, Captain (now Sir George) Martin, whom he followed into the *Barfleur* 98, of which ship he was signal mate in Sir Robert Calder's action with the combined fleets of France and Spain, July 22d, 1805.\* On that occasion, the master of the *Barfleur* and two men were killed, and her first lieutenant (Peter Fisher) and six men wounded. On the 22d of the following month, Mr. Glascock witnessed the brush between the van ships of the fleet under Admiral Cornwallis, and the rear of the French line in Bertheaume Bay, near Brest, of which we have made mention in Vol. I. Part II. p. 698, and Suppl. Part IV. p. 411, *et seq.*

Mr. Glascock passed his examination for lieutenant in Sept. 1808, and was promoted into the *Dannemark* 74, Captain (afterwards Rear-Admiral) James Bissett, on the 8th Nov. following. That ship formed part of the squadron under Sir Richard J. Strachan, at the attack and reduction of Flushing, in Aug. 1809,† and Lieutenant Glascock subsequently suffered much from the Walcheren fever, of which he had several relapses. His next appointment was, about July 1812, to the *Clarence* 74, Captain (now Rear-Admiral) Henry Vansittart, employed in the blockade of Rochefort, on which station he participated in one or two boating affairs with the enemy.

After the close of the European war, in 1814, he joined the *Tiber* 38, Captain J. R. Dacres. We subsequently find him serving as first lieutenant of the *Madagascar* and *Meander* frigates (both commanded by Captain Sir James Alexander Gordon), and displaying much coolness and presence of mind when the latter ship struck on the Garbard Sand, near Orfordness, in a gale of wind, Dec. 19th, 1816.‡ On

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\* See Vol. I. part I. p. 405.

† See *id.* p. 290.

‡ See Vol. II. Part II. p. 946.

that occasion, without waiting for orders, he directed the helm to be put up, to run the ship, if possible, over the shoal, had it not been for which she would, in all probability, have stuck fast and soon gone to pieces.

In the spring of 1818, Mr. Glascock was appointed first lieutenant of the *Sir Francis Drake* 38, flag-ship of Sir Charles Hamilton, governor of Newfoundland, from whom he received an order to act as commander of the *Carnation* sloop, Nov. 20th following. This appointment was confirmed by the Admiralty on the 31st Dec. in the same year. He commanded the *Drake* brig from May until Dec. 1819, when he was obliged to invalid. He subsequently was appointed to the *Orestes* ship-sloop, which vessel he joined at Lough Swilly, Aug. 12th, 1830, and paid off at Portsmouth, Oct. 1st, 1833, four months after his advancement to the rank of captain.

The *Orestes* was first employed in cruising on the coast of Galway, where she encountered a terrific storm on the 19th Nov. 1830. During this tempest many vessels were stranded, four of which Commander Glascock succeeded in getting off the rocks, and restoring to their owners, long after their total abandonment.

The following is an extract of his official report on this occasion :

*Galway Roads, Jan. 1st, 1831.*

“ Having upon the coming of the spring tides made previous arrangements, four parties, each commanded by an officer, the whole under my personal superintendance, were, on the 27th ult. severally despatched to perform the various duties of excavating rocks, cutting channels, laying out anchors, buoing with casks the bottom of each vessel, and bringing to the fore-foot of two of the largest the most powerful purchases which could be procured from H. M. sloop. The result of this arduous and truly laborious undertaking, which I need scarcely add, fell heavily upon so small a complement of men, has been, that by the persevering exertions and seaman-like conduct of the two lieutenants, the master, and three warrant officers, together with the cheerful alacrity and orderly demeanour of the crew of the *Orestes*, during five days and three nights of the most harassing and incessant labour, three valuable vessels \* have not only been rescued from plunder and total destruction, but have, in 1

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\* Two Barmouth brigs and a Grangemouth schooner.



perfectly uninjured state, been restored to their owners, and safely secured within the piers of this port."

On the 25th Jan. Commander Glascock reported that the fourth vessel, a sloop belonging to Dumbarton, had, by the greatest exertions on the part of his officers and crew, been got off, and likewise safely secured in Galway harbour. The only reward which he received for these services, not having made any claim for salvage, was, the official approval of his commander-in-chief, Rear-Admiral the Hon. Sir Charles Paget.

Commander Glascock was next sent, in May 1831, to the river Tyne, to tranquillize the dissatisfied seamen of Newcastle and Shields. His situation there was beset with difficulties of a critical nature, arising from political causes, the prejudices peculiar to the seamen of the north, and the anomalous jurisdiction of the river, added to the circumstance of his possessing no definite official instructions to guide and govern his public conduct. After four months of unenviable service, however, he succeeded, to the satisfaction of all parties, in subduing the riotous, and restoring order, for which he received a public expression of thanks from the mayor and corporation of Newcastle. He was subsequently employed as senior officer on the Irish station.

Pending the civil war in Portugal, Commander Glascock was entrusted with the command of the naval force in the Douro, which he retained for nearly a year. During the greater part of this time, the city of Oporto was in a constant state of actual siege, and the British squadron as constantly exposed to the incessant cross-fire of both belligerents, and in hourly danger of explosion from the interminable succession of shells bursting and falling in the river. No instance stands on record of an officer of the same rank holding a command replete with such personal responsibility, and fraught with consequences of such international and political import. The following is an outline of the occurrences in that quarter during the period of his command:

The *Orestes* entered the Douro on the 23d Sept. 1832, in company with the Childers sloop, Commander Robert Deans,

the then senior officer. On the 28th of the same month, the captain's steward of the latter ship was mortally wounded, by a shot in the loins, when standing on the forecastle. "The circumstance at the time," says Commander Glascock, "occasioned a great sensation,—for we were then strangers to the assassinating system of murdering individuals, by musketry across the river, and of course had not calculated that lookers-on were as likely as others to lose their lives. The accident originated in a foolish frolic on the part of some of the Oporto watermen, who had, early in the morning, capsized from the cliff abreast of the British sloops, a number of empty pipes, which it had been supposed the Miguelites had there placed, for the purpose of building a battery. Encouraged by their morning's work, these brave barcadoes were again induced to ascend the hill: but hardly had they reached the summit before they were seen scampering down, flying from a handful of armed guerillas." Taking to their boat, they sought shelter under the lee of the Britomart, a British bark, moored close to the Childers, and thus brought upon that sloop and her consort a most galling fire, the merchant vessel having just before given great offence by discharging on the constitutional side a cargo of heavy guns. On the following day, Mr. Emeric, E. Vidal, purser of the Asia 84, was dangerously wounded whilst on shore viewing a desperate attack made by the Miguelites upon Don Pedro's lines near Oporto.\*

On the 11th Oct. three musket-balls were fired, and to all appearance purposely, at the Orestes, from the summit of a hill known by the name of the "Quarantine Ground." The party firing were attired as soldiers. One shot fell close alongside. There being no object whatever then in the vicinity of the Orestes to provoke a fire, her commander was quite at a loss to conjecture the cause of such an egregious violation of neutrality—"particularly after the extraordinary forbearance which had been recently manifested by both of

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\* Naval Sketch Book, 2d series, Vol. II., pp. 159 and 165.

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H. M. ships under circumstances so peculiarly annoying." On the 19th, Commander Glascock was under the necessity of complaining to Colonel Hodges, commandant of the British brigade in the service of Don Pedro, that two privates of that corps had conducted themselves, when passing close by the *Orestes*, in a manner truly insulting to His Britannic Majesty's flag.

On the 5th Nov., the Childers having quitted the Douro, Commander Glascock became senior officer of the squadron in that river, then consisting of the *Orestes* 18, *Nautilus* and *Leveret* 10 gun brigs, *Ætna* surveying vessel, and *Echo* steamer. About the same time part of Don Pedro's naval force, under Vice-Admiral Sartorius, crossed the bar, and moored in positions best suited to defend the Foz, or to act as occasion might require. On the 9th, a mortar battery compelled some of these vessels to make a move; and next day the *Sampaio*, a formidable fortress commanding the mouth and lower extremity of the river, unmasked, opening a tremendous fire on one of the corvettes. The retreat of the constitutional squadron created no little confusion: then it was that the British men-of-war and merchantmen became in an awkward dilemma; for in taking up their new positions, Sartorius's ships had mingled with both the former.

In a letter to Rear-Admiral Parker, dated Nov. 10th, Commander Glascock says: "Placed as I am in a situation of such responsibility—removing the whole squadron from side to side as the batteries open from contending parties—I trust you will excuse my not being able to enter into a full detail of the operations so suddenly commenced this day. Don Miguel's general (the Visconde de Santa Martha) has opened batteries, which if not carried by a coup-de-main on the part of Don Pedro's troops, must inevitably destroy his shipping in the river; and it will be extremely fortunate if the British vessels, men-of-war as well as merchantmen, escape the fire of the contending parties. At this moment, when I write, shell and shot are passing in all directions between and over the masts of H. M. ships."

On the 12th, at 8 A. M., a shell was thrown so close to the

Leveret that it burst under her bow, producing a concussion which threatened serious damage. The same day, a heavy gale of wind broke most of the ships in the river adrift; but, with the exception of a few spars, little or no damage was done to the British squadron. Don Miguel was then preparing, not only to bombard the city, but to cut off all communication by land as well as by sea, with a view of eventually starving the inhabitants of Oporto. On the morning of the 14th, at day-light, Don Pedro's troops made a sortie from the Sierra convent, with a view of supporting Sartorius's seamen, who landed from their ships to storm a mortar battery on the summit of the Quarantine Ground. The sailors were repulsed, and their leader, Captain Morgul, was mortally wounded; but the troops, (under Colonel Schwallbach, a fine old German soldier,) though only twelve hundred strong, took one hundred and sixty prisoners. Had three or four thousand men been sent instead of twelve hundred, the probability is, the troops of Don Pedro would have destroyed all the batteries on the southern side. From the heavy cross fire of musketry to which H. M. ships were exposed, Commander Glascock was apprehensive some damage would have ensued; but from keeping their crews below, he was happy to report, that with the exception of stranding a shroud here and there, of the lower and top-mast rigging, not a single accident occurred.

On the 17th Nov. a sortie was made by the British and French troops in Don Pedro's service, on the north of their lines. A few Miguelites were made prisoners, and several huts in their camp destroyed; but this was no compensation for the number killed and wounded on the constitutional side. On the morning of the 19th, an occurrence took place which might have led to political consequences of the most serious nature.

Previously to the blockade of the Douro, which was fully established by the opening of the Sampaio battery, the Raven cutter, tender to the Ætna, had been sent to complete a survey of soundings without the bar; but bad weather coming on, she was compelled to procure an offing, and consequently

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was ignorant of the existing state of things within. Not distinguishing the signal made to her to keep to sea, she attempted with the flood tide to run over the bar, and was deliberately fired at by the Miguelite batteries. Perceiving that he was the object of the fire from the fort, the lieutenant commanding the cutter hove in stays, thereby evincing the most ready disposition to put back to sea; but still the cannonade was provokingly continued until he got clear out of reach of shot. In reply to the joint remonstrance of Commander Glascock and the British Consul, the Miguelite General assumed somewhat of a lofty tone; yet, though he attempted to justify the act, it was manifest in his answer to their subsequent protest, that he did not altogether divest himself of that subtlety and subterfuge so characteristic of Portuguese diplomacy. The Visconde asserted that the continued fire of which the protest complained was not directed at the Raven, but at Don Pedro's fort, St. John's, on the opposite side of the entrance of the river, which fort, he said, returned a fire upon his battery with a view of protecting the British cutter. In addition to Commander Glascock's testimony, as well as that of the officers of the *Orestes*, we have seen depositions on the subject from Commanders Lord George Paulet and Edward Belcher, of the *Nautilus* and *Ætna*; the former stating, that "to the best of his knowledge, the number of shot fired in the direction of the Raven must have amounted to fifteen, the greater number of which were fired after she had put about with an intention of returning over the bar;" and the latter, "firmly believing the shot were intended for the cutter, as they were not in the direct line for St. John's, and struck the water near the cross rock between his boat and her whilst she was standing to seaward." We should observe, that Commander Belcher, perceiving the Raven could not distinguish the signal to keep to sea, proceeded down the river in his boat, and reached alongside when the forts were still firing at the cutter, "whose blue ensign, pendant, and pilot-jack were during the whole time flying." On the 20th Nov. the commander-

in-chief of H. M. squadron in the Tagus wrote to Commander Glascock as follows :—

“ Sir,—I have this morning received by the Leveret your several letters of the 10th, 15th, and 17th instant, the two former detailing the late important events between the contending parties on the banks of the Douro ; and I have to express my entire approbation of the zeal and judgment manifested throughout by your correspondence during an anxious and delicate service. I am, &c.

(Signed)

“ W. PARKER, Rear-Admiral.”

On the 23d Nov., two British brigs, having on board horses and forage for the constitutional army, forced the blockade in opposition to a heavy fire that was opened on them from a battery on the heights of the southern bank of the river. Both the brigs were struck by four or five shot—one was not in the least damaged, the other was hulled between wind and water, and had one horse killed. They attempted to take shelter under cover of his Majesty's ships, a step which was not sanctioned by Commander Glascock, who consequently insisted upon their being warped a-head of the squadron. The Miguelites continued firing upon them, pointing their guns between the masts of the *Orestes* and *Ætna*, but without doing either ship any damage. On the 27th, the Pedroite schooner *Gracioso*, with colours flying, forced the blockade in excellent style, and ran up the river, returning with her pop-guns the fire of the *Sampaio* battery. On the following day, Don Pedro's troops made some sixty or seventy prisoners, and massacred as many more *when in the act of laying down their arms*. The number of killed and wounded on the Miguelite side could not be ascertained. About seventy of the constitutionalists were seriously wounded. On the 30th, Oporto was bombarded for several hours ; several hundred shells had previously been thrown into the town, but not more than five or six persons had perished. On the 1st Dec., Commander Glascock reported to the Admiralty as follows :—

“ In consequence of the Visconde de Santa Martha having requested the removal of H. M. squadron higher up the river, for the purpose of en-

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abling the batteries of Dom Miguel to open an uninterrupted fire upon his opponents, H. M. ships were this day removed to the position proposed by me and agreed to by the Visconde; but scarcely had the Orestes taken up her anchorage \* before a heavy fire of musketry was not only opened upon her decks, but as well upon the boats which were employed in laying out the necessary stern-fasts to secure her. Three musket-balls were put into the bow of the barge, and several others in and about the masts and bulwarks of H. M. ship. Their Lordships will appreciate the great forbearance manifested by British seamen, when they are informed that the principal part of the fusilade proceeded from a *fraternity of friars.*"

This hostile proceeding called forth a strong remonstrance on the part of Commander Glascock, who, in his letter to the Miguelite General, thus expressed himself:—

" Luckily no lives have been lost; but I must now forcibly remind your Excellency, that there are limits beyond which patience and forbearance cannot be carried; and I do therefore trust that prompt and decisive means will be resorted to by your Excellency to prevent even the possibility of the recurrence of such outrages, otherwise consequences may ensue for which I neither can nor will be responsible."

To this, the Visconde de Santa Martha made an apologetic reply; and Commander Glascock, on the 2d Dec., informed Rear-Admiral Parker that his remonstrances with the contending parties appeared " for the present to have silenced the fusilade which had been so long kept up from both sides of the river."

Dissensions had now for some time prevailed at Oporto; resignations consequently followed: the Duke of Braganza appeared to be quite at a stand still for want of money, ammunition, and a general-in-chief to whom he could intrust the execution of any important military measure. At the same time a most obstinate pertinacity prevailed amongst the owners and masters of British merchant vessels. Although the Consul, Colonel Sorrell, recommended as many as possibly could to depart the Douro, the masters appeared as it were callous to all reasonable advice, indulging in the

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\* Under the walls of the convent of St. Antonio.

opinion that his Majesty's Government, to use their own vulgar expression, would "see the British flag righted."

Between Nov. 29th and Dec. 2d, several hundred shells were thrown into the town, with a view, as the Miguelites gave out, of practising their artillery and ascertaining the range, preparatory to a regular bombardment and assault. A convent was burnt down to the ground, and some houses on the river side suffered considerably; but singular to say, there were not above three or four persons killed, and about as many wounded.

On the 3d Dec., the Visconde de Santa Martha wrote to Commander Glascock, complaining that the British flag had been worn by a large Portuguese boat in which was a *Caçadore* officer. In reply, his Excellency was acquainted that the boat alluded to had been retained for the use of His Britannic Majesty's squadron, as the boats of the men-of-war were not at all times calculated to cross the dangerous bar of Oporto; and that the "*Caçadore officer*" was no other than the second lieutenant of the *Ætna*. On this occasion, the Visconde conveyed to Commander Glascock "a flattering expression of the sentiments he entertained of the British naval service, and the confidence he reposed in him with respect to the continued observance of a strict and honorable neutrality."

On the 5th and during the night of the 7th Dec., Oporto was severely bombarded. Dissensions still continued; and the non-payment of the troops in Don Pedro's service, particularly the British battalion, gave rise to much dissatisfaction and disorder. On the night of the 5th, two of Sartorius's brigs left the Douro; the batteries opened upon them, but they escaped unhurt. On the latter day a most disgraceful deception was practised by a steam-vessel belonging to Mr. George Brown, of the Baltic Coffee House, London, as will be seen by the following extract of an official letter from Commander Glascock to Captain Markland, of H. M. S. Briton, the senior officer without the bar, dated Dec. 8th, 1832:—



"An occurrence happened yesterday of a very disagreeable nature—as a British officer I could not but feel highly indignant. The 'Lord of the Isles,' merchant steam-boat, (William Benzon, master,) with three hundred troops from Brest, and several barrels of gunpowder on board, entered the Douro with a British red ensign and mast-head pendant, both flying until the latter was by my directions hauled down, with a view of prosecuting the party according to the act of 3 Geo. IV. Chap. 110, sect. 2.

"I regret that an abuse of the British flag, and such an usurpation of the pendant, should have occurred at this moment; but believing that it was one of H. M. packets, the officer commanding the fort at Sampaio permitted the 'Lord of the Isles' to pass perfectly unmolested. Upon investigating the circumstance, I discovered that the master of the steam-vessel was excessively drunk, and that an officer from the 'Don Pedro,' now cruising without the bar, had been sent on board the steamer to conduct her into the river. I shall take upon myself to protest officially against such an unjustifiable proceeding, and I hope that H. M. Government will approve of the measure. The British flag has been already so much abused, that it will be to me a matter of the greatest difficulty to remove from the mind of the Visconde de Santa Martha the impression that I, as senior officer in the Douro, have not participated in the deception practised.

"Upon the instant the deception was discovered, I sent Commander Belcher to communicate verbally with the General in command on the southern side of the Douro. He was not so fortunate as to see the Visconde de Santa Martha, but communicated with an officer of rank, who seemed to be satisfied with his statement. I trust the deception in question will not eventually affect the egress and ingress of H. M. steamer Echo. The position in which H. M. squadron are placed precluded the possibility of seeing the steam-boat usurping H. M. pendant until she had anchored."

Commander Glascock's prompt and unexpected disavowal of any participation in this gross deception, considerably tended to remove those suspicions and unfavorable opinions which, from the constant abuse of the British flag, the royalists had much reason to entertain; but, from that moment, he was stamped by the constitutionalists as a "rank Miguelite," and rumours of the most malicious tendency were circulated to his prejudice throughout the city of Oporto. Previous to the arrival of the "Lord of the Isles," for want of powder, the constitutional batteries were unable to return their opponents' fire.

On the afternoon of the 7th Dec., a brig captured by the *Pedroite* cruizers, a schooner said to have had on board artillery from the Western Islands; and a French brigantine, were destroyed by the *Miguelite* batteries, when attempting to force the passage of the bar. On the 10th Commander Glascock wrote to the Visconde de Santa Martha as follows :

“ Excellent Sir,—I have the honor to acknowledge the receipt of your communication of the 8th inst., and to return my acknowledgments for the prompt manner in which, through your Excellency’s medium, a contract for fresh beef has been effected for his Britannic Majesty’s squadron. I take the opportunity to inclose your Excellency a copy of a memorandum forwarded to me yesterday from an officer signing himself Ioa Pigott, Cheffe d’Estado Maior.

“ To prevent any future mistake, I must take leave to apprise your Excellency that, as H. B. M. Government have decided that the British vessels of war in the Douro are to continue here for the protection of British persons and property, it becomes a matter of necessity that they be from time to time supplied with provisions from H. B. M. ships or transports without the bar. To effect this object, it may be sometimes necessary, particularly with so uncertain a bar, to use every means in my power to promote the utmost despatch in the transport of these supplies. I therefore must impress upon the mind of your Excellency, that the means afforded me to effect the above object, or any other on H. B. Majesty’s service, must be in no ways limited. Any impediment offered on your Excellency’s part, or on the part of any of your Excellency’s officers, will only tend to disturb the reciprocal relations which now exist between H. B. Majesty’s Government and the Government of Portugal; and I am sure your Excellency will agree with me in opinion, that at the present crisis, any unguarded step to affect the neutral position now existing between the two nations, would by no means tend to ameliorate the condition of the Government of Portugal. I have now to assure your Excellency, and I do so advisedly, that British forbearance has been carried to its utmost limit. I am the more induced to make this remark, from the perusal of the minutes of the court-martial which your Excellency had the goodness to transmit to me. Not one iota of truth appears in evidence relative to the statements made respecting H. B. M. ships under my command having fired artillery in the first instance, and musketry some hours subsequent. No artillery had been fired on the occasion alluded to, but a blank cartridge to enforce the signal for a pilot; and the fire of musketry was that which, at stated periods, namely, sunset, sunrise, and at eight o’clock at night, had always before been fired; a practice which will be continued, according to the custom of H. B. M. service, during the stay of the British vessels of war in the Douro. I

have only to re-assure your Excellency, that I shall studiously endeavour to comply with your wishes, so long as they do not impede the promotion of those duties which H. B. M. Government have called upon me to discharge in this river; and I therefore repeat, that all means of communication with H. B. M. ships and vessels of war, without the bar, must be left open to my discretion. I may require the *Echo*, or one, or *ten boats*, to pass and re-pass the bar of the Douro on the same day.

“I have frequently assured your Excellency of my determination to preserve a strict and honorable neutrality, and from your Excellency’s courteous correspondence with me, I feel satisfied that you will still repose in me that confidence which your Excellency has more than once been pleased to express. With the highest consideration and respect, I have the honor to be, &c.

(Signed)

“W. N. GLASCOCK.”

On the 15th Dec., a shell from one of Don Pedro’s batteries burst over, and fell on board the *Echo*, but without doing any material damage. On the 17th, at 7 A. M., a considerable number of the constitutional troops were most unexpectedly discovered crossing the river in large boats, pulling directly for the landing place in close proximity with the neutral position taken up by the British squadron; a position purposely selected to guard against the wonted dangers of the winter “freshes.”

The assailing party were permitted to land unmolested, although thirty or forty expert marksmen, from the windows of the *Quinta*, situated close to the water side, and in which a strong picquet was constantly stationed, might have prevented the landing of double the number. From the many large boats, and particularly “river-men” employed on the occasion, it was obvious that the object in view was to embark a considerable quantity of wine stored in a neighbouring “Lodge”—the property of the “Portuguese General Company”—upon which it is said, together with the collateral security of the island of Madeira, Don Pedro expected to raise a loan.

Anticipating the result, a general signal was immediately made by Commander Glascock to “veer cable,” in order to afford sufficient room for the *Pedroites* to effect a landing clear of H. M. squadron. The half ports of the *Orcstes* were shipped on both sides,—the hammocks stowed high,—the

gratings and dead-lights placed over the hatchways and skylights,—the crew kept below,—and every precaution taken to guard against accident likely to result from both the belligerents' musketry. As anticipated, after about forty minutes skirmishing on the southern heights, during which the convent of St. Antonio was broken open, and much sacerdotal property stolen and embarked by the boatmen of Oporto, the Pedroites had to retreat in the greatest disorder. A heavy fire of musketry was then opened on them; and the boats left the beach in the utmost confusion. Some took shelter under cover of H. M. ships, and two boatmen threw themselves on board the *Orestes*, affecting to be wounded. Upwards of forty soldiers, including several severely wounded, succeeded in getting on board of two English merchant brigs, lying close alongside the *Orestes*, and a boat full of troops attempted to take shelter on board the *Echo*; but being a neutralist, and in the face of one belligerent party, her commander, Lieutenant Robert Otway, felt it his duty to decline making her a place of refuge for the other party. For four hours and upwards (during which time one of the most beautiful convents on the river-side was burnt) a heavy fire of musketry was kept up from both sides of the river, as also from some of Don Pedro's troops retreating in the boats. The damage done to the squadron by the incautious and promiscuous fire of the latter, particularly to the rigging, was very considerable. In a letter addressed to Captain Markland, dated 17th Dec. 1832, 9 P. M., Commander Glascock says:

“ In my letter of the 15th inst., I took occasion to mention the total absence of all precaution on the part of Don Pedro's troops in throwing their ‘curved artillery;’ but the carelessness of his soldiery *this day*, in the direction of their general fire, great guns as well as small arms, was truly disgraceful to military men. The damage done to the rigging and bulwarks of the British squadron is sufficient to justify the assertion; nor can I refrain from remarking, that in almost every instance in which the troops of Don Pedro have become the assailing party, a neutral position has been somehow selected, as if to facilitate their purpose. Whether designedly or not, it is not for me now to decide; but I unhesitatingly assert, that H. M. ships have more or less suffered from the repulsed party availing itself of their neutral position to cover a hasty retreat.

“ In consequence of fabrications of the most malicious tendency having been circulated throughout the town of Oporto, I deemed it expedient to address the British Consul upon the subject. How such falsehoods can possibly originate, I cannot conjecture. Every facility to convey the hospital stores of Don Pedro, sent from England and from Lisbon, has been afforded to the Duke of Braganza, through the medium of the British squadron; and medical aid, for the last two months, has been daily sent from the *Orestes* to his hospitals;—but the fact, Sir, is, any officer who observes a strict and honorable neutrality is suspected to be an enemy by the little-minded partizans of Don Pedro.

“ This communication is kept open in order to ascertain, should time permit, the loss sustained by Don Pedro’s troops in the ill-conceived and badly executed attack of this morning. You will be surprised to learn that no naval officer in Don Pedro’s service was prepared to expect such an attack; nor had they the management of a single boat in conveying the troops across the river. The result was, that the boats which effected the transit of the troops, instead of being reserved for a ready retreat, were, by the drunken rivermen, filled with church property and pipes of wine. The scene of the soldiers’ retreat was of the most appalling nature,—some were seen swimming until they reached the chain cables of the two British merchant brigs already alluded to, where, ultimately, the heavy fire of their opponents caused them to sink, bleeding and lifeless, to the bottom:—several watermen were also drowned, and I apprehend it will be a matter of some difficulty to ascertain the exact loss in this unfortunate affair. I witnessed one field-officer killed, and other officers of inferior rank severely wounded. The loss sustained on Don Miguel’s side cannot be ascertained, but it is generally admitted to be comparatively trifling.”

Previous to his writing this dispatch, Commander Glascock had acquainted Captain George, the senior officer of the Pedroite vessels of war then in the Douro, of the number of the suffering troops on board the British merchant brigs, at the same time requesting their removal to the hospital on shore, several being dangerously wounded. After sending, at the suggestion of Commander Glascock, a couple of boats with silent and steady crews, to effect the removal of the sufferers—for the process became a business of stealth—Captain George called alongside the *Orestes* in his gig, and begged to speak to her commander. “ Good heavens, Sir !” exclaimed he, on ascending the side, “ how little does this act of humanity accord with the villainous reports now propagated in the town, by which you and the officers of the

squadron are calumniated, and are made out to be the most diabolical monsters that ever existed in the forms of men! But when I go on shore I will give the lie to their vile inventions." So anxious was Captain George to contradict the vile rumours then afloat, that, in his haste, he inclosed to Don Pedro's Minister of Marine the original hurried note he had received from Commander Glascock. It ran thus:—

“ Half-past 5 P. M., 17th Dec. 1832.

“ My dear Sir,—Pray lose no time in sending boats for the unfortunate wounded now on board the two British brigs, *Lusitania* and *Red-port*. Send *silent steady hands* (Englishmen), and not *d—d noisy jabbering Portuguese*. Yours, &c.”

In removing the wounded from these vessels, which were moored within a very short distance of the Miguelite piquet-house, silence was every thing—the least noise would have brought on a heavy fire.

On the night of the 17th Dec., Commander Glascock also wrote to the British Consul as follows :

“ Sir,—I have to request you will be so good as to take the earliest opportunity to communicate with Don Pedro's Minister for Foreign Affairs on a subject which has excited in me, as well as generally throughout the British squadron, the utmost indignation. I have no time to expatiate upon the system of invariably making all attacks under the shelter of British ships, and bringing upon them a galling cross fire. One of the seamen of H. M. sloop *Orestes* I fear has been mortally wounded, and the ship, in her masts, yards, rigging, and bulwarks, has suffered considerably. Most of the fire proceeded from Don Pedro's side, bits of shell, grape, and canister-shot were picked up on the decks of the *Orestes*.

“ But, Sir, the immediate subject of this communication is to request that the *vile fabrication*, now circulated so currently in the town, of *the British ships of war having fired upon Don Pedro's troops when retreating in their boats*, may be distinctly and indignantly denied. This falsehood even surpasses in mischievous malignity the rumour of the *Orestes* having landed powder for Don Miguel's service. I demand a public denial of both fabrications from the Government authority; and I call upon you, as his Britannic Majesty's Consul, to assist me in obtaining this denial.

“ Humanity led me even to risk my own men by sending medical aid on board the ‘*Red-port*’ and ‘*Lusitania*’ brigs, which received some of the wounded of Don Pedro's troops. I even visited the wounded men myself, and was personally fired at, when going on board those vessels to

see how far I could succour the party suffering. Time prevents my saying more upon this subject. I hope, however, you will see the propriety of immediately complying with my request. I have the honor to be, &c.  
(Signed) "W. N. GLASCOCK."

The rumour of the *Orestes* having landed powder for Don Miguel's service, originated in this way. The squadron within the Douro being in want of provisions, the *Echo* was purposely dispatched to procure a supply from the *Nimrod* sloop, at anchor without the bar. So soon as the steamer had received her cargo, she re-entered the river, and, without anchoring, ran at once alongside the *Orestes*, to avoid the double trouble of loading and unloading boats. It was nearly dusk. The *Echo's* decks were lumbered with bags of biscuit, and a considerable quantity of beef and pork in casks. These casks of salt meat were, by the people of Oporto, magnified into barrels of powder—and twelve river boatmen were ready on oath to attest before the ministerial authorities, that one hundred barrels from the *Orestes* had been landed on the south side, immediately abreast of the ship. On the 19th Dec., we find Commander Glascock addressing the Visconde de Santa Martha as follows :

"Excellent Sir,—As you may naturally suppose from the position in which His Britannic Majesty's squadron had been placed on the morning of the 17th, the ships were exposed to a fire of no inconsiderable degree. From the careless manner in which the troops of your Excellency had directed their musketry, considerable damage has been done to H. B. M. ships; and I regret to state that, from the incautious fire of your Excellency's troops, a seaman of H. M. S. *Orestes* has received, it is feared, a mortal wound. The damage done to the rigging and equipage throughout the squadron, will be reported to H. B. M. Government.

"I cannot pay so poor a compliment to your Excellency, as commander-in-chief of the army of operations, as to anticipate so weak a plea in excuse as that of '*uncontrollable troops*;'—because such a plea would at once amount to a libel upon your own authority—nor do I altogether complain of the conduct of your soldiery during the heat of action; but I must complain of that unmanly and unmilitary practice of keeping up a fire for hours after the retreating party had crossed the river. This fire of which I complain, was opened in the direction of H. B. M. ships; and your Excellency's troops, long after any necessity existed, divided themselves, and were seen scattered behind trees and rocks, apparently taking deliberate aim at the *Echo* steamer. Fortunately, the commander of

that vessel did not communicate to me the circumstance at the time,—a broadside from the whole British squadron would have been the result; and had but the British once commenced hostilities in the Douro, the example would have soon been followed by the line-of-battleships at Lisbon. I caution your Excellency in time, and must reiterate what I have already stated in a former communication—*‘British forbearance has been carried to its utmost limit.’* In conclusion, I have only to regret that the conduct of your Excellency’s troops, on the morning, and more particularly on the afternoon, of the 17th, should now compel me to adopt a tone so contrary to that which I have hitherto observed in all communications with your Excellency. I have the honor to be, &c.

(Signed) “W. N. GLASCOCK.”

On the same day, Commander Glascock made Captain Markland acquainted with a circumstance of which he was ignorant when writing to that officer on the 17th. He says :

“ So soon as the *Caçadores* had ascended the decks of the *Echo*, they took possession of the paddle boxes and began loading their pieces, with a view to fire from that vessel on the troops of Don Miguel. Lieutenant Otway detecting that perfidy from a party affecting to seek shelter in his vessel, soon compelled them to return to their boats and depart from the *Echo*.”

In a letter to Rear-Admiral Parker dated Dec. 21st, Commander Glascock acquainted him that the town, as usual, daily underwent a bombardment for an hour or two; and in one dated Dec. 24th, he says :

“ In my last despatch I omitted to mention my motive for addressing the Visconde de Santa Martha on the 19th instant.

“ On receiving the official returns of the damage H. M. ships had respectively sustained, I immediately visited them, inspecting each minutely, making every inquiry into the cause and effect of the belligerents’ fire. Commander Belcher, and the officers of the *Ætna*, informed me, that for some hours after Don Pedro’s troops had retreated across the river, and were quite out of their opponents’ fire, the soldiers of Don Miguel dispersed themselves behind rocks and trees, taking deliberate aim at the *Ætna*. Lieutenant Thomas Mitchell, first of that ship, was slightly wounded by a musket-ball in the leg, and he avers he distinctly saw the soldier pointing at his person. The commander of the *Echo*, Lieutenant Robert Otway, together with those of his officers who were on deck, have also affirmed, that apparently the same premeditated aim, and a similar fire, of which Commander Belcher and the officers of the *Ætna* complain, had been taken and opened upon the *Echo*. Under these circumstances, I felt myself called upon to communicate with the Visconde upon



the subject, animadverting in a tone consistent with the nature of the complaint—a tone which, I trust, will meet with the approbation of H. M. Government.

“ Notwithstanding assurance had been given to the British Consul by Don Pedro’s Government, that the earliest opportunity should be taken to deny, in the official gazette, the malicious fabrications which had been circulated, and are still increasing in mischievous tendency to the prejudice of the British squadron in the Douro, not a single syllable has yet appeared; and it is my own unbiassed opinion, that many of the partizans of Don Pedro use every endeavour to create an anti-British feeling in the town of Oporto. To expatiate upon the want of courtesy, to say nothing of the ingratitude of the Duke of Braganza and his ministers, might appear incompatible with the tone which ever should characterize an official despatch; but when it is recollected that, through the medium of H. M. ships, all the hospital stores for the party in question have been conveyed, and moreover, that the surgeons and assistant-surgeons of the British squadron in the Douro have, at considerable risk of their lives, daily visited and attended on the wounded troops of Don Pedro, in the town, for a period of nearly three months, and not even the slightest acknowledgment made, or notice taken, by his Government for such medical aid, some notion may be conceived as to the extent of amity the Duke of Braganza and his ministers entertain for all British subjects who here preserve a strict and honorable neutrality.

“ The base fabrications in question not having been officially reported to you, it may be necessary, Sir, to apprise you of their mischievous and malignant extent.

“ It has been insidiously and industriously circulated throughout the town of Oporto, that the British squadron not only fired upon Don Pedro’s retreating troops, when crossing the river in their boats, but that the seamen had been seen, hatchet in hand, hewing down the already wounded, helpless, and unfortunate creatures who had been clinging to the cables of one or two of H. M. ships. Never, Sir, has the sanctity of truth been more grossly and basely violated; nor should such falsehoods, purporting to calumniate the character of the British naval service, be treated otherwise than with indignant contempt, were it not that the silence observed by official authorities seem as it were to lend something more than a semblance of sanction to the propagation of slanders unparalleled in atrocity.\* I am happy to state, that the seaman

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\* Don Pedro had the good taste, in reply to a spirited appeal from Lieutenant-Colonel H——, to remark, that “ he was *compelled* to give *credence* to the statement of his *own* officers,” one of whom, a certain colonel, who had been the *last to land* and *first to fly*, was the inventor and chief propagator of the calumnies.

who was wounded on board the *Orestes* still survives, and though the ball has not been extracted from his chest, some hopes are entertained of his recovery."

On the same day that this report was made to Rear-Admiral Parker, the senior officer in the Douro addressed the Visconde de Santa Martha as follows :—

"Excellent Sir,—I regret that I am again compelled to complain of the misconduct of some of your piquets in the vicinity of the convent of St. Antonio.

"Hardly had the fresh beef for the British squadron been brought down to the beach yesterday, by the contractor on the southern side, before some of your soldiers fired at the boat which had been purposely sent to bring it on board the *Orestes*. On some days your troops appear to conduct themselves with the greatest propriety; on others quite the reverse, taking every opportunity to fire from under cover of rocks and trees at boats passing in the direction of H. B. M. ships. On Saturday last, your Excellency's piquets conducted themselves in a manner becoming a steady soldiery; but yesterday afternoon, and this morning, they appeared as if desirous to provoke a fire upon themselves, for the piquets at these periods were not firing at their enemies. The continuation of these provocations is not, I am persuaded, sanctioned by your Excellency; but I must again impress upon your mind, that a recurrence of such outrages will be met by measures (and I say it advisedly) little calculated to benefit your Government. In conclusion, I have only to remark, that the tone of your Excellency's last letter has in no way influenced my determination to continue the same undeviating observance of a strict and honorable neutrality; and it shall not be my fault, should the reciprocal relations subsisting between our respective Governments be in any way disturbed. With the highest consideration and respect, I have the honor to be, &c.

(Signed)

"W. N. GLASCOCK."

On the 30th Dec. at 8 P. M., Don Miguel's batteries in the vicinity of Villa Nova commenced a heavy bombardment. Upwards of 130 shells were thrown into the town of Oporto by half-past ten o'clock. The custom-house was set on fire, and British property estimated at £12,000 sterling destroyed. Fortunately the conflagration was only of a partial nature: had the whole building been burnt, British property to the amount of £150,000 must have been inevitably destroyed. Several houses sustained considerable damage. A few days previous to this event, the "City of Edinburgh," steamer,

had arrived from Vigo, bringing accounts that upwards of 150 seamen had deserted from the constitutional squadron; and that the Spanish authorities had decided that Sartorius should leave the bay with his ships, and not again take shelter nearer than the anchorage under the Bayonne Islands. This decision, it was apprehended, would materially affect the Vice-Admiral's means of procuring supplies for Oporto, as well as for the Pedroite vessels of war in the Douro. The city was then becoming seriously distressed for provisions, and it appeared to be the object of Don Miguel to adopt every means in his power to cut off his opponent's supplies.

On the morning of January 5th, Don Miguel's troops brought some field-pieces on the heights opposite to the Seminaria, and succeeded in sinking the Pedroite schooner *Coquette*, and two gun-boats. On the afternoon of the same day, the *Fulminéncia*, a large bark under Brazilian colours, having on board 118 soldiers discharged from the constitutional service, when going out of the river, was fired at by the Sampaio battery, and compelled to anchor immediately under that fortification. Five of these men were killed and three dangerously wounded.

On the 7th, Commander Glascock made the following report to Rear-Admiral Parker:—

“ Captain George, of Don Pedro's service, having communicated to me, that it was apprehended many were wounded on board the vessel in question, and that he had no medical aid to send to her assistance, I immediately sent Commander Belcher with an official intimation to the officer commanding the fort at Sampaio, acquainting him that, in the cause of humanity, I requested, when sending on board surgical assistance, no molestation might be offered to the boats of H. M. squadron. Though Commander Belcher communicated with the fort at 5 P. M., I did not receive a written reply till half-past two on the following morning. The surgeons of H. M. ships had, however, in the first instance, accompanied Commander Belcher, who had obtained verbal permission for them to proceed on board the Brazilian bark. On returning to the squadron, notwithstanding intimation had been given, our boats were fired at by the piquets of Don Miguel; and on the following afternoon, when medical aid was again sent to the same vessel, a battery on Don Pedro's side of the river threw shells at the moment the boats of the British squadron were accompanying their own wounded on shore, Don

Miguel's General having insisted that they should be landed on the southern side, and conveyed up to his military hospital.\*

"Last night, I received a letter from the master of the Brazilian bark, appealing to my humanity as a British officer to send him on board provisions; stating that he had 92 Englishmen and 26 French on board, and that he had nothing to give them to eat. This application I immediately sent to Captain George, not believing it possible that a vessel having on board upwards of 130 persons, including her crew, could be sent to sea by Don Pedro's Government without a necessary supply of provisions. The whole of the discharged troops have since been made prisoners by Don Miguel's General."

These men were sent over land to Lisbon, and eventually conveyed to their respective countries. They drew up a statement, which appeared in some of the English papers, expressive of the kind treatment they received at the hands of the Miguelites. In the same letter, Commander Glascock says:—

"The difficulty of communicating by boats in the Douro is almost inconceivable. Be the service of a nature consistent with that line of conduct which a strict and honorable neutrality would prescribe, or be it even in the cause of humanity, both belligerents appear to vie with each other in offering impediments to the prosecution of every measure which may not accord with *their* respective notions of neutrality. I, however, hope, since the command of the liberating army has now devolved upon a General of great experience, that the troops of Don Pedro will become better disciplined; for it will hardly be credited that this last week the volunteers of Oporto have stationed themselves at the Tour de Marco, amusing themselves in firing rifle balls at solitary individuals on the other side, and at the party bringing down fresh beef for the British squadron. On one of these occasions (Jan. 2d), three balls were lodged in the quarter-deck bulwarks of the Nautilus, and Lord George Paulet had a very narrow escape in coming on board to acquaint me of the circumstance. Finding that all the remonstrances hitherto made upon this unmilitary practice had no effect upon the authorities on Don Pedro's side, I took the earliest opportunity to communicate with Marshal Solignac upon the subject, who immediately gave orders, and had them executed, that the practice should no longer continue."

On the morning of the 10th Jan. Commander Belcher was sent to St. Ovidio, with a communication to the Miguelite

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\* The surgeon of the Orestes had a narrow escape—a piece of shell fell at his feet.

General in command of the Villa Nova division, of which the following is a copy :

“ Excellent Sir,—A most wanton outrage has just been committed by some of your troops in the vicinity of the St. Antonio convent. A boat of H. B. M. S. Orestes, with her ensign flying, has been fired into, and another man shot \*. I demand that you will take instant steps to give up the offender to me, or that you will satisfy me, and that immediately, that the party offending will be instantly punished. I wait your reply until two o’clock this afternoon. If not then received, I shall despatch a vessel direct to Admiral Parker, in the Tagus, acquainting him of this gross violation of neutrality. I have the honor to be, &c.

(Signed)

“ W. N. GLASCOCK.”

Long before Commander Belcher had reached St. Ovidio, the offender had been apprehended, lodged a prisoner in the guard-house, and the General’s aide-de-camp sent on board to learn the particulars of the case. On the night of the 11th, Commander Glascock received a letter from the Miguelite chief, Jose Antonio d’A Lemos, acquainting him that it was his intention to inflict corporal punishment upon the culprit, and intimating a desire that an officer of the British squadron should be present. Commander Glascock availed himself of this opportunity to visit the besiegers’ head quarters, accompanied by Commander Belcher.

“ On my arrival at the camp,” says Commander Glascock, “ General Lemos drew out his troops under arms, according to the customary mode when military punishment is about to be inflicted. Thinking it more becoming in a British officer to recommend an act of clemency (particularly at the present crisis, and having previously succeeded in obtaining the satisfaction demanded), than to exhibit any feeling manifesting a spirit of revenge, so soon as the prisoner was brought forward, I solicited the General to pardon him, which request, after making an impressive speech to the troops, was complied with, not more to my satisfaction than to that of General Lemos, who appears to be a truly humane and well-disposed man.”

Immediately after despatching Commander Belcher to

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\* John Connor—his wound was of a very slight nature, and he soon returned to his duty. It is a singular fact, that out of five men wounded in the British squadron, three were named Connor.

General Lemos, on the 10th Jan., Commander Glascock had occasion to complain to Marshal Solignac of one of the Pedroite volunteers having drawn his bayonet upon a midshipman whom he sent on shore to ascertain the name of a person who had fired two musket-balls into the bow of the *Orestes*. He subsequently wrote to the Marshal as follows :

“ I must do the Miguelite piquets the justice to say, that they have for some time past shewn great forbearance ; and their return of fire has been invariably provoked by the volunteers of Don Pedro and crew of the vessel of war designated the “ Twenty-third of July.” I have to return your Excellency my best thanks for the prompt manner in which you caused an investigation to be made into the complaint I had occasion to make to you yesterday.”

The poor of Oporto were at this period suffering considerably, and a subscription was set on foot by the English, in order, if possible, to administer to their wants. The weather was unfavorable for military operations, and both belligerents appeared to be at a stand still. Nothing of importance occurred previous to the 24th Jan., with the exception of Vice-Admiral Sartorius having appeared off the bar, and exchanged a few shots with the batteries.

On the afternoon of the 24th, Marshal Solignac marched out of the town of Oporto, with a large body of troops, towards the vicinity of Foz. His object was to take possession of the hill of Castro, to destroy a neighbouring battery, and ultimately to cut off the right wing of Don Miguel's line from the main body of his force to the northward. The squadron under Sartorius had instructions to co-operate with Solignac, and it was said that the Marshal lost much time in waiting for the vessels of war, at anchor off the bar, to weigh. One frigate got under sail, but the crew of the “ *Reinha*,” flag-ship, mutinied at a most unseasonable moment, and refused to lift the anchor. By this untimely revolt, the Vice-Admiral was prevented from co-operating effectually with the army. After a severe resistance, the hill of Castro was taken by the second British battalion, under Major Brownston. The French, at one time, were completely repulsed ; but they again rallied, and came in time to

the succour of the British. The *Castello do Quejo* battery on the beach in the neighbourhood of the hill of *Castro*, was not taken; and the captured eminence was abandoned before 9 P. M. The movements of *Santa Martha* are said to have been highly judicious, and his enemies gave his troops every credit for the brave and steady soldier-like manner in which they met the assault. As usual, the British and French were the principal sufferers. Two English officers were mortally wounded, and four or five severely. Many of *Don Pedro's* tenth regiment went over to the *Miguelites* on the night of the 24th.

On the 1st Feb. 1833, the surgeons of the British squadron pronounced the appearance of the cholera in the city of *Oporto*, where three or four cases had already proved fatal. On the 2d; about 4-30 P. M., three shot were fired, in quick succession, from the *Sampaio* battery, at a boat belonging to the *Ætna*, returning from an ineffectual attempt to communicate with *H. M.* steam-ship, *Rhadamanthus*, then outside the bar. On the 6th, the crew of the bar-boat returned to their ship after an absence of twenty-four days. They had been caught outside in a heavy gale of wind, and compelled to bear up for *Matozinhoz*, a small *Miguelite* town northward of *Oporto*. Lieutenant *Legard*, of the *Ætna*, who had charge of the boat, nearly lost his life in beaching her; and was laid up on board his ship for several weeks afterwards. In making various attempts to return to the *Douro*, they were fired at by the piquets of both belligerents. The lieutenant, however, reported that his party had been well treated whilst at *Matozinhoz*. On the 15th Feb., an English merchant, named *Wright*, lost his arm by a cannon shot, when sitting at dinner in his house. The position of *Don Pedro* had now become extremely critical—his opponents were erecting batteries in all directions, with a view of completely cutting off his supplies—report said there was scarcely ten days' provision in the town of *Oporto*. On the 18th, Commander *Glascock* reported that some large pieces of shell had lately fallen on board the *Orestes* and *Ætna*, but without doing any injury to their crews.

On the morning of Mar. 4th, at day-light, after bombarding the town during the night, the troops of Don Miguel made a grand attack in the direction of Lordello and St. John De Foz. A diversion had been made in the vicinity of Aguardante, but it soon became perceptible that the main object of attack was towards the Lordello line. The Miguelites were completely repulsed, and sustained considerable loss. On the constitutional side, the Scottish corps suffered most—one officer was killed, and almost every other, with the exception of its commander, Major Shaw, wounded. On the same day, the Miguelite piquets fired several shot across the water at the place where the British boats generally landed, and Commander Glascock nearly received a musket-ball in the arm.

On the 6th March, the Pedroite brig of war "Twenty-third of July," secured to the quay on the northern side of the river, in a line with two British merchant brigs—one close a-head of her, and the bowsprit of the other over her taffrail—was sunk by a solitary gun on the heights over head. She attempted to return the fire, but not one of her guns (18-pounder carronades) could be elevated half the height required. Three of her crew were killed, and fourteen wounded. Her commander was a fine gallant fellow, and had lost an arm in the service of Donna Maria. On the 8th, Commander Glascock complained to General Lemos that a system of fusilade had again commenced on the banks of the Douro. On the night of the 10th, seventy-two boats, laden with cattle and other supplies for Don Pedro, landed their cargoes, without molestation, in the vicinity of the light-house. On the night of the 12th, a transport succeeded in disembarking 240 Irish troops: a considerable quantity of provisions was also brought safe on shore. On the 17th, at 11 A. M., the British merchant brig Avon, which had been for some days at anchor off the bar, watching an opportunity to land a cargo of flour, oil, and other supplies for the town of Oporto, slipped her cable, and, taking advantage of a squall, bore up for the river, carrying at her mast-head a British red ensign reversed, the usual signal of distress; "but," says Com-



Commander Glascock, "I cannot persuade myself, notwithstanding the assurance of the master of that vessel, that in breaking the blockade distress was his only motive. The master complained that he was riding heavily at his anchor, pitching bows under, and the brig making water, but when he did slip he made no effort to stand to sea on the starboard tack, the wind being about N. W. b. N., to gain that offing which two other vessels at the same time had obtained. So soon as the British flag became within shot, the batteries opened upon the Avon, and hulled her several times. She had the wind right aft, and had her crew conducted themselves with any degree of coolness the vessel might have escaped comparatively unhurt: but, so soon as she arrived in the vicinity of the Foz, the master and crew abandoned her. She soon drifted over to the south side, and grounded immediately abreast of the Sampaio battery, on the top of high water. The Miguelite troops took possession of her before sunset, and burned her about 9 P. M. A small Portuguese vessel was also destroyed the same day in attempting to run over the bar."

On the 24th March, the Miguelites made an attack upon three of the Pedrito posts, and were repulsed with considerable loss. Two hundred and forty-seven constitutionalists were killed and wounded, including among the latter Major Sadler and Captain Wright, mortally, and several other British officers, severely. On the 25th, H. M. steamer *Confiance* had two men killed by accident, whilst weighing her anchor outside the bar. On the 26th, about 260 French troops, and supplies for the army at Oporto, were disembarked in the vicinity of the Foz. On the 27th, the boats of the *Nautilus*, returning from the *Druid* frigate, then outside of the bar, were fired upon from the *Carsto* and other batteries.

On the 4th April, the British Consul received a communication from General Lemos, requesting no time might be lost in separating the British merchantmen from the shipping of *Donna Maria*, only one of which then remained afloat, four vessels having been scuttled and sunk alongside the jetty, to save them from the fate of the "Twenty-third of July." At this time there was a "fresh" in the river; and if the squadron

had not assisted in weighing their anchors, warping them across the river, and securing them on the southern side, they must have remained exposed to the Miguelite fire. Their removal, however, gave great offence to Don Pedro's Ministry;—an official correspondence took place upon the subject between them and Colonel Sorrell, part of which was transmitted to Commander Glascock, and forwarded by him for Rear-Admiral Parker's perusal. The same Ministers afterwards addressed a letter to the Consul, declaratory of their determination to fire upon the vessels which had been removed, should they attempt to take in a cargo, though that cargo must have come from the town of Oporto. Whilst thus attempting to bully the British, they were permitting their opponents to build with impunity, on the Gaia hill, a formidable and commanding battery, which did more mischief to Oporto than all the others the Miguelites had before brought to bear upon the city.

On the evening of the 9th April, the Pedroites made an attack upon Monte Cabello, a hill about three hundred yards in advance of Aguardente. Their object was to secure that position, and to take from their opponents an unfinished redoubt which had been commenced a night or two previous, in which they succeeded. On the following morning, at 5 o'clock, the Miguelites attempted to regain their lost position, but were repulsed after several hours fighting, and a general skirmish along the lines. The number killed and wounded on the side of the constitutionalists was between 80 and 100 men, including two captains and two subaltern officers. About forty Miguelites were taken prisoners by the British brigade, but the amount of their loss could not be ascertained.

About this period, the Pedroite schooner *Liberal*, having been raised and re-equipped without molestation, effected her escape from the Douro. Whilst dropping down the river, with the first of the night ebb, she had one volunteer killed, and two seamen wounded, by the fire from the Miguelite batteries. On the 18th April, 316 French troops arrived off Oporto, 200 of whom were lauded, with a considerable

quantity of supplies, in the vicinity of the Foz. On the 21st, Commander Glascock waited upon Marshal Solignac, to complain of misconduct on the part of the officer commanding the battery of Torre do Marco. After his return to the *Orestes*, a shot was fired between the masts of that ship, and a most provoking fire brought on, to no possible purpose.

Towards the end of April, the *Ætna* was ordered to Lisbon, for the purpose of subsequently undertaking a survey in the Mediterranean. On the 2d May, a shot from a carronade under the Torre do Marco, which was kept constantly firing at solitary soldiers, passed so close to the *Orestes*, that it was a matter of surprise her bowsprit had not been struck, or some of the men on the forecastle killed.

On the 3d June, 1833, the First Lord of the Admiralty wrote to Commander Glascock as follows:—

“ Sir,—It has afforded me sincere pleasure to mark my high sense of your meritorious conduct and claims, by this day promoting you to the rank of captain in the royal navy. You will not, however, at present be relieved in the command of the *Orestes*, as we are desirous of the benefit of your services, in your present important station, a little longer. I have the honor to be, &c.

(Signed) “ J. R. G. GRAHAM.”

On the 11th June, Vice-Admiral Sartorius was superseded in the command of Donna Maria's fleet, by Captain Charles Napier, alias Carlos de Ponza. On the 5th July, the latter officer obtained a decisive victory over the naval forces of Don Miguel, in the neighbourhood of Cape St. Vincent.

On the 8th July, an officer of the Miguelite piquet at the Cavaço, perceiving a shore boat with an English gentleman going alongside the *Orestes*, snatched a musket out of the hand of one of the sentinels at the gate, walked deliberately to the beach, fired, and dangerously wounded the waterman in the side. This cowardly act was immediately represented by Captain Glascock to General Lemos, who took prompt steps to inquire into the misconduct of the offending party. On the 22d of the same month, about 3 p. m., a few of the piquets belonging to the Cavaço were bathing close to the

Orestes, when a fire of musketry was opened from the caronade battery underneath the Torre do Marco, by some of the Pedroite troops. The officer commanding the battery was immediately made acquainted with this disgraceful conduct, but made no other reply, than that the fire was commenced by the troops on the southern side. On the following day, the piquet at the St. Antonio convent wantonly fired across the river at two little boys who were rowing in a canoe near the Orestes. In both instances, Captain Glascock made formal complaints to the belligerent Generals.

On the 24th July, Captain Glascock received a letter from the British Consul, inclosing a communication from the Marquis de Loulé, stating that a flotilla of boats was collecting on the south side, for the purpose of conveying the Miguelites, under General Lemos, across the river; and requiring H. M. squadron to change its position, and to take up an appointed anchorage, more exposed to a cross-fire than perhaps any other that could have been selected. Satisfied of the impossibility of any boats being launched in the vicinity the Marquis apprehended, and reflecting upon the very opposite conduct pursued by the Pedroite Government on the 17th Dec. 1832, when, without any intimation being given, or any anxiety manifested for the safety of H. M. vessels, the troops of the Duke of Braganza effected a landing under their immediate shelter, and thereby brought upon the Orestes and her consorts a most galling fire; Captain Glascock replied that it was not his intention to risk the lives of his officers and men by taking up any other anchorage. On the following morning, an attack was made upon the lines of Oporto; but, as the captain justly anticipated, no troops had been transported across the river. Fortunate it was that the squadron did not move. Had the anchorage under the Arabade hill, pointed out by the Marquis de Loulé, been taken up, the ships would have been directly in the face of two of the heaviest batteries the Miguelites brought to bear upon their principal points of attack, and much damage and loss of life must have been the consequent result. As it was, a considerable number of shel

burst over the squadron, and one fell into the water and exploded between the *Orestes* and *Echo*, then only a few fathoms apart.

On this occasion, the *Miguelites*, under Marshal Bourmont, made four successive assaults in the vicinity of *Lordello*. In the last attempt, that position would have been forced, but for the indomitable courage of the British and Scotch brigades, who charged their opponents with the bayonet, and routed them in every direction. The loss sustained by the assailants was supposed to exceed 1000 men; the constitutionalists had about 200 killed and wounded, including Colonel Cotter, of the British brigade, and Captain Almada, one of the aides-de-camp to General Saldanha.

On the night of July 26th, 1833, the Duke of Braganza and his Ministers embarked for Lisbon in the *Britannia* steam-vessel, leaving General Saldanha in command of the garrison of *Oporto*. Between this period and the middle of August, both belligerents, notwithstanding the repeated remonstrances of Captain Glascock, persevered in the reprehensible practice of firing across the river at unarmed individuals, thereby endangering the lives of the officers and men of the British squadron.

The last service performed by Captain Glascock during the civil war in Portugal, was the saving from conflagration upwards of 150,000 pounds worth of wine and brandy, the property of British merchants at *Oporto*. The following account of his proceedings on this occasion was officially addressed to Captain Lord John Hay, of *H. M. S. Castor*, senior officer without the bar, Aug. 17th, 1833 :

“ My Lord,—From the previous information I had given your Lordship, relative to the destruction of the Portuguese Company’s wine in the vicinity of *Villa Nova*, you will not be now surprised to learn that the threat of Don Miguel’s General has at length been put into execution. Several thousand pipes of wine were yesterday destroyed; the houses containing the wines were undermined, and the property in question blown up at one o’clock.

“ When it is recollected that the ‘lodges’ belonging to the Portuguese Company were intermingled with those of the British merchants, it becomes a matter of astonishment how the property of the latter has escaped; but it

seems every precaution had been taken on the part of Don Miguel's General, to prevent the possibility of doing injury to British property. The most expert engineer had been selected to undertake the destruction of the wines in question. The flames, however, extended beyond the calculation of the engineer, and two or three British lodges were in imminent danger; one store, the property of Mr. Omerod, containing upwards of two thousand pipes of wine, was actually on fire.

“ Upon being made acquainted with this circumstance, I considered it my duty to act with promptitude, satisfied that the protest officially forwarded from the British Consul to the General commanding on the southern side, would be of little avail in rescuing from destruction the property of Mr. Omerod. I therefore, without receiving the authority of the British Consul, took upon myself the entire responsibility of landing the crews of H. M. squadron in the Douro, for the purpose of extinguishing the fire, which had already reached one of the British lodges.

“ I must acquaint your Lordship, that I took the precaution to send Lord George Paulet expressly up to the commanding officer at Candal, for the purpose of acquainting him that it was my intention immediately to land the crews of the British squadron—that my only object was to save British property, then in imminent danger—and that there was nothing which might be even mistaken for an act of hostility contemplated on my part. I also took the precaution to request the officer commanding the piquet abreast of the British squadron would accompany the seamen and marines of H. M. ships, in order that he might explain our intentions to the officers commanding the inner piquets; but so much time had elapsed before Lord George Paulet could have an interview with Marshal Count d'Almar, that I was compelled to land, with a force of 130 men, and proceed direct to Villa Nova, before the sanction of the Marshal could be obtained. Fortunately I did not await the return of Lord George, or hesitate to put into immediate execution the project I had planned. Half an hour's delay, and Mr. Omerod's property must have been inevitably destroyed.

“ Your Lordship may imagine that the easiest mode to have preserved from destruction the wines of the British subjects would have been to disembark the seamen of the squadron on the beach at Villa Nova; but this mode, for many reasons, was found to be impracticable. In the first place, the flames were so extensive that it would have been impossible to approach the lower 'lodges:' in the next, the pathways leading to the British stores became impassable from the torrents of boiling wine that were then running into the river: and lastly (I am sorry I am compelled to record such an act of perfidy), the officer commanding at the Serra convent was directing a heavy fire of artillery at the vicinity of Villa Nova, even long after he must have perceived the people employed in extinguishing the flames were composed of the crews of H. M. squadron—nor could there be any excuse for this treachery, for

the British blue ensign was displayed on the summit of Mr. Omerod's 'lodge,' and an officer had been previously despatched to General Saldanha, requesting his Excellency would give immediate directions to cause the fire at the Serra battery to cease.

"It may be necessary to apprise your Lordship that the delay on the part of Lord George Paulet entirely originated in a mere matter of etiquette. Count D'Almar protested against the British force being armed, and insinuated that he had several thousand men ready to repel what he was pleased to term an act of violation. Your Lordship, who is well acquainted with the locality of this country, and the intrigues and treachery on the part of its people, will, I am sure, accord with me in opinion, that I should have been highly culpable had I disembarked any body of men totally unarmed; and the result bears me out: for two Portuguese piquets, in the immediate vicinity of Villa Nova, attempted to arrest the progress of the party under my immediate command.

"To prevent any future caviling upon this point, I must acquaint your Lordship that the seamen of the squadron carried with them only a cutlass and a bucket each; the carpenters acting as pioneers, with crow-bars and hatchets; and that the marines, twenty in number, were armed with their muskets, solely for the purpose of planting them as sentinels, should occasion require. I must also inform your Lordship, that a parley, commencing rather warmly, took place between Marshal Count D'Almar and myself, when in the very act of extinguishing the fire of Mr. Omerod's store, upon what the Marshal termed the impropriety of landing with an armed force. I, however, soon succeeded in convincing him that my object was solely and undisguisedly the rescue of British property, then in such imminent danger. At length satisfied, the Count witnessed the departure of the seamen and marines, and I am happy to acquaint your Lordship that not a single accident occurred, nor was a single complaint alleged against any individual of H. M. ships; and this your Lordship will readily appreciate when I apprise you that the seamen and marines had to march to Villa Nova through villages crowded with an excited population, when wines were attainable in every direction.

"In conclusion, I feel it my duty to represent to your Lordship the ready assistance afforded to me by Lord George Paulet, whose activity upon this occasion, together with the arrangements made by his Lordship for disembarking the seamen of H. M. sloop *Nautilus*, are deserving of the highest encomiums. Nor should I be doing justice to Lieutenant *Otway*, of H. M. steam-vessel *Echo*, did I omit to mention the personal services of that officer, in assisting to extinguish the fire at Mr. Omerod's 'lodge.' To Lieutenants *Corbet* and *Montgomery*, of the *Orestes*, and Lieutenant *Dickson*, of the *Nautilus*, every credit is due. These officers, in arresting the progress of the fire at Villa Nova, personally exposed themselves to imminent danger; and the orderly manner in which they conducted the landing and re-embarkation of the seamen,

was the general admiration of the population on both sides of the Douro. The conduct of Mr. Jonas Coaker, acting master, who was left in charge of the *Orestes*, merits my approbation. This officer, in my absence, procured fire-engines from the town of Oporto, but failed in his efforts to transport them to the vicinity of Villa Nova. I have the honor to be, &c.

(Signed)

“ W. N. GLASCOCK.”

This disinterested and hazardous service, in the responsibility of which the British Consul refused to share, was not even acknowledged with one solitary expression of thanks on the part of the British merchants; Captain Glascock's conduct, however, obtained him the official approbation of the commander-in-chief in the Tagus.

On the day after the destruction of the wines at Villa Nova, the constitutional General, Saldanha, resolved upon making a sortie. He accordingly left the town of Oporto at midnight, broke through his opponent's line, destroyed part of his camp, pursued him as far as Valonga, took about 200 prisoners, and captured 600 barrels of gunpowder. On the night of the 19th August, the Miguelites on the southern bank of the Douro withdrew their piquets, and the entire force at St. Ovidio marched about nine leagues to the rear of that town. On the 20th, Villa Nova was in possession of the constitutionalists, the Douro was again accessible to vessels of all nations, and people were passing to and fro perfectly unmolested. Don Miguel was then, with the Spanish Infanta Don Carlos, at Coimbra, to which place a field officer was posting with accounts of the demise of the King of Spain. On the 18th of the following month, Captain Glascock departed from the Douro, after a truly arduous and most unenviable service, in that river, of nearly twelve months.

This officer is the author of the “ Naval Sketch Book,” “ Tales of a Tar,” and other professional publications. The following are the names of the officers who served under his orders during the siege of Oporto :

*Commanders* Lord George Paulet and Edward Belcher, of the *Nautilus* and *Ætna*. *Lieutenants* William Dickey, Kynaston Corbet, and



Alexander Leslie Montgomery \*; John Gibson Dickson and Langton Browell †; Thomas Mitchell (*b*), James Anlaby Legard, and Henry Kellett ‡; Robert Otway §; William Frederick Lapidge ||; and William Arlett ¶. *Masters* Jonas Coaker, acting \*; Andrew William Quinlan †; and John Sheppard ‡. *Surgeons* John Monteith \*, Robert Wylie †, and John Kidd ‡. *Pursers* Thomas Giles \*, John Dennis †, and Henry Price ‡. *Assistant-Surgeons* John Rees \*, Henry Walsh Mahon †, David G. Miller ‡, Thomas Kidd (*b*) §, David Deas ||, and William Graham ¶.

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### CHARLES HOTHAM, Esq.

OBTAINED his first commission in Sept. 1825; and was advanced to the rank of commander, by H. R. H. the Lord High Admiral, Aug. 18th, 1828, for distinguished services whilst senior lieutenant of the *Terror* bomb, Commander David Hope, on the coast of Portugal \*\*. He was appointed to the *Cordelia* sloop, Mar. 17th, 1830; and made captain on the 28th June, 1833—"a special promotion for the late Vice-Admiral Sir Henry Hotham," under whose orders he had been for some time serving on the Mediterranean station; from whence he returned home in the *Cordelia*, Oct. 15th following.

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### JOHN GEORGE BOSS, Esq.

(See *Vol. IV. Part I. p. 32.*)

THIS officer was elected M. P. for Northallerton immediately after the passing of Earl Grey's Reform Bill; and promoted to the rank of captain on the 14th Nov. 1833. He married, 2dly, Elizabeth, daughter of the late T. Wylie, Esq.

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\* Orestes. † Nautilus; ‡ Ætna. § Echo.  
 || Leveret. ¶ Raven.

\*\* See Vol. III. Part II. p. 122,

**PATRICK DUFF HENRY HAY, Esq.**

(See Vol. IV. Part I. p. 398.)

WAS advanced to the rank of captain on the 15th Nov. 1833.

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**BURTON MACNAMARA, Esq.**

BROTHER to Major Macnamara, M. P. for county Clare, Ireland.

This officer passed his examination for lieutenant at Portsmouth, in the summer of 1814; obtained his first commission on the 1st July, 1815; and was made commander from the Cambrian frigate, Captain Gawen William Hamilton, into the Chanticleer sloop, on the Mediterranean station, July 19th, 1822. He was appointed an inspecting commander of the coast guard, June 1st, 1825; and promoted to the rank of captain Nov. 16th, 1833.

Captain Macnamara married, Mar. 1st, 1832, Jane, daughter of Daniel Gabbett, Esq. of Limerick.

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**RIGHT HON. LORD GEORGE PAULET.**

THIRD son of the Marquis of Winchester, by Anne, second daughter of John Andrews, Esq. of Shotney Hall, co. Northumberland.

This officer was born on the 12th Aug. 1803; entered the royal navy in Feb. 1817; obtained his first commission on the 9th Feb. 1825; and was made a commander Feb. 28th, 1828. He was appointed to the Nautilus sloop in Mar. 1830; and, after serving for upwards of three years on the Lisbon station\*, promoted to the rank of captain, Nov. 18th, 1833. On the Nautilus being paid off, he gave his officers a sumptuous entertainment, at Portsmouth.

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\* See pp. 495—524.

### RIGHT HON. LORD EDWARD RUSSELL.

SECOND son of John, sixth Duke of Bedford, by his second wife, Lady Georgiana, youngest daughter of Alexander, fourth Duke of Gordon.

This officer entered the royal navy in 1819, at the age of fourteen years; was made lieutenant into the *Philomel* sloop, Oct. 18th, 1826; and promoted to the rank of commander, Nov. 15th, 1828. His subsequent appointments were,—Nov. 22d, 1830, to the *Britomart* 10;—Jan. 10th, 1831, to the *Savage* 10;—and, April 9th, 1832, to the *Nimrod* 20, the command of which vessel he resigned, from ill health, whilst employed on the Lisbon station, in Aug. 1833. His Lordship was made a captain on the 19th Nov. following; and appointed to the command of the *Actæon* 26, fitting out at Portsmouth, Nov. 17th, 1834.

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### HENRY SHOVELL MARSHAM, Esq.

ENTERED the royal navy in 1807; obtained his first commission on the 30th June, 1813; and, subsequently to the peace, served for several years in the *Rochfort* 80, successively bearing the flags of Sir Thomas F. Fremantle and Sir Graham Moore, on the Mediterranean station. His next appointment was, July 6th, 1824, to the *Cambrian* 46, Captain Gawen W. Hamilton, in which ship he continued until advanced to the rank of commander, April 21st, 1825.

On the 25th Feb. 1831, this officer was appointed to the *St. Vincent* 120, Captain (now Sir Humphrey F.) Senhouse, under whom we find him serving for a period of nearly three years, on the Lisbon station and in the Mediterranean. His promotion to the rank of captain took place on the 24th Dec. 1833, at which period he was acting in the *Malabar* 74. Previous to his quitting the *St. Vincent*, the junior officers of that ship entertained him in very handsome style; the gun-room was fitted up in an elegant manner, sixty sat down to dinner,

and a ball followed—altogether one of the best things of the kind ever witnessed. He arrived at Plymouth, and paid off the *Malabar*, in July 1834.

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### CHARLES CROWDY, Esq.

WAS born in Mar. 1786, at Highworth, co. Wilts, where his father practised for many years as a solicitor, and realized a considerable fortune.

This officer entered the royal navy, in Sept. 1799, as midshipman on board *la Decade* frigate, Captain James Wallace, fitting out for the Jamaica station, from whence he returned home in the *Brunswick* 74. He next joined the *Ganges* 74, Captain (afterwards Sir Thomas F.) Fremantle, to whom he served as aide-de-camp at the battle of Copenhagen, April 2d, 1801.

During the peace of Amiens, Mr. Crowdy again visited the West Indies, where he remained until the renewal of hostilities with France, in 1803. On the *Ganges* being paid off, in 1805, he was received on board the *Urania* frigate, Captain the Hon. Charles Herbert, from which ship he was removed into the *Hibernia*, first rate, bearing the flag of Earl St. Vincent, commander-in-chief of the Channel fleet, early in 1806. He passed his examination for lieutenant on the 1st Jan. in the latter year, and was promoted into the *Hazard* sloop, Captain Charles Dilkes, on the 17th Mar. following. During a service of nearly two years under that active officer, he was frequently employed in boats cutting out French merchant vessels from the vicinities of Rochfort and Bourdeaux\*. In the last affair of this kind, he was shot through the right arm, below the elbow joint, for which wound the Patriotic Society voted him a gratuity of £50.

Lieutenant Crowdy subsequently served in the *Pilot* sloop, *Cornelia* frigate, and *Diomedé* 50, the former on the Mediterranean, the two latter ships on the East India station,

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\* See Suppl. Part I. p. 452.

from whence he was obliged to return home in consequence of ill health. His next appointment was Mar. 6th, 1813, to the Rippon 74, Captain Sir Christopher Cole. On the 21st Oct. following, he assisted at the capture of the French 44-gun frigate Weser; and in Feb. 1814, he was present at the recapture of a Spanish treasure ship of great value, by the Menelaus frigate, off L'Orient.\*

In 1821, Lieutenant Crowdy was appointed to the Bulwark 76, flag-ship of the late Sir Benjamin H. Carew, stationed in the river Medway. He was made commander from the Maidstone frigate, Mar. 25th, 1824; appointed to the Badger sloop, on the North Sea station, Dec. 29th, 1825; and advanced to the rank of captain, from half-pay, Jan. 13th, 1834.

On the 3d Mar. 1828, a court-martial was held on board the flag-ship at Portsmouth, to try Lieutenant Raymond Evans, of the Badger, on a charge preferred against him by Commander Crowdy, of a breach of part of the 22d article of war, in disobeying his commander's orders relative to a proposed alteration in berthing the men; when, after a minute investigation of all the circumstances, the court declared that the charge had not been proved, and did adjudge Lieutenant Evans (who had been six weeks under arrest on the charge) to be *fully acquitted*. On the 11th of the same month, Commander Crowdy was tried by court-martial on charges preferred against him by Lieutenant Evans, for un-officerlike, ungentlemanly, and oppressive conduct to the officers and crew of the Badger. On the 17th, the court re-assembled to hear Commander Crowdy's defence, and agreed, that part of the first charge (striking some of the crew when the ship was in danger, they not exerting themselves), was partly proved, for which the court adjudged him to be *admonished*.

This officer married, in 1816, the only daughter of the late John C. Lewis, Esq. of Westbury, near Bristol, and niece to Charles Lewis, Esq. of St. Pierre Park, near Chepstow, co. Monmouth, by whom he has had several children.

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\* See Vol. II. Part II. p. 517.

His eldest brother, William, is a solicitor at Highworth, co. Wilts; and his youngest, Richard, a solicitor at Farringdon, co. Berks. He has a sister married to the Rev. H. Dunsford, rector of Slimbridge, co. Gloucester.

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**THOMAS MANSEL, Esq.**

*(Vol. IV. Part I. p. 239).*

WAS appointed an inspecting commander of the coast guard (Falmouth district) in July, 1827; and advanced to the rank of captain on the 12th Feb. 1834.

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**WILLIAM BURNETT, Esq.**

OBTAINED his first commission on the 31st Dec. 1818, and subsequently served under Captains Peter Fisher and Sir William Hoste, in the Wye 26, and Albion 74. He was made a commander on the 28th April, 1827; appointed to the Blanche 46, Commodore (now Sir Arthur) Farquhar, fitting out for the West India station, Mar. 8th, 1830; and advanced to the rank of captain, Mar. 11th, 1834.

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**HENRY WOLSEY BAYFIELD, Esq.**

WAS made a lieutenant on the 20th Mar. 1815; commander on the 8th Nov. 1826; and captain, for exertions as a maritime surveyor, June 4th, 1834.

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**WILLIAM TOWNSEND DANCE, Esq.**

OBTAINED his first commission on the 12th July, 1813; and subsequently served under the late Captain Thomas Graham, in the Doris frigate, on the South American station. He was made a commander on the 23d Oct. 1823; and advanced to the rank of captain (from half-pay), "a special promotion on Sir Thomas M. Hardy leaving the Board of Admiralty," June 5th, 1834.

**WILLIAM BURNABY GREENE, Esq.**

SON of Captain Pitt Burnaby Greene, R. N.

This officer entered the royal navy in 1810; and served as midshipman under Captain John Brett Purvis, in the *Ganymede 26*, on the Mediterranean station. He was made a lieutenant on the 9th Nov. 1818; appointed to the *Rose* sloop, Commander Thomas Ball Clowes, fitting out for foreign service, May 22d, 1821; removed to the *William and Mary* yacht, Captain (now Sir Charles) Malcolm, stationed at Dublin, July 18th, 1822; promoted to the command of the *Medina* sloop, Dec. 30th, 1826; appointed to the *Kent 78*, July 22d, 1830; paid off from that ship Dec. 13th, 1831; and advanced to the rank of captain June 6th, 1834.

**HON. GEORGE GREY.**

FOURTH SON of Earl Grey, by Mary Elizabeth, daughter of Lord Ponsonby, and grand-daughter of Viscount Molesworth.

This officer was born on the 16th May, 1809; and entered the royal navy in 1822. He was made a lieutenant on the 17th Feb. 1829; appointed to the *Alfred 50*, Captain Robert Maunsell, fitting out for the Mediterranean station, Feb. 23d, 1831; promoted to the command of the *Seylla* sloop, Sept. 3d, 1831; removed to the *Scout* sloop, Dec. 10th, 1833; and advanced to the rank of captain July 14th, 1834. He arrived at Plymouth, from the coast of Egypt, in Nov. 1834.

**JOHN JAMES ONSLOW, Esq.**

A YOUNGER SON of the late Admiral Sir Richard Onslow, Bart., G. C. B., Lieutenant-General of Marines (who so highly distinguished himself as second in command of the

British fleet under DUNCAN at the memorable battle off Camperdown, Oct. 11th, 1797), by Anne, daughter of Commodore Matthew Mitchell\*.

This officer was made lieutenant on the 5th Sept. 1816; promoted to the rank of commander on the 23d April, 1822; and appointed to the *Clio* sloop, fitting out for the South American station, April 30th, 1830. During the ensuing two years, he was actively employed round Cape Horn, and visited all the principal ports in Chili, Peru, Panama, and the western coast, as far as Guagmas, in the Gulph of California, said to be one of the finest harbours in the world. On his return from the Pacific, he was sent by Rear-Admiral Sir Thomas Baker to reclaim possession of the Falkland Islands, which lapse of time had encouraged the Buenos Ayreans and other foreigners to consider as absolutely abandoned by the British. In Dec. 1832, he arrived at Port Egmont (West Falkland), exercised the rights of sovereignty, and employed his boats in examining Brett's Harbour, Byron's Sound, and other anchorages as far to the westward as Point Bay, a distance of sixty miles from where the *Clio* lay. He then proceeded to Berkeley Sound (East Falkland), anchored at Port Louis, and ejected a Buenos Ayrean force stationed there under the protection of a schooner of war. He arrived at Portsmouth on the 3d June 1833, from Rio Janeiro, bringing home upwards of 880,000 dollars on merchants' account; and was put out of commission on the 17th of the same month. His advancement to the rank of captain took place on the 27th Aug. 1834.

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### ANDREW FORBES, Esq.

(P. 127.)

WAS advanced to the rank of captain on the 27th Aug. 1834.

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\* For a portrait and biographical memoir of Admiral Sir Richard Onslow, see *Nav. Chron.* xiii. 249—259.



### RODNEY SHANNON, Esq.

(*Vol. III. Part I. p. 284.*)

Is a protégé of the Marquis of Bristol, but not in any way related to that nobleman.

This officer entered the royal navy in Jan. 1801, as midshipman on board the *Zephyr* fire-brig, Captain Clotworthy Upton; and nearly perished in one of her boats, which was sunk by a shot, when in the act of going alongside the *Amazon* frigate, Captain Edward Riou, at the commencement of the celebrated battle of Copenhagen. After that tremendous conflict was over, he returned to the *Zephyr*, in which vessel he continued until the peace of Amiens.

In 1804, Mr. Shannon entered the Royal Naval College at Portsmouth; and in 1807, joined the *Sybill* frigate, commanded by Captain Upton, on the Irish station. He was made a lieutenant into the *Lightning* sloop, Captain (now Sir Bentinck C.) Doyle, June 15th, 1810; &c. &c. as stated in Vol. III. Part I.

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### ROBERT OLIVER (*b*), Esq.

ENTERED the royal navy in 1800; obtained his first commission on the 22d Feb. 1810; and subsequently served under Captains Charles Warde and the Hon. (now Sir Henry) Duncan, in the *Banterer* sloop and *Glasgow* frigate. He was made commander from the *Victory* 104, flag-ship at Portsmouth, Oct. 29th, 1827; appointed to the *Dee* steamship in June 1832; removed to the *Phoenix* steamer on the 6th Nov. 1833; and promoted to the rank of captain Aug. 28th, 1834. The *Dee* was attached to the North Sea squadron, during the blockade of the Dutch ports in 1833; and afterwards conveyed Vice-Admiral Sir Pulteney Malcolm to Lisbon. The *Phoenix* attended Queen Adelaide to Rotterdam in the summer of 1834.

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**WILLIAM HAMLEY, Esq.**

(*Vol. IV. Part I. p. 261.*)

RETURNED home from the East India station in April 1834; paid off the *Wolf*, at Plymouth, May 10th; and was advanced to the rank of captain on the 20th Oct. following.

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**JOHN TOWNSHEND, Esq.**

ELDEST son of the late Lord John Townshend (second son of George first Marquis Townshend, and a godson of King George II.), a distinguished and respected nobleman, who accompanied Earl Howe, as a volunteer, to the relief of Gibraltar in 1782; subsequently filled the posts of a Lord of the Admiralty and Paymaster of the Forces; and at various periods represented in Parliament the university of Cambridge, the city of Westminster, and the borough of Knaresborough; who in political life early attached himself to the late Right Hon. Charles Fox, and by the grace of his manners, his genius, wit, and elegant literature, became remarkable amongst the associates of that celebrated statesman.

This officer was made lieutenant into the *Rochfort* 80, flag-ship of Sir Graham Moore, on the Mediterranean station, May 13th, 1822; and advanced to the rank of commander Jan. 26th, 1828. His commission as captain bears date Oct. 22d, 1834. His sister is the lady of Captain Sir Augustus W. J. Clifford, R. N., C. B., &c. &c.

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**HON. ARTHUR DUNCOMBE.**

FOURTH son of Charles first Lord Feversham, by Lady Charlotte, only daughter of William, second Earl of Dartmouth.

This officer was born on the 24th Mar. 1806; and entered the royal navy in 1819. He was made a lieutenant on the

26th Jan. 1826; appointed to the *Challenger* 28, Jan. 28th, 1828; and promoted to the rank of commander on the 18th Aug. following. His next appointments were, Aug. 6th, 1830, to the *Prince Regent* 120, bearing the flag of the commander-in-chief in the River Medway, which ship was paid off on the 21st Feb. 1832; and, June 27th in the latter year, to the *Champion* 18, fitting out for the Mediterranean station, from whence he returned to Plymouth, Aug. 25th, 1834. His commission as captain bears date Oct. 24th following, at which period he was on sick leave, and his sloop proceeding to Newfoundland, under the temporary command of Lieutenant Edward Herrick.

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### JAMES CLARK ROSS, Esq.

WAS made a lieutenant on the 26th Dec. 1822; commander Nov. 8th, 1827; and captain Oct. 24th, 1834.

This officer is the only individual who accompanied the whole of the expeditions of discovery to the polar regions, to which hazardous service he has devoted sixteen of the best years of his life. We understand that the world is indebted to him for the greater part of the scientific results of the late expedition under his uncle, Captain Sir John Ross, R. N., C. B., &c. The thanks of the Common Council of London were voted to him on the 5th Dec. 1833, at which period he was serving as commander on board the *Victory* 104, flagship of Sir Thomas Williams, at Portsmouth, preparatory to his further advancement.

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### ROBERT FITZROY, Esq.

THIS officer is related to the Duke of Grafton's family. He entered the royal navy in 1818; obtained his first commission on the 7th Sept. 1824; and subsequently served under Captains Sir John Phillimore and Arthur Batt Bingham, in the *Thetis* frigate, on the Mediterranean and South

American stations. In Aug. 1828, he was appointed flag-lieutenant to Rear-Admiral (now Sir Robert W.) Otway, at Rio Janeiro; and in Nov. following, promoted to the command of the *Beagle* surveying vessel, which he paid off and re-commissioned in June 1831. He is now employed in completing the survey of the Straits of Magellan. His advancement to the rank of captain took place Dec. 3d, 1834.

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## ADDENDA TO COMMANDERS.

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HENRY KENT, Esq.

(P. 117.)

THIS officer was appointed a stipendiary magistrate at Jamaica in Nov. 1834. He has three children—viz. Henry, Mary Carlisle, and Hunter.

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JOHN TAYLOR, Esq.

THIS officer obtained his first commission on the 5th Jan. 1799. He was senior lieutenant of the *Leda* frigate, Captain (now Rear-Admiral) Robert Honyn... employed off Boulogne, in 1803. While on that station, he commanded boats in frequent nightly excursions along the coast, was engaged in several warm skirmishes with the land batteries, "and always strongly evinced a daring intrepidity." His conduct as commander of the *Devastation* bomb, employed in the defence of Cadiz, from Dec. 1809 until the raising of the siege of *l'Isla-de-Leon*, in 1811, was equally meritorious. During a great

part of that time, his vessel was at anchor almost within point-blank range of the enemy's formidable works ; in addition to which, he rowed guard alternately with three other commanders of bombs during his continuance on that service.

We next find Commander Taylor appointed, Sept. 2d, 1812, to the *Espiegle* sloop, in which vessel he proceeded from Portsmouth, Jan. 22d, 1813, to Surinam, Demerara, and Barbadoes. He was afterwards employed in protecting the trade bound to Nassau, New Providence. In the spring of 1814, he was tried by a court-martial at Portsmouth, on charges brought against him by the Admiralty, "in consequence of complaints having been made to the Board, that his treatment was such to the ship's company as to keep them in a state bordering upon mutiny ; refusing them, when in harbour, the usual indulgence of the service, and exercising towards them continual acts of severity and cruelty, such as *starting* the sick, and flogging persons in the sick list ; also, failing in his duty when in pursuit of the American sloop *Hornet*, after the capture of the *Peacock* ; for neglecting to exercise the ship's company at the great guns ; for acts of tyranny towards his officers, particularly towards the carpenter ; for using scandalous language towards them ; for drunkenness ; and for unofficer-like and ungentleman-like behaviour.

"The Court agreed that he had used some acts of severity towards the sloop's company ; that he had neglected to exercise them sufficiently at the great guns ; that he had exercised acts of oppression towards some of the officers of the ship ; that he had made use of most scandalous language to Lieutenant Dyer ; and that his conduct had been unlike an officer and a gentleman : but that the charges of ill-treatment of the sloop's company, so as to keep them in a state bordering on mutiny ; that he refused them, when in harbour, the usual indulgence of the service ; that he had been frequently in a state of drunkenness ; and that he had failed to do his duty when in pursuit of the *Hornet*, had not been

proved; but that the latter charge was scandalous and unfounded.

“The Court, therefore, sentenced Commander Taylor to be dismissed from his Majesty’s service; but, in consideration of his long services and former meritorious conduct, did strongly recommend him to the favorable consideration of the Admiralty\*.”

This officer’s name was replaced in the Navy List in 1818, ever since which he has remained on half-pay as “*The Junior Commander.*” Had he been restored to his former seniority, Oct. 13th, 1807, there would now, Dec. 1834, have been only fifty-six of his brother officers between him and the senior commander.

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\* *Naval Chronicle*, xxxiii. p. 429.

THE END.



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67, Chancery Lane.

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