

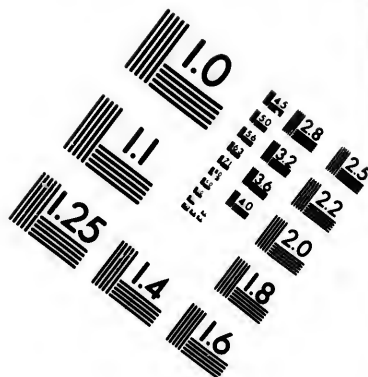
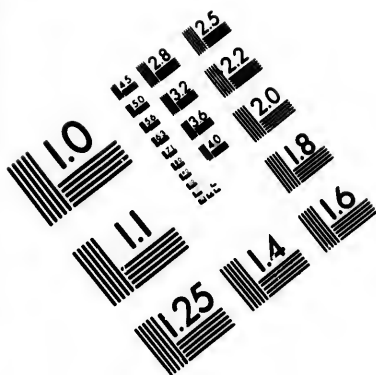
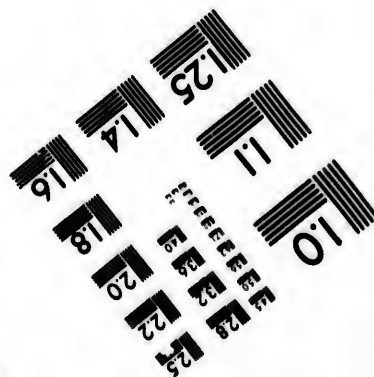
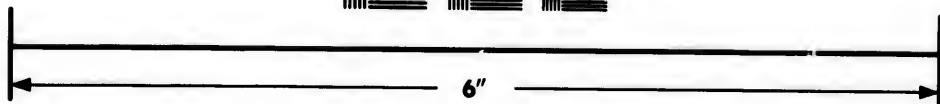
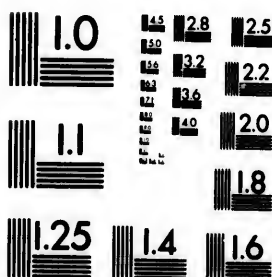


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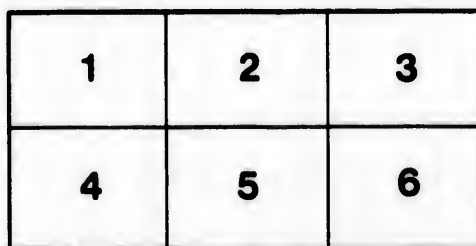
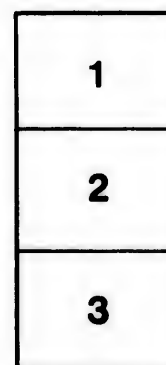
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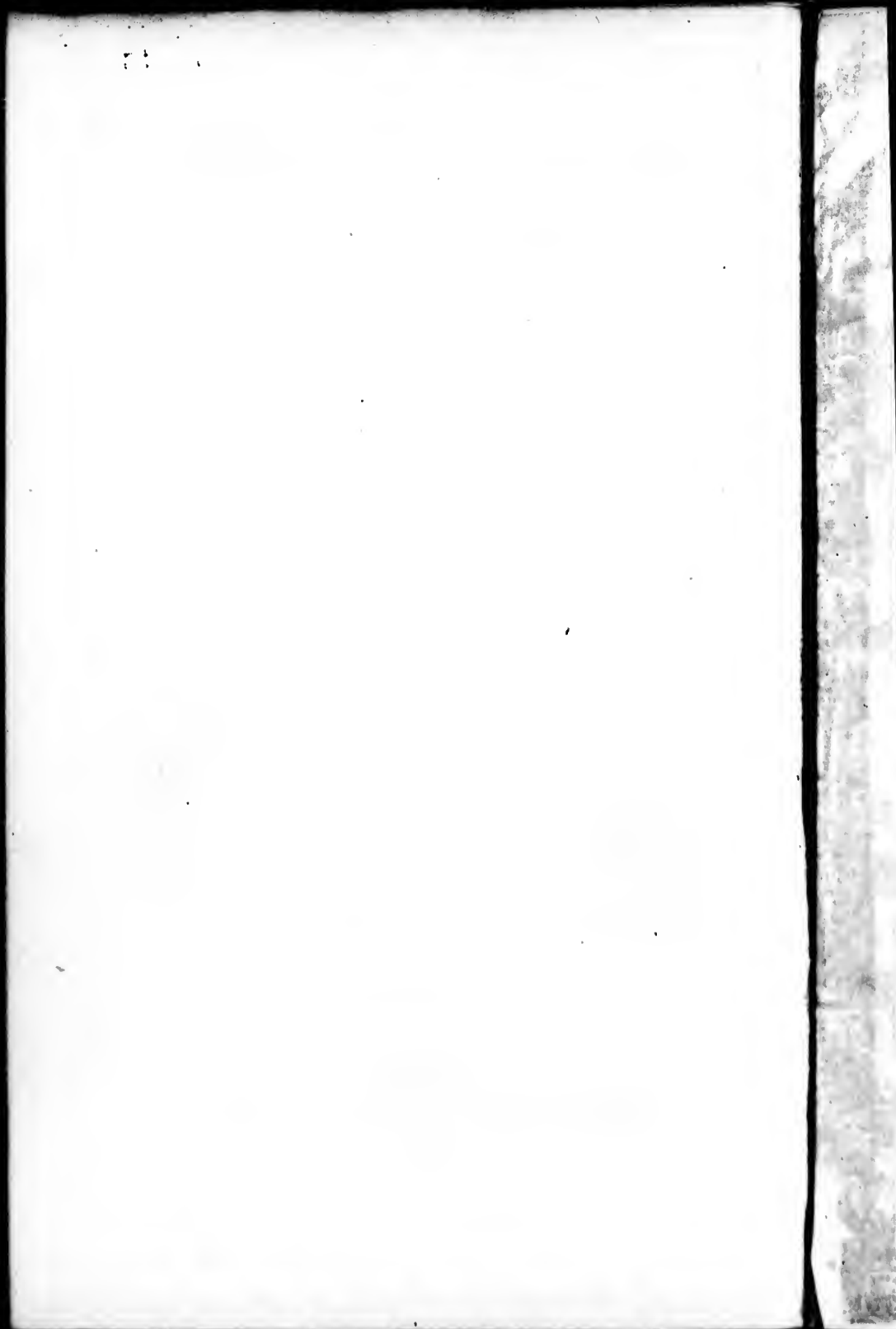
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LIEUTENANT IN THE ROYAL NAVY.



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VOL. III.—PART II.
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ERRATA.

- Page 23, line 17, *for Ann, read Anne.*
 — 32, — 8, *for Dickinson, read Dickinson.*
 — 57, — 15 from the bottom, *for Elliott, read Elliot.*
 — 68, — 3, after wounded, *read About 100 of the enemy were made prisoners.*
 — 76, — 8, *for Agents, read Agent.*
 — 126, — 1, *for EDWARD, read EDMUND.*
 — 127, — 7 from the bottom, *for enemy's, read enemy.*
 — 140, — 3 —————, *for 173 read 174.*
 — 142, — 2, *for Humphreys, read Humphrey.*
 — 161, — 2, *for Downham, read Bownham.*
 — 280, — 1, *for rom, read from.*
 — 285, — 7 from the bottom, *for number of men, read number of wounded men.*
 — 336, note at the bottom, *after p. insert 331.*

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ROYAL NAVAL BIOGRAPHY.

CAPTAINS OF 1827.

(Continued).

HON. CHARLES LEONARD IRBY,

Member of the Geographical Society of London.

FOURTH and youngest son of Frederick, second Lord Boston, by Christiana, only daughter of Paul Methuen, of Corsham House, co. Wilts, Esq.

This officer entered the royal navy, May 23d, 1801, as midshipman on board the *Narcissus* frigate, Captain (afterwards Rear-Admiral) Percy Fraser; which ship, it appears, was driven ashore on the coast of Holland, and would, probably, have been wrecked, but for the prompt and effectual assistance she received from the *Jalouse* sloop, then commanded by Lord Boston's second son, the Hon. Frederick Paul Irby, whose services have been recorded in Vol. II. Part I. pp. 488—500.

During the peace of Amiens, Mr. Charles Irby served under Captain Fraser's successor, the present Vice-Admiral Donnelly, with whom he visited the Barbary States, Malta, Sicily, Sardinia, Toulon, Genoa, Leghorn, Naples, the Grecian Archipelago, and Alexandria. He subsequently saw much active service on the coasts of Italy and Provence, and assisted in capturing l'*Alcion* French corvette, and many trading vessels.

In 1805, the *Narcissus* was attached to an expedition sent against the Cape of Good Hope; and while proceeding thither, in advance of the fleet under Sir Home Popham, she captured the French privateer brig *Prudent*, of 12 guns and 70 men; retook the English merchant ship *Horatio Nelson*, mounting 22 guns, with a cargo of rum, tobacco, slaves, ivory, &c.; and drove ashore, in the midst of a heavy surf, where all her masts soon went by the board, a ship of 32 guns and 250 men, having on board the ordnance and stores of *l'Atalante* frigate, recently wrecked in Table Bay. She also intercepted a Dutch sloop, bound with naval stores from Cape Town to a line-of-battle ship in Simon's Bay.

After the reduction of the above colony, the *Narcissus* proceeded to the Rio de la Plata, from whence she brought home despatches, announcing the conquest of Buenos Ayres, and specie to a considerable amount, forming part of the captured property.

Towards the end of Sept. 1806, Mr. Charles Irby followed Captain Donnelly into the *Ardent* 64; which ship escorted a reinforcement of troops to the little army in South America, and formed part of the squadron under Rear-Admiral Stirling, at the siege of Montevideo. During the operations against that fortress, her captain commanded the seamen and marines employed on shore; and the subject of this sketch was wounded, while serving in an advanced battery.

On the surrender of the citadel of Montevideo, which made but little resistance after the storming of the town, Captain Donnelly was again charged with the official despatches, and the *Leda* frigate ordered to convey him to England. Mr. Charles Irby also returned home in the same ship, April 11th, 1807; and remained on shore from that period till July following; when, his health having been re-established, he joined the *Thesens* 74, Captain (now Sir John P.) Beresford, employed in the Bay of Biscay. We next find him serving under Captain Donnelly, in the *Invincible* 74, on the North Sea station, where he remained till promoted into the *Sirius* 36, Captain Samuel Pym, Oct. 13th, 1808.

In this ship, Lieutenant Irby again proceeded to the Cape

of Good Hope, from whence she was sent to join the squadron employed in the blockade of Mauritius. On the 21st of Sept. 1809, she assisted in an attack upon St. Paul's, Isle Bourbon, the result of which was the capture of la Caroline French frigate, of 46 guns and 360 men, a national brig pierced for 16 guns, and several merchant vessels; the recapture of two British East Indiamen, with cargoes valued at three millions of dollars, and other property to an immense amount, out of the hands of the French; and the destruction of all the defences of the only safe anchorage in the island *.

Lieutenant Irby quitted the Sirius in May, 1810; returned home in the Leopard 50, Captain James Johnstone; and was appointed to his old ship, the Narcissus, commanded by Captain the Hon. Frederick William Aylmer, in the month of December following. After a cruise off the Canary Islands, we find him proceeding in that frigate to Newfoundland, and from thence, along "the bleak coast of snowy Labrador," to the mouth of Hudson's Bay.

The Narcissus was paid off in Mar. 1812; and Lieutenant Irby subsequently served under Captains Lord William Stuart, Clotworthy Upton, and Sir E. T. Troubridge, in the Conquistador 74, and Sybille and Armide frigates, on the Channel, Irish, and Halifax stations. Previous to his leaving the latter ship, he assisted in capturing an American privateer, of 17 guns and 100 men; and a French letter-of-marque, of 16 guns and 60 men. In Sept. 1814, he assumed the command of the Thames 32, armed *en flûte*, into which ship he had been promoted by the Admiralty on the 7th of June preceding.

The Thames was attached to the unfortunate expedition against New Orleans, and Captain Irby continued to command her till May, 1815, when, being in a bad state of health, he was superseded at his own request. In the summer of 1816, after having unsuccessfully endeavoured to obtain an appointment in the armament fitting out against Algiers, he left England, with the intention of making a tour

* See Vol. II. Part II. p. 716.

on the continent of Europe, accompanied by his old friend and shipmate, Captain James Mangles, R. N.

This journey our travellers were led to extend far beyond their original design. Curiosity at first, and an increasing admiration of antiquities as they advanced, carried them, at length, through several parts of the Levant, which had been but little visited by modern travellers, and gave them more than four years of continued employment. In 1823, they printed, *for private distribution*, an account of their "Travels in Egypt and Nubia, Syria, and Asia Minor, during the years 1817 and 1818." The volume consists of six letters. The first, dated at Cairo, Sept. 27, 1817, relates to a voyage up the Nile, in company with Messrs. Beechey and Belzoni, for the purpose of opening the great temple at Ebsambal, near the second cataract; and which object they accomplished, after twenty-two days' hard labour, Aug. 1, 1817. The average height of the thermometer in the shade during the operations was 112° of Fahrenheit; and, for the last five days, their food consisted of only doura and water, the Nubians having cut off their supplies, in order to prevent them from completing their explorations. On the 5th of August, Captain Irby had his hand badly cut in wresting a dagger from one of the native boatmen, who, while foaming with rage, was in the act of stabbing Belzoni; by whom the model of the great temple was afterwards exhibited at the Egyptian Hall, Piccadilly. "Mr. Bankes," says the writer of this letter, "was the first Englishman who ever succeeded in gaining the second cataract: he travelled in 1815. In 1816, Mons. Drovetti, the *ci-devant* French Consul in Egypt, succeeded in reaching it, with his two agents, Rifaud and Cailland; these travellers, together with Sheikh Ibrahim, and ourselves, are all that have reached thus far. Belzoni had his wife with him in man's clothes."

The second letter contains the journal of a route across the Desert, from Grand Cairo to El Arish and Gaza; along the sea-coast of Syria to Latachia; and from thence to Antioch and Aleppo, at which latter place they arrived on the 25th of Nov. 1817. During the second portion of this

journey, they also visited the village of Eden, the cedars of Lebanon, and the splendid ruins of Baalbec.

The third letter transports us from Aleppo to Hamah (the Epiphania of the Greeks and Romans), situated near the west bank of the Orontes; Palmyra, the ancient Tadmor, founded by Solomon; and the delightful city of Damascus, where the writer and his friend remained from the 10th till the 23d of February, 1818. Previous to their arrival there, they had been thirty-eight days and nights without pulling their clothes off, or ever sleeping on a bed.

The fourth and fifth letters are occupied with various travels throughout the Holy Land, of extraordinary interest. Among other places visited by the writers were Pnias, near to which is the source of the Jordan; Tiberias, situated close to the Lake of Gennesaret; Om Keis, the ancient Gadara, in the country of the Gadarenes; Bysan, supposed to be the Bethshan of scripture; Djerash, formerly a splendid city, the ruins of which are still more interesting than those of the celebrated Palmyra; Szalt, which they believe to be the ancient Machærus, where John the Baptist was beheaded; Gilhad Gilhood, said by the natives to have been the birthplace of the prophet Elijah; Nablous, the ancient Sychem; Mount Gerizim; Bethlehem; Solomon's Pools; Tekoa, built by King Rehoboam; Hebron, which, according to Moses, vied with the best cities of Egypt in antiquity; the vast Necropolis of Petra, distant, according to Pliny, 600 miles from Gaza, and 122 from the Persian Gulf; the Tomb of Aaron, a little edifice upon the very highest and most rugged pinnacle of the Mount Hor of scripture; Rabba, formerly Rabbath-Moab; Diban, in the territory of the ancient Amorites; Mount Tabor; Nazareth; and St. Jean d'Acre.

After quitting Jerusalem, in May, 1818, Captains Irby and Mangles likewise travelled round the Dead Sea, which only two Europeans (the late Messrs Burekhardt and Sœtzen,) had ever visited before them and their companions, Messrs. Bankes and Legh.

The fifth letter concludes with an account of the captains'

embarkation at Acre, on board a Venetian brig, bound to Constantinople; and the scene of the sixth lies in Asia Minor, where they were attacked with fever and dysentery, which increased in so alarming a degree, that they were obliged to hasten from Chelindreh to Cyprus, for medical aid, being totally unprovided with medicine, or any of those comforts so requisite in such an emergency.

Towards the middle of December, 1818, as it was too late to return to Karamania, in their then feeble state, they embarked for Marseilles, where they arrived after a most boisterous passage of 76 days. From this enumeration it will be seen, that some of the least visited and most remarkable portions of the globe were explored by Captains Irby and Mangles, whose enterprise, perseverance, zeal, and abilities, are so conspicuous, throughout the entire narrative, that we much regret our *present* inability to find room for any illustrative quotations.

On the 8th of August, 1826, Captain Irby was appointed to the Pelican sloop, of 18 guns, fitting out for the Mediterranean station; and on the 3d of Jan. 1827, his boats, under the command of Lieutenant Henry Smith (*b*), captured, without resistance, the piratical schooner *Afrodite*, of 4 guns and 30 men, near Scardamoula, in the Gulf of Calamata. This vessel belonged to a notorious freebooter, named Nicolo Siutto, and had on board a quantity of plundered property, consisting of cochineal, raw-silk, bees'-wax, paper, gun-powder, provisions, dollars, and other money.

The following correspondence subsequently took place between Captain Irby and the Greek authorities, some of whom appear to have countenanced the depredations committed by corsairs from the ports of Sparta:

" Djunova, Jan. 8th, 1827.

" Sir,—According to information I have received, there are two pirates in your port—I am come to take or sink them. I have, however, first examined these vessels, and observed that one of them belongs to you—I hear she is armed by order of your Senate, the sealed authority for which I request you will furnish me with a copy of. At the same time, I desire you will deliver into my hands the Ionian vessels she has captured, together with their cargoes; giving me likewise a written promise, that whatever

faults this vessel may in future commit, you and your Government will be answerable for. It will also be satisfactory to me, that you deliver into my hands the two pirate chiefs, Nicolo Coccoici and Nicolo Siutto, of Genoa, who, I am well informed, are now residing within the limits of your territories.

(Signed)

"CHARLES LEONARD IRBY."

"To Signor Giovanni Mavronūcali,
Member of the Senate of Sparta."

(ANSWER.)

"Sir,—Such of the members of the Ephori of Sparta as are here present are ready to reply to your letter of the 8th Jan. N. S.

"There can be no doubt that the Devil has again entered into the minds of the Sovereigns. The information you have had, that we have two vessels in our port armed as pirates, is not true; for having arranged our system by the name of Ephori, our first business was to put down piracy by every means in our power, and at the same time to annoy our enemy in every possible way, both by sea and land, for which object our courageous General has orders from the Senate at Napoli de Romania, of which we send you a copy, according to your orders, to inform yourself, that by order of our Government, we have armed this vessel to guard our waters and blockade our enemy's fortresses regularly, without committing any improprieties, according to the documents which we have put into the hands of her captain; having, however, given him directions to be vigilant in distressing our enemy who is so near to us, as we are always striving to do both by sea and land. As to the vessels taken by our cruiser, you will hear all from the Ionian captains themselves, and they are lawful prizes. Although their papers announce they are bound to Zante, they are falsely made out; for the philanthropic Government of Great Britain does not give papers for the fortresses of our enemies to transport provisions there; but these people, to serve themselves, have resolved to do injury to a whole nation, which is suffering under a barbarous enemy. It is now six years since we have revolted, and Great Britain is our only protector. Observe the quality of their cargoes, as appears by their declared manifests; but much of the cargo of the schooner does not appear on her manifest, such as stiletos, knives, pikes, &c.—this proves they were not intended for Zante, such articles being prohibited from entrance there. We, however, according as we ought, have written to our government at Napoli di Romania, to receive their orders on the subject, as in justice we could not do otherwise. If, on the contrary, your excellency thinks differently (not believing, however, it can be so), you are the master; but we must represent our reasoning on the subject. In what regards the pirates, Nicolo Coccoici and Nicolo Siutto, we will take every possible means to apprehend them, and send them under custody to

our Government at Napolij di Románia, with whom the Government of Great Britain is in correspondence on the subject. As to the captain of our galliot, we are ready to answer for every wrong he may commit, as long as he is furnished with the documents of the Ephori of Sparta. We remain with all honor,

(Signed) The Ephori of Sparta,
 " GIOVANNI MAVRONŪCALI.
 " DEMETRIO GRIGORACHI.
 " GIOVANNI DI COSTANTINO MAVRONŪCALI."

" *Djunova, Jan. 8th, 1827.*

" Ephori of Sparta,—I have received your answer, and have nothing farther to add, than that for my satisfaction I desire that the persons of the pirates Nicolo Siutto, of Genoa, and Nicolo Coccoici, may be delivered into my hands. By all accounts, Nicolo Siutto is now at Scardamoula, and Nicolo Coccoici is at Kitries: also I require the two Ionian vessels and their cargoes, they having been illegally captured off Cape Matapan.

(Signed) " CHARLES LEONARD IRBY."

(ANSWER.)

" Sir,—The officer and the consul you have sent have delivered your orders to us, and, to be short, we reply, that in all that regards the pirates Coccoici and Siutto we will endeavour by fifteen days' time to take them, if it be possible, and deliver them into your custody on your return to this port, as well as the property of the Ionian captain who was killed off Prodano. With respect to the vessels captured, they are free; but their cargoes we have written about to our Government, and according to their answer we must act; if, however, the British Government shall think them not lawful captures, and order them to be restored, we shall be ready also to answer for their cargoes; you may, therefore, rest easy and satisfied on all the points in dispute; we cannot explain ourselves otherwise than by word of mouth."

(Signed as before.)

" *Djunova, Jan. 9th, 1827.*

" Ephori of Sparta,—If you fail to deliver into my hands the persons of the two pirates, Siutto and Coccoici, I will intercept all vessels coming to you with provisions, and on this account I have already detained an Imperial trabaccolo; if, however, you will give me a written promise to deliver to me the persons of these pirates at the expiration of seven days, I am ready to leave your port for the present.

(Signed) " CHARLES LEONARD IRBY."

(ANSWER.)

" Sir,—We have your resolution that we shall search for and deliver

into your hands, in the course of seven days, the persons of the two pirates, and that you will otherwise blockade our port;—we will do all we can, and if you leave this place we can do it with greater facility; if we find a difficulty in doing so, we will inform you, as well as let you know who protects them.

“If you remain firm in your resolution to blockade our port, you have the power of doing so. The pirates shall be taken, unless the populace of the country are determined otherwise; and you may imagine what tigers we have to deal with here. The Ephori will not fail to give their reasons for their actions;—you can act as you think proper; we shall do all we can to take the pirates.

(Signed)

“GIOVANNI MAVRONŪCALI,

“First Member of the Ephori of Sparta.”

FROM THE SAME TO THE SAME.

“According to your orders, I shall not fail in giving up the rudders, &c. of the two Ionian vessels, as well as every thing else which was taken from them. As to whatever else is in dispute between us, remain more than certain that I shall not fail in doing all I possibly can.”

The Pelican remained wind-bound at Djunova till Jan. 16th, on which day Captain Irby addressed the following to Signor Giovanni Mavronūcali :

“The week I allowed you, wherein to find the two pirates, having expired, and receiving no intelligence whatever from you about them, although I know that Coccoici was in company with your own son at Kitries, and that Siutto resides at Scardamoula, the schooner of Siutto having been captured by our boats close to that place, and the small piratical boat of Coccoici having been found here, I cannot consider you and the other Ephori of these parts in any other light than as protectors of these pirates. On this account, I desire you will immediately give up to me the entire cargo of the Ionian vessel bound to Zante, you have captured. To establish a proper blockade of your enemy's ports you should have a competent force stationed off them: a vessel captured off Cape Matapan, whatever may be her cargo, her papers being made out for Zante, cannot be proved to contain enemy's property; besides which, the vessel that captured her is not furnished with the proper document from the Government of Napoli di Romania, without which no Greek vessel of war is suffered to cruise, according to the agreement between the Government of Great Britain and that of Greece. It becomes, therefore, my duty to demand her of you, and if you refuse to give her up I shall use force to take or destroy her. At the same time the Government of Great Britain being at peace with Greece, I am desirous to avoid as much as possible firing into your houses; but as circumstances may occur to render it im-

possible for me to prevent it, for humanity's sake I desire you will send your women and children to the mountains. If you agree to give up to me your galliot, and the cargo of the Ionian schooner, I have no objection to your sending a supercargo of your own to Zante on board the Ionian vessel, nor that your galliot should go there under Greek colours, and manned by her own crew, provided both sail under my custody. If the authorities at Zante conceive you had a right to capture this vessel, you well know that both she and her cargo, as well as your own galliot, will be returned to you. I likewise require satisfaction for the Ionian captain's property, who was killed off Prodano, and on which subject you have already had communications from the Vice-Consul of Kitries, Signor Pasqualigo.

"If you do not comply with my request, I shall be obliged to begin firing: I give you two hours to consider.

(Signed)

"CHARLES LEONARD IRBY."

In consequence of this letter, Signor Giovanni Mavronūcali waited upon Captain Irby, and consented to send his galliot and the Ionian vessel to Zante in company with the Pelican: the former was afterwards liberated by an order of the British Government, and sent back with a strong remonstrance to the Greeks. Early in March, 1827, Captain Irby, then at Corfu, reported to his commander-in-chief as follows:

"On the morning of the 2d instant, having heard that Cipriotti the pirate had his rendezvous at Scropho, and had been there a week previously, I took the gig and cutter with Lieutenant Smith (who had destroyed two boats there during our last cruise), in order that I might myself form a judgment as to the practicability of an attack by boats, if Cipriotti should still be there; the Pelican passing outside of Oxia, as there was too little wind for her to pass through the narrow channel between it and Scropho. On opening the passage, a boat, answering the description I had had of Cipriotti's, was perceived to leeward, and chased by the brig and boats; the latter keeping close in shore to cut her off, while the brig necessarily kept outside of her on account of the shallowness of the water. On getting within range, chase guns were fired by the Pelican, and muskets by the boats, to bring her to, which she did not obey, but got her sweeps out and made every effort to escape. On the pinnace and gig approaching her within pistol-shot, she opened a very heavy and destructive fire on them, though both boats had English jacks in their bows, and the Pelican her ensign displayed. Perceiving that the boats would suffer greatly, I ordered them on board, but am sorry to say not until they had two marines killed, and two seamen mortally wounded; both Lieutenants (Messrs. Smith and Daniel F. Grant), Mr. Case the

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carpenter, one seaman, and one marine severely wounded. The bovo shewed Turkish colours ; but as she persisted in not bringing-to, I considered myself justified in destroying her, and accordingly approached her (on her running ashore on the shoals off Missolonghi) as near as the shallow water would admit of, and anchoring in three fathoms, was enabled to bring the broadside to bear, which was fired until she appeared to be a wreck. Hereupon the boats were again despatched, under Lieutenant Smith (who though severely wounded in the hand could not be prevailed upon to leave his duty), to bring out the remainder of the crew, and set her on fire, which was effected : seventeen were brought on board, besides a number who either escaped in her boat or waded on shore : we heard of four being killed, including her captain, and two mortally and severely wounded.

"On examination, she proved to be Turkish (and amongst her papers is a firman from the Grand Seignior), from Prevesa bound to Missolonghi, having four guns and a great quantity of small arms. These disastrous circumstances would not have occurred but for the obstinacy of her captain, who would not bring to, or permit us to examine him, though we were under English colours, and which led me confidently to believe she was a pirate.

"I regret the return of killed and wounded, but it was unavoidable. I have much satisfaction in reporting the spirited conduct of Lieutenants Smith and Grant, and the officers and men employed on this occasion, although the result has been so dearly purchased. I have the honor to be, &c. (Signed) "CHARLES LEONARD IRBY."

"To Vice-Admiral Sir Edward Codrington, K. C. B."

The conduct of Captain Irby throughout this transaction appears to have been perfectly proper, and that of the Turk, who had so pertinaciously resisted the scrutiny of a British man-of-war, either grossly ignorant or extremely mischievous. On the 25th of June in the same year, the commander of the Pelican addressed another official letter to Sir Edward Codrington, of which the following are extracts :

"Sir,—In consequence of the information we received at Zante, that Nicolò Siutto, the pirate, was actually at Scardamoula, where he was landing the plunder he had taken from an Austrian trabaccolo off Valona, I proceeded to that place, to demand restitution of the property ; but heard at Modon that his vessel had again sailed. On the 12th, I stood for Kitries, in order to gain intelligence from the Vice-Consul there, Signor Pasqualigo, who informed me that Sciutto had not only plundered the Austrian, but also an English vessel off Paxo, and that the cargo was still in store at Scardamoula. I immediately directed Pasqualigo to go

on board a Greek schooner of war, the captain of which offered to accompany us. We sailed together, and arrived off Scardamoula in the evening; I sent Pasqualigo on shore to demand the restitution of the plunder taken from the English and Austrian vessels, and say if they did not deliver it up, I would fire on the town in the morning;—recommending them to send their women and children out of the way. Pasqualigo returned about ten, to say the Governor was absent in the mountains, and no decisive answer could be obtained that night. On the following morning, the 13th, I sent him again, giving the inhabitants two hours more to retire, as I observed the women had not left the place, at the expiration of which time I opened a fire on the houses, but had scarcely discharged six shot, and the Greek schooner one, when a party came running to the beach with a white flag, which I answered, and ceased firing;—the object of the flag was to say that the governor had not yet returned; a letter had been sent to him, but no answer was come. I gave them another hour, then hauled down the truce and recommenced firing, when a letter was brought from Governor Dionysio Murzius, one of the Ephori of Sparta, acknowledging that Siutto had landed his plunder at Scardamoula; that it was not in his power to prevent him, and that it was all sold, or sent into the interior of the country; begging me to desist from firing into the place. Having been informed, however, that some of the English goods were actually in his own house, which was pointed out to me, where three guns were planted with their tompons out, all ready to fire, I opened on that particular spot, and with such precision that every shot told;—one, a 32-pounder, went through the small room in which the plunder was lying. Upon this, he sent off again, to consent to deliver up all that remained; but on landing, I am sorry to say, 36 small bales of Manchester cotton was all that could be found. I afterwards sent Lieutenant Smith, with Signor Pasqualigo, to examine the custom-house, at some distance on the beach, where they could see nothing but a small quantity of corn. I have little doubt, Dionysio Murzius has an interest in the plunder that is brought to Scardamoula, though he declares he has not, and that he has not sufficient force to prevent their landing and sending it into the interior. I am sorry to add, from Pasqualigo's information, that Nicolo Siutto's vessel is now gone to sea, with regular papers from the Greek senate, at Poros, by which means it will be difficult for any man-of-war to recognise her, unless from precise information, or plunder found on board. Notwithstanding the warning I had given, I regret to say one boy was wounded by our fire, and some of the houses are very much shattered. The cotton was put on board an Ionian vessel; and as the masters of others lying at Kitries declared it impossible to leave the port, for fear of pirates, I offered them convoy to Zante. On arriving off Kitries, on the 14th, I was told that a piratical mistico had taken an Ionian schooner into Petuladi, and that the crew had escaped with their plunder, after running both vessels on shore, and entirely dismantling them. I proceeded to that place, and

having anchored within gun-shot of the shore, sent the boats armed under Lieutenant Smith, with the marines, to command the surrounding heights: he found both vessels lying near the beach, within a reef of rocks, scuttled, full of water, and quite dismantled; the schooner on her beam-ends, with only her larboard gunwale above water. Lieutenant Smith cut away their lower-masts, and as the *mistico* was so situated that there was no possibility of her being got off again, he destroyed her to the water's edge. From thence I returned to Kitries, and took the vessels under my charge for this port, whence I shall return to my former cruising ground off Sapienza."

(Signed)

"CHAS. LEON^D. IRBY."

On the 2d of July, Captain Irby was promoted to the command of the *Ariadne* 26, but he did not quit the *Pelican* till Sept. 27, 1827. In the meantime he had detained a schooner, the master of which acknowledged having taken some money from a Cephalonian vessel; and brought out from Port Pagagna another piratical cruiser, which had plundered an Austrian merchantman. After the battle of Navarino, he was requested by Sir Edward Codrington to bring home the *Genoa* 74, the command of which ship he assumed on the 15th of Nov. 1827, and retained until she was paid off at Plymouth, Jan. 21, 1828.

Captain C. L. Irby married Frances, daughter of John Mangles, of Hurley, co. Berks, Esq.

Agents,—Messrs. Goode and Clarke.

RICHARD HOARE, Esq.

PASSED his examination, at Plymouth, in Mar. 1813; and was promoted to the rank of Lieutenant, in the *Dragon* 74, Captain Robert Barrie, on the North American station, Nov. 13th following. His subsequent appointments were,—Aug. 30, 1815, to the *Madagascar* 38, Captain Francis Stanfell;—Oct. 31st, in the same year, to the *Phæton* frigate, commanded by the same officer;—Jan. 7, 1818, to the *Blossom* 26, Captain Frederick Hickey;—Feb. 9, 1821, to the *Niemen*, Captain E. R. Sibly;—and, July 19, 1822, to the command of the *Doterel* 18, on the Halifax station. His commission as Captain bears date July 7, 1827.

This officer married, Mar. 15, 1823, Matilda Ottley, youngest daughter of Rear-Admiral (now Sir William C.) Fahie. His lady died on the 27th of Sept. 1826.

GEORGE JAMES HOPE JOHNSTONE, Esq.

OBTAINED the rank of Lieutenant, Oct 30, 1821; and subsequently served under Captains W. A. Montagu, H. E. P. Sturt, and Sir Charles Burrard, Bart., in the *Phæton* frigate, and *Revenge* 78. He was appointed flag-lieutenant to Vice-Admiral Sir Harry Neale, G.C.B., Dec. 26, 1824; promoted to the command of the *Alacrity* sloop on the Mediterranean station, Sept. 17, 1825*; and advanced to the rank of Captain, July 8, 1827.

OCTAVIUS H. C. VENABLES' VERNON, Esq.

Is a son of the Right Hon. Edward Venables Vernon, D.C.L., Archbishop of York, Primate of England, &c. &c. &c.† He was made a lieutenant, Jan. 11, 1814; appointed to the *Amelia* frigate, Captain the Hon. Granville Proby, fitting out for the Mediterranean station, Mar. 27, 1815; and to the *Sir Francis Drake*, flag-ship at Newfoundland, May 2, 1818; promoted to the command of the *Drake* sloop, Feb. 3, 1820; appointed to the *Britomart* of 10 guns, June 5, 1824; and removed from that vessel into the *Primrose* 18, on the Jamaica station, May 30, 1825. He subsequently visited Vera Cruz, Tampico, Havannah, New York, Washington, Philadelphia, and Baltimore; brought home the British *Chargé d'affaires*, and upwards of a million of dollars, from Mexico, in July, 1827; and was advanced to the rank of Captain, on the 7th of the following month.

* See Commander RICHARD S. TRISCOTT.

† See Supp. Part III. p. 368.

FRANCIS BRACE, Esq.

WE first find this officer serving as midshipman on board the Clyde frigate, Commodore (now Sir Edward W. C. R.) Owen; and afterwards under his uncle, Captain (now Rear-Admiral) Edward Brace, in the Berwick 74, of which ship he was appointed a lieutenant, on the Mediterranean station, Feb. 5, 1813. His subsequent appointments were,—Oct. 14, 1814, to the Menai 26, Captain W. O. Pell;—April 15, 1815, to the Pique frigate, Captain the Hon. A. Maitland;—July 16, 1816, to be flag-lieutenant to Commodore Sir Robert Hall, on the Lakes of Canada;—and, Sept. 15, 1817, to the Sybille 48, fitting out for the flag of Rear-Admiral Sir Home Popham, under whom he served in the West Indies, until promoted to the rank of Commander, Dec. 7, 1818. His commission as Captain bears date, Aug. 14, 1827; at which period he commanded the Gannet sloop, in the Mediterranean.

Agents,—Messrs. Atkins and Son.

THOMAS BOURCHIER, Esq.

PASSED his examination in Mar. 1808; obtained his first commission on the 26th of Aug. following; and was a lieutenant of the Victorious 74, Captain (now Sir John) Talbot, at the close of the war in 1814. His subsequent appointments were,—April 29, 1815, to the Tenedos frigate, Captain Hyde Parker; and, Aug. 12, 1819, to be flag-lieutenant to Sir Thomas M. Hardy, on the South American station; where he was promoted to the command of the Beaver sloop, Sept. 9, 1822; removed into the Eclair, Oct. 21, 1823; and appointed Captain of the Menai 26, in Sept. 1827. He also appears to have commanded the Volage 28, for a short period, in the Pacific.

Agents,—Messrs. Maude & Co.

JOHN FOOTE, Esq.

OBTAINED the rank of lieutenant in May, 1804; and had the misfortune to be wounded and taken prisoner while commanding a gun-boat, manned by the Queen 98, and sent from Gibraltar to afford protection to a convoy passing through the Gut, in Oct. 1806. The following is a copy of his official letter to Rear-Admiral Purvis, by whom he had been sent on that service:

"Town of Tariffa, Oct. 26th, 1806.

"Sir,—With heart-felt anguish I acquaint you of the capture of H. M. gun-boat *Hannah*, yesterday forenoon, by a Spanish privateer, of 4 guns and 70 men.

"Being off Cabritta Point, I discovered a latine-rigged vessel in the middle of the Gut, a few miles to leeward of me, towing a merchantman towards the Spanish coast; and conceiving it my duty to endeavour to regain her, I made all sail after them. Upon coming within gun-shot, I perceived the enemy was a large three-masted vessel, of much superior force to the gun-boat; I therefore, after exchanging a few shot, and finding she knew her superiority, by casting off the tow, and tacking after me, endeavoured to escape;—she soon, however, got so close as to do execution with her grape; and our ammunition being nearly expended, I determined to try the event by boarding her; but on coming alongside, such a number of men jumped into us, as obliged us to act on the defensive. After fighting on the deck about ten minutes, I looked around, and saw scarce an Englishman standing, and another privateer coming up close to us; I therefore determined to save the lives of the few brave fellows that were left, by striking the British flag. I send this by Mr. Spargo, midshipman, to whom I am indebted for writing it, (being wounded in my left arm, and the doctor having bled me in the other) as well as for his gallantry in the engagement; and I cannot finish without saying how much I owe to the bravery of young Mr. Millett, midshipman, and the whole of the gun-boat's crew. I herewith enclose a list of killed, &c.

(Signed)

"JOHN FOOTE."

"This contest," says Lord Collingwood, "was highly honorable to Lieutenant Foote and his men;" of whom six were slain, two drowned, and eleven wounded.

We next find this officer serving as flag-lieutenant to Sir Richard Bickerton, at Portsmouth; where he continued until promoted to the command of the *Rapid* sloop, Sept. 29th, 1813. His subsequent appointments were,—Oct. 9th, 1814,

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to the Goldfinch of 10 guns, which vessel, after having been employed on "special service," was paid off at Sheerness, in Dec. 1815;—and, May 12th, 1827, to the Britannia 120, bearing the flag of Earl Northesk, and commanded by Captain Edward Hawker, at Plymouth. He was advanced to his present rank on the 29th of Sept. 1827.

PHILIP HENRY BRIDGES, Esq.

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WE first find the name of this officer mentioned in an official letter from Captain (now Sir Frederick L.) Maitland to Admiral Sir John Colpoys, reporting the capture of the French national brig *Venteux*, by two boats belonging to the *Loire* frigate, close under the batteries of l'Isle de Bas, June 27th, 1803*: the following is an extract:—

"Mr. Bridges has served his time, and passed for Lieutenant nearly a year; of whose conduct Mr. Temple speaks in the highest terms, together with that of every officer and man under his command."

On the 4th of the following month, Mr. Bridges was promoted to the rank of lieutenant; and in Jan. 1804, the Committee for managing the Patriotic Fund "resolved that a sword of Thirty Pounds value, with a suitable inscription, should be presented to him, as a token of the sense entertained of his distinguished merit." He subsequently served under Captains the Hon. George Elliot, George Sayer (a), and Samuel Leslie, in the *Hussar*, *Leda*, and *Theban*, frigates, on the East India station; where he was appointed acting commander of the *Zebra* sloop, Dec. 8th, 1815; and promoted to the command of the *Challenger* 18, in Nov. 1816. His last appointments were,—in 1818, to act as captain of the *Trincomalee* 46, which ship he brought home from Bombay, and paid off in April 1819;—and, July 24th, 1827, to the *Prince Regent* 120, bearing the flag of Sir Henry Blackwood, and commanded by Captain the Hon. George Poulett,

* See Vol. II. Part II. p. 911.

at Chatham, where he was serving when advanced to his present rank, on the 29th of Sept. following.

Agent,—J. Hinxman, Esq.

LEWIS DAVIES, Esq.

A Companion of the Most Honorable Military Order of the Bath; Knight of the Royal French Order of St. Louis; and Knight (2d class) of the Imperial Russian Order of St. Anne.

THIS officer is a brother of the late Lieutenant-Colonel Davies, (known throughout all India by the appellation of "*Tiger Davies*," from his frequent daring encounters with that ferocious animal,) who was assassinated in May 1827, at Mominabad, by a party of the Nizam's third regiment of native horse, while endeavouring to quell by remonstrance a spirit of insubordination which some of that corps had manifested.

Mr. Lewis Davies passed his examination in May 1808, obtained the rank of lieutenant in Sept. following; and was promoted from the Seringapatam frigate, Captain Charles Sotheby, to the command of the *Rose* sloop, on the Mediterranean station, Jan. 26th, 1826.

The *Rose* was attached to the combined force under Sir Edward Codrington, and sustained a loss of three men killed and fifteen officers and men wounded, at the battle of Navarin, Oct. 20th, 1827*. On the second day after that memorable event, we find Mous. De Rigny writing to the British Vice-Admiral as follows:—

"Sir,—I hasten to do myself the honor to inform your Excellency, from a detailed report made by Captain Hugon, of the *Arnade*, that the excellent manœuvre of Captain Davies, when the *Rose* came and resolutely cast her anchor within pistol-shot of two Turkish corvettes, relieved the *Arnade* in a few minutes from her unfavorable position; and it is my duty, and at the same time a great pleasure to me, to assure your Excellency, that on this occasion Captain Davies did every thing that could be expected from a brave and experienced officer. I am, with the highest consideration, your very faithful servant,

(Signed)

"H. DE RIGNY, Rear-Admiral."

* See Suppl. Part II. pp. 329—334.

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It appears, from other accounts, that l'Armide, previous to her being supported by the Rose, was exposed to the undivided fire of no less than five of the enemy's ships; and that Commander Davies received some personal injury by the explosion of a Turco-Egyptian brûlot. On the day after the action, he was promoted to the vacancy caused by the death of Captain Bathurst, of the Genoa; but ordered to continue in the command of the Rose, and sent with despatches to Smyrna. "*If times had been chivalrous,*" says Sir Edward Codrington, "*and I had had chivalrous power, I should have knighted him on the field of battle.*" The other rewards bestowed upon Commander Davies were a Companionship of the Bath, the Cross of St. Louis, and the Order of St. Anne.

Among the wounded on this occasion were Lieutenant Maine Lyons, Messrs. Douglas Curry (third son of Captain Richard Curry, R. N.) and M. Williams, midshipmen, of the Rose. The former officer lost his leg, and only survived four days:—we have a melancholy satisfaction in transcribing a letter subsequently addressed to his nearest male relative, whose own gallant services are already known to our readers:—

H. M. S. Rose, Malta, Nov. 29th, 1827.

"Dear Sir,—Your brother's loss is deplored by all who knew him, for his kindness of heart and evenness of temper; but he was chiefly admired for his cool self-possession in danger; he was often under fire from pirates, when in command of the Rose's boats, and was always successful; but it was at the battle of Navarin that he pre-eminently distinguished himself, in command of the boats, by towing a fire-vessel clear of a French line-of-battle ship, under a dreadful fire of grape, which must have insured his promotion had he survived. Yours,

(Signed)

"L. DAVIES."

"To Captain Edmund Lyons, R. N."

Captain Davies subsequently commanded the Ariadne 28, which ship he brought home from the Mediterranean, and paid off at Plymouth, in May 1828.

JOHN NORMAN CAMPBELL, Esq.

A Companion of the Most Honorable Military Order of the Bath.

THIS officer was made a lieutenant in June, 1807; from which period we find no mention made of him until his appointment to the Snake sloop, Commander Joseph Gape, April 5th, 1815. He subsequently served under Captains Francis Stanfell and Francis A. Collier, in the Phæton and Liverpool frigates, on the St. Helena and East India stations; commanded the seamen employed on shore in the attack upon Ras-al-Khyma, in Dec. 1819*, and acted for a short time as captain of the Dauntless 24, *vice* the Hon. Valentine Gardner, deceased. His promotion to the rank of commander took place Nov. 28th, 1820; and his next appointment was, May 14th, 1827, to the Albion 74, Captain John Acworth Ommanney, which ship formed part of the combined force under Sir Edward Codrington at the battle of Navarin, and sustained a loss of ten killed and fifty wounded.

The officers and other gentlemen of the Albion whose names appeared in her surgeon's report of casualties were, Captain Cornelius James Stevens, R. M., and Mr. Edward R. Foster, volunteer, *slain*;—Messrs. William Lloyd (mate), Frederick Fludyer Gray (midshipman), and Thomas Addington (boatswain), *severely wounded*;—and Commander Campbell, Lieutenant John Gooch D'Urban, the Rev. Edmund Winder (chaplain), Assistant-surgeon W. F. O'Kane, and Mr. James Stewart (clerk), *slightly wounded*†.

For his conduct on this occasion, Commander Campbell was advanced to the rank of Captain, by commission dated back to Oct. 22d, 1817; and nominated a C. B. on the 13th of the following month.

* See Suppl. Part IV. pp. 223—227.

† Mr. F. F. Gray lost his right arm, and his eldest brother was at the same time severely wounded on board the Genoa. See p. 32.

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HON. WILLIAM ANSON,

A Companion of the Most Honorable Military Order of the Bath; Knight of the Royal French Order of St. Louis; and Knight (2d class) of the Imperial Russian Order of St. Anne.

THIS officer was the fourth son of Thomas, first Viscount Anson (grand-nephew of the celebrated naval commander and circumnavigator, in whose person the family of Anson was first ennobled) by Anne Margaret, second daughter of Thomas Wenman Coke, of Holkham Hall, co. Norfolk, Esq., and was born on the 26th of Feb. 1801. He was made a lieutenant in April, 1822; appointed to the Tribune frigate, Captain G. H. Guion, fitting out for the Mediterranean station, in the month of November following; promoted to the command of the Brisk sloop, Jan. 26th, 1826; and advanced to the rank of captain (by commission dated back to Oct. 22d, 1827); nominated a C. B. (Nov. 13th, 1827), and decorated with the above mentioned foreign orders, for his conduct at the battle of Navarin; on which occasion his purser, Mr. Henry Campling, was killed while assisting the surgeon in dressing an amputation. The total loss sustained by the Brisk was one killed and three wounded.

Captain Anson died at the seat of his eldest brother, (now Viscount Anson), Shugborough, co. Stafford, Oct. 19, 1830.

RIGHT HON. HENRY VISCOUNT INGESTRIE,

A Companion of the Most Honorable Military Order of the Bath; Knight of the Royal French Order of St. Louis; Knight (2d class) of the Imperial Russian Order of St. Anne; and M. P. for Hertford.

THIS officer is the eldest son of Earl Talbot, by Frances Thomasine, eldest daughter of Charles Lambert, of Beau Park, co. Meath, Esq., and was born on the 8th of November, 1803. He was made a lieutenant in Jan. 1824; appointed to the Blonde frigate, Captain Lord Byron, June 7th following; promoted to the command of the Philomel sloop, Oct. 18th, 1826; advanced to the rank of captain, &c.

Admiral
the Earl of
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&c. the same as the preceding officer, for his conduct at Navarin, on which occasion the Philomel had one marine killed and seven men wounded; and chosen M. P. for Hertford, in 1830.

Viscount Ingestrie brought home the official despatches announcing the defeat of the Turco-Egyptian fleet. He married, Nov. 8th, 1828, Sarah Elizabeth, only surviving daughter of Henry, second Marquis of Waterford.

Agents,—Messrs. Stilwell.

WILLIAM SYMONDS, Esq.

WAS made a lieutenant in Oct. 1801; promoted to the rank of commander, from the Royal George yacht, Oct. 4th, 1825; appointed to the Columbine, an experimental sloop of war, built according to a plan of his own, Dec. 4th, 1826; and advanced to the rank of captain, Dec. 5th, 1827.

Agents,—Messrs. Stilwell.

JOHN WINDHAM DALLING, Esq.

SERVED as midshipman under the late Captain Sir William Hoste, in the Amphion frigate; obtained the rank of lieutenant in Oct. 1810; and was made a commander in June 1814. His subsequent appointments were,—Jan. 7th, 1817, to the Nimrod of 18 guns; and, April 18th, 1826, to the Raleigh 18; in which latter sloop he was serving on the Mediterranean station, when advanced to the rank of captain, Jan. 2d, 1828.

Agents,—Messrs. Stilwell.

JAMES SCOTT, Esq.

THIS officer was slightly wounded while serving as master's-mate of the Pompée 74, and employed on shore under the orders of Commodore (now Sir George) Cockburn, at the

reduction of Martinique, in Feb. 1809*. He passed his examination in Oct. following; obtained a commission on the 16th of the ensuing month; and commanded a boat belonging to the Marlborough 74, at the capture of four formidable American privateers, in the Rappahannock river, April 3d, 1813†. We afterwards find him serving under Captain Charles B. H. Ross, in the Sceptre and Albion, successively the flag-ships of Rear-Admiral Cockburn, whose aid-de-camp he appears to have been in the expeditions against Washington and Baltimore; during which he was frequently recommended to the favorable notice of Sir Alexander Cochrane, commander-in-chief on the Halifax station‡. He was promoted to the rank of commander in Oct. 1814; appointed to the Thistle of 12 guns, Jan. 21st, 1815; to the Harlequin 18, fitting out for the Jamaica station, Nov. 5th, 1824; and advanced to his present rank, Jan. 8th, 1828.

Captain Scott married, May 3d, 1819, Caroline Anne heiress of the late Richard Donovan, of Tibberton Court, co. Gloucester, Esq.

Agents,—Messrs. Maude & Co.

JOHN FITZ-GERALD STUDDERT, Esq.

WAS made a lieutenant in Jan. 1811; appointed to the Chat-ham 74, bearing the flag of Rear-Admiral M. H. Scott, on the North Sea station, Aug. 24th, 1812; promoted from the Raven sloop, to the rank of Commander, Aug. 12th, 1814; and appointed to the Champion sloop, fitting out for the East India station, June 1st, 1824. During the last three months of the Burmese war, he was entrusted with the charge of keeping the navigation open between Rangoon and Prome; and after its termination, he appears to have assisted in withdrawing the British army from the dominions of Ava. On the 1st of April, 1826, we find him, in conjunction with

* See Suppl. Part I. p. 422 *et seq.*

† See *Id.* p. 365.

‡ See Suppl. Part IV, pp. 9—17.

three other commissioners, taking formal possession of the ceded provinces *. His advancement to the rank of Captain took place Jan. 10th, 1828.

Agent,—J. Copland, Esq.

CHARLES CROLE, Esq.

Is related to the Earl of Egremont. He passed his examination in Aug. 1811; obtained a commission in Oct. 1813; and served during the remainder of the war with France, in the Rodney 74, Captain Charles Inglis. We afterwards find him proceeding to the West Indies, in the Araxes frigate, Captain George Miller Bligh; and subsequently serving as flag-lieutenant to Sir Home Popham and Sir Charles Rowley, successively commanders-in-chief on the Jamaica station, where he was promoted into the Icarus of 10 guns, May 6, 1822; and removed from that vessel to the Surinam 18, on the 19th July following. His last appointment was, Nov. 9th, 1827, to the Columbine 18, on the Halifax station, which sloop he commanded until advanced to the rank of Captain, Jan. 26th, 1828.

Agent,—John Chippendale, Esq.

WILLIAMS SANDOM, Esq.

COMMENCED his naval career at an early age, under the auspices of Captain the Hon. Charles Elphinstone (now Vice Admiral Fleeming), with whom he served on various stations in the Diomedé 50, and Egyptienne frigate. In 1806 he was an acting lieutenant of the Pompée 74, bearing the flag of Sir W. Sidney Smith, on the coasts of Naples and Calabria; and in the following year we find him accompanying the expeditions against Constantinople and Copenhagen †. During the bombardment of the latter capital, he was actively employed in the Tigress mortar-vessel; and after the surrender of the Danish navy, he received an appointment to the Ley-

* See Appendix to Vol. III. Part I. pp. 96, 116, and 115.

† See Vol. III. Part I. p. 70 *et seq.*

den 64, Captain William Cumberland, which appears to have been confirmed by the Admiralty, April 30th, 1808.

On the 6th of July, 1809, Lieutenant Sandom, then second of the *Bonne Citoyenne* sloop, Captain William Mounsey, assisted in capturing *la Furieuse* French frigate, under the circumstances detailed in p. 24 *et seq.* of Suppl. Part II. The charge of this noble prize, and 120 of her late crew, being confided to him, he was scarcely ever off her deck, from the moment that she was first boarded until her arrival at Halifax, a period of twenty-five days. The difficulties he had to encounter in conducting a ship of such magnitude, almost totally dismasted, and extremely leaky, with no more than 37 persons to assist him, can readily be imagined. His indefatigable exertions were duly acknowledged by Captain Mounsey, and called forth the approbation of Sir John B. Warren, then commander-in-chief on that station.

Lieutenant Sandom's next appointment was, we believe, to the *Fawn* sloop, Captain the Hon. George Alfred Crofton. The following paragraph appears in the *Naval Chronicle*, vol. 26, p. 60:—"Lieutenant Williams Sandom has been tried by a court-martial, for a breach of the second article of war. The Court agreed that the charge originated in a malicious combination, and did adjudge him to be most fully acquitted. —Admiral Hargood, President."

We have before stated, that the command of the *Furieuse* was conferred upon Captain Mounsey immediately after her capture; but that she could not be repaired and got ready for commissioning before Nov. 1811. Lieutenant Sandom was then appointed second of that fine frigate, in which he served for nearly four years, on the Mediterranean and North American stations. Among other official letters written by his captain, during this period of active warfare, we find the following:—

"*Furieuse, Ponza, May 19th, 1813.*

"Sir,—I beg to inform you, that on the 7th instant, the boats of this ship, under Lieutenants Croker and Sandom, who volunteered their services, with Lieutenants Whylock and Davies, R. M., in a most gallant manner, succeeded in cutting out an armed xebec, of two 6-pounders, from under the tower and batteries of Orbitello, where she had run

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ashore. Nothing could surpass the undaunted and determined spirit with which she was hove off and towed out, under a most galling fire from the forts, her crew, and soldiers with musketry on shore, by which, I am sorry to say, Mr. Webb, midshipman, is dangerously wounded, and three other persons severely. Lieutenant Croker speaks in the highest terms of Lieutenant Sandom, the officers, seamen, and marines, employed on the occasion. I have the honor to be, &c.

(Signed)

“WM. MOUNSEY.”

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

On the 8th of Oct. following, when reporting the capture of a French convoy at Marinelo, near Civita Vecchia, Captain Mounsey again made honorable mention of Lieutenant Sandom, “who, although sick, rendered him the greatest assistance in placing the ship, and by a well-directed fire obliged the enemy’s troops to change their route, whilst the boats’ crews and marines were re-embarking.”

The other services in which Lieutenant Sandom participated, while serving under Captain Mounsey, have been noticed in p. 27 *et seq.* of Suppl. Part II. His subsequent appointments were,—in 1815, to the *Iphigenia* frigate, Captain Andrew King, fitting out for the East India station, whence he returned home in the *Cornwallis* 74;—Sept. 7th, 1818, to the *Spencer* 76, flag-ship of Sir Josias Rowley, on the Irish station;—Oct. 27th, 1819, to be first of the *Liffey* 50, Captain the Hon. Henry Duncan;—in 1821, to the *Apollo* frigate, then preparing for the reception of His Majesty George IV.;—and, Sept. 6th, 1822, to the *Sparrowhawk* sloop, Captain Edward Boxer, fitting out for the Halifax station. On the 26th of Dec. in the latter year, he was promoted to the rank of commander, through the kind exertions of Captain Duncan, whose favorable notice he had first attracted while serving in the *Furieuse*, and who, in speaking of him, says, “*I flatter myself I have brought forward an officer who will, if opportunity offers, do credit to the service.*”

In May 1824, Captain Sandom commissioned the *Ætna* bomb, destined to act against Algiers; which vessel was at Spithead, fully manned and equipped for service, on the *eighth* day after she went off the stocks at Chatham. He subsequently commanded the *Bustard* and *Espiegle*, 18-gun

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sloops; the *Magnificent*, receiving ship; and the *Druid* frigate, on the *West India* station, from whence he returned home in the autumn of 1829. His commission as Captain bears date Mar. 23d, 1828; and was transmitted to him through his first naval patron, together with the copy of a letter from Mr. Barrow, expressing the Lord High Admiral's approbation of the exertions used in re-equipping the *Es-piegle* at Port Royal, when there was a probability of her services being immediately required; and which Vice-Admiral Fleeming had been pleased to notice and represent.

Agent,—J. Woodhead, Esq.

GEORGE WILLIAM CONWAY COURTENAY, Esq.

SON of Clement Strafford Courtenay, Esq. (who served in the old 92d regiment during the contest between Great Britain and her revolted colonies, and who raised the Cheshire Fencibles, at the commencement of the French revolutionary war,) by Elizabeth, eldest daughter of Sir Robert Cunliffe, Bart., of Acton Park, co. Denbigh; and sister to the present Sir Foster Cunliffe, Bart. He is also nephew to the late Captain George W. A. Courtenay, who gloriously fell, while commanding the *Boston* frigate, in action with a French ship of superior force, near New York, Aug. 1st, 1793*. His paternal grandmother, Lady Jane Stuart, was sister to the celebrated Earl of Bute, who resigned the high office of First Lord of the Treasury in 1763, after having been a minister of the crown for twenty-six years.

Mr. G. W. Conway Courtenay was born at Beach Hall, near Chester, in June 1794; and entered the royal navy early in 1806, under the patronage of Earl St. Vincent, who placed him with his nephew, the present Rear-Admiral William Parker, C. B., then commanding the *Amazon* 38, attached to the Channel fleet.

In this frigate, Mr. Courtenay saw much active service on the coasts of France and Spain; and he appears to have been

* See Suppl. Part I. pp. 35—39.

frequently employed in her boats when detached to harass the enemy. We subsequently find him in the *Victory* of 100 guns, and *Bellerophon* 74, bearing the flags of Sir James Saumarez and Sir Richard G. Keats, commanders-in-chief on the Baltic and Newfoundland stations; from which latter ship he was promoted into the *Crescent* 38, Captain John Quilliam, July 19th, 1813. His other appointments as Lieutenant were,—April 27th, 1815, to the *San Josef* 114, Captain Jeffery Raigersfeld;—June 9th, 1817, to the *Tigris* 42, Captain Robert Henderson;—Mar. 15th, 1818, to the *Iphigenia* 42, Captain Hyde Parker, fitting out for the Jamaica station;—Aug. 12th, 1819, to the *Beaver* 10, Captain Richard Saumarez;—Feb. 1st, 1820, again to the *Iphigenia*, which ship was afterwards employed in the Mediterranean;—and, lastly, Mar. 22d, 1822, to the *Cyrène* 20, Captain Percy Grace, fitting out for the coast of Africa.

On the 26th Dec. 1823, Lieutenant Courtenay, after having gallantly conducted two rather desperate boat affairs, was promoted to the command of the *Bann* 20, employed in the suppression of the slave trade. Early in the following year, he became the senior officer of the African squadron, and, in the *Owen Glendower* frigate, most actively co-operated with the military forces opposed to the Ashantees. We subsequently find him, in the *Bann*, capturing two Brazilian vessels, with 728 slaves on board*.

On the 17th April, 1827, Commander Courtenay was appointed to the *Fairy* sloop, fitting out at Chatham for the West India station, where he appears to have been removed into the *Arachne* 18, on the 12th Sept. following. His promotion to the rank of Captain took place April 14th, 1828, on which occasion he received a commission appointing him to the command of the *Magnificent*, receiving ship at Jamaica. He has recently brought home, and paid off, the *Mersey* 26.

Agents,—Messrs. Goode & Clarke.

* The total number of slaves taken by the squadron under Commodore Charles Bullen, C. B., between April 1824 and June 1827, was 10,814. Several vessels laden with dry goods for barter were also captured by that active officer and his zealous assistants.

ALEXANDER CAMPBELL, Esq.

Was made a lieutenant in Sept. 1803; and commanded the boats of the Pilot sloop, Captain John Tompkins, at the capture and destruction of numerous small vessels, on the coasts of Calabria, between April 1811, and July 1812*. On the 4th of June, 1813, he assisted in capturing a French armed brig, with a valuable cargo, from Marseilles bound to Tunis †.

This officer's next appointment was, May 17th, 1815, to the Shark sloop, bearing the flag of Rear-Admiral John E. Douglas, at Jamaica; where he was promoted to the command of the same vessel, Oct. 6th following. In Aug. 1825, he commissioned the *Cyrène* 20, fitting out for the East India station; from whence he brought home the *Bombay*, a new 84, Sept. 12th, 1823. His advancement to the rank of captain took place, April 17, 1823.

Agents,—Sir F. Ommanney and Son.

CHARLES GORDON (b), Esq.

Was made a lieutenant in July, 1818; appointed to the *Tagus* 42, Captain J. W. Deans Dundas, on the 11th of the following month; to the *Active* 46, Captain Sir James A. Gordon, Jan. 12th, 1819; to the *Ariadne* 26, Captain C. R. Moorsom, Mar. 29th, 1822; and to the command of the *Cadmus* sloop, on the South American station, April 17th 1827. His first commission as commander bears date Jan. 6th, 1826; and he obtained his present rank, April 17th, 1828.

Agents,—Messrs. Maude and Co.

* See Suppl. Part IV. pp. 60—64, and *delete* the bottom line of p. 62.

† See *id.* p. 65.

GEORGE BOHUN MARTIN, Esq.

A Companion of the Most Honorable Military Order of the Bath ; Knight of the Royal French Order of St. Louis ; and Knight (2d class) of the Imperial Russian Order of St. Anne.

THIS officer was appointed flag-lieutenant to Sir James H. Whitshed, commander-in-chief at Portsmouth, Mar. 17th, 1821, which is also the date of his first commission. He obtained the rank of commander in April, 1824 ; and had the good fortune to arrive on the Mediterranean station, in the Musquito sloop, a very short time previous to the battle of Navarin, on which occasion his vessel had two men killed and four severely wounded. The above orders were conferred upon him immediately after that event ; and he was, moreover, promoted to his present rank as soon as he had served the time prescribed by the King's Order in Council of June 30th, 1827. His commission as captain bears date April 19th, 1828.

Agents,—Messrs. Chard.

HON. FREDERICK WILLIAM GREY.

THIRD son of Earl Grey, the present Prime Minister of Great Britain, by Mary Elizabeth, only daughter of the first Lord Ponsonby.

THIS officer was born on the 23d of Aug. 1805 ; made a lieutenant, April 7th, 1825 ; appointed to the Volage 28, Capt. the Hon. R. S. Dundas, Sept. 26th following * ; and promoted from that ship to the command of the Heron sloop, on the South American station, April 17th, 1827. He has recently commissioned the Actæon, a new 26-gun ship, at Portsmouth.

* See Vol. III. Part I. p. 183 *et seq.*

THOMAS MONCK MASON, Esq.

OBTAINED his first commission in Mar. 1807; was appointed to the *America* 74, Captain (now Sir Josias) Rowley, July 9th, 1812; and flag-lieutenant to the same officer, in the *Impregnable* 98, Mar. 25th, 1815; promoted to the rank of commander, June 13th in the latter year; appointed to the *Victory* 104, bearing the flag of Sir Robert Stopford, and commanded by Captain the Hon. George Elliot, at Portsmouth, May 12th, 1827; and advanced to his present rank, May 12th, 1828.

Captain Mason married, Nov. 26th, 1823, Mary, eldest daughter of the Hon. Sir George Grey, then Commissioner of Portsmouth Dock-yard.

Agent,—J. Copland, Esq.

RICHARD DICKINSON, Esq.

A Companion of the Most Honorable Military Order of the Bath; Knight of the Royal French Order of St. Louis; and Knight (2d class) of the Imperial Russian Order of St. Anne.

THIS officer is the son of the late Mr. R. Dickinson, of Bambrough, co. Northumberland, a Master in the royal navy; and was born about the year 1786. He entered the service at the early age of twelve years; obtained the rank of lieutenant in Aug. 1806; and was appointed to the *Loire* frigate, Aug. 1, 1808. In Feb. 1809, he assisted in capturing the *Hebe*, French national ship, of 20 guns (pierced for 34) and 160 men. In 1810, he was present at the reduction of *Guadaloupe*. In 1811, he had a narrow escape from shipwreck on the coast of *Holland* *. And, during the late war with America, he was most actively employed on the *Halifax* station; where the *Loire*, then commanded by Captain Thomas Brown, captured the *Rolla* privateer, of 5 guns and 80 men. His next appointments were, May 27th, 1815, to the North-

* See Rear-Admiral A. W. SCHOMBERG.

umberland 74, fitting out for the flag of Sir George Cockburn, and soon afterwards employed in conveying Napoleon Buonaparte to St. Helena ;—and, Aug. 4th, 1818, to be first lieutenant of the Salisbury 58, flag-ship of Rear-Admiral Donald Campbell, in which he served at the Leeward Islands until advanced to the rank of commander, by commission dated Jan. 29th, 1821 *.

In May 1827, Commander Dickenson was appointed to the Genoa 74, Captain Walter Bathurst, on the Mediterranean station, where he arrived in time to bear a conspicuous part at the battle of Navarin. The loss sustained by the Genoa, the command of which, it will be seen, devolved upon him during the heat of that sanguinary conflict, consisted of—

Messrs. P. Brown and Charles Bussell (midshipmen), Mr. A. J. T. Rowe (master's-assistant), and twenty-two seamen and marines *killed*; Captain Bathurst (second in command of the British squadron), *mortally wounded*; Captain Thomas Moore (R. M.), Mr. Herbert Blatchford Gray (midshipman), and twelve men *severely wounded*; and Lieutenant Henry Richard Sturt, Mr. James Chambers (volunteer of the first class), and seventeen men *slightly wounded*.

On the eleventh day after this battle, the ship's company of the Genoa addressed their commander-in-chief as follows :—

“The humble Petition to your Honour of the Petty officers, Seamen, and Marines, of His Majesty's ship Genoa.

“With gratitude they thank your Honour for the able manner in which you led them to action, and most heroically supported them in it, and hope your Honour will long live to enjoy the merited rewards of your noble conduct.

“Your petitioners beg leave, with all humility, before they leave the station, to express to your Honour their feelings of sincere regret for the loss of their late lamented Commander, whom they ever found a father and a friend; and your petitioners, with all humility, beg to express their joy at finding his loss supplied by their present worthy commander.

* The first anniversary of the accession of King George IV., which was commemorated by the promotion of the senior lieutenants of all the flag-ships employed on foreign stations; and also of twelve midshipmen who had passed their examinations previous to Jan. 1816.

"They had before found him, as an officer, active and able in the execution of his duty, as well as gentlemanly in command; but they have now found him, in the moment of danger, a leader under whom they should never fear any enemy.

"They therefore humbly solicit your Honour to represent their feelings to His Royal Highness the Lord High Admiral.

"And your petitioners hope that your Honour will permit Captain Dickinson to take the ship home, as captain, in the event of her going to England.

"We are, honoured Sir, your most obedient and humble servants,

"THE CREW OF HIS MAJESTY'S SHIP GENOA."

"To Vice Admiral Sir E. Codrington,
K. C. B. &c. &c."

We have elsewhere stated, that Commander Lewis Davies, of the *Rose* sloop, was promoted to the vacancy occasioned by Captain Bathurst's death; and that the *Genoa* returned home under the command of Captain the Hon. C. L. Irby, by whom she was paid off, at Plymouth, in Jan. 1828. Commander Dickinson, who had not then served the full time necessary to qualify him for a captain's commission, was appointed, on the 3d of that month, to the *Wasp* sloop; and advanced to his present rank on the 13th of May following. In the meantime he had been nominated a C. B., and decorated with the Cross of St. Louis, and the Order of St. Anne. We subsequently find him applying for permission also to wear the Russian order of St. Wladimer, and his late commander-in-chief writing an official letter on the same subject, of which the following is a copy:—

"92, Eaton Square, June 14th, 1829.

"Sir,—In obedience to the directions of the Lords Commissioners of the Admiralty, in your letter of the 8th of this month, I have the honor to inform their Lordships, that the mistake of two distinct Russian Orders having got into the possession of Captain Dickinson, appears to me to have arisen from one of them having been sent to the Mediterranean through Count Heiden, without its having been known that another had been conferred upon him in England through Count Lieven.

"As I understand that the Government do not think the Commanders serving in the Asia and Albion entitled to either of these Russian distinctions, I cannot but regret that Captain Dickinson should have been placed in this respect above those two officers; since I have every reason to approve (as I do most highly) of the conduct of Captain Baynes and

Captain Campbell, and have no reason to approve of the conduct of the Genoa, from the time of the command of her having devolved on Captain Dickinson. As it is probable that the selection of Captain Dickinson for the distinction in question, may have arisen from Captain Bathurst having been reported, in the return signed by Captain Dickinson and the surgeon, as killed in the action, it is incumbent on me to inform their Lordships, that Captain Dickinson himself conducted me down to Captain Bathurst, in the cockpit of the Genoa, at eight o'clock in the evening of the 20th of October, several hours after the battle was over, and that both he and the surgeon must have heard Captain Bathurst calmly and collectedly describing to me what had passed upon deck before he was wounded. In fact, Captain Dickinson, when subsequently reproved by me for having made this false return, acknowledged his recollection of having so conducted me into the cockpit, and of Captain Bathurst not having expired until about three o'clock in the morning of the 21st. I have the honor to be, &c.

(Signed)

“EDWARD CODRINGTON.”

“*To the Secretary of the Admiralty.*”

In consequence of this letter, the Board of Admiralty directed Captain Dickinson to return the order of St. Vladimir, that the mistake of two honorary distinctions having been sent to him might be explained to the Russian ambassador. On the 17th of the following month, Sir Edward Codrington again wrote to their Lordships' secretary as follows :

“Sir,—In obedience to the desire of the Lords Commissioners of the Admiralty, that I should state specifically all the points of Captain Dickinson's conduct with which I was dissatisfied during the period of his being in temporary command of His Majesty's ship Genoa, in order that the same may be investigated before a court-martial, (a measure which their Lordships are pleased to consider due as well to the character of Captain Dickinson as to the interests of the public service), I have the honor to state for their Lordships' information, that from not making proper use of her springs directed by my order of the 19th of October, 1827, to be placed on the anchors, the broadside of the Genoa was not directed to her regular opponent in the Ottoman line, and that in such a position, she could not fire any of her guns except those of her stern and quarters without endangering the Asia, and others of the allied squadron on her larboard side, and Albion and others on her starboard side; that, consequently, shot which injured the Asia, and which came in that direction, were apparently fired by the Genoa, and that the Genoa did positively fire into the Albion, probably (according to her log-book) mistaking that ship for one of the Ottoman fleet, although the Albion had an English ensign at her mast-head to prevent such mistakes;—that Captain Dickinson hav-

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ing been reproved by me for not using the Genoa's springs, and having accounted for it by his inability to get the men from their guns for that purpose, it was nevertheless asserted in the ship's log-book that the springs were used;—that the account of the battle given in the Genoa's log-book erroneously implies, that she had three Ottoman ships of the line opposed to her on her starboard side, three 60-gun frigates on her larboard side and a-head, and a double-banked frigate astern;—that Captain Dickinson returned Captain Bathurst as killed, and procured the surgeon's signature to that return, knowing that he did not die until many hours after the battle was over, and that he retained his faculties to give orders during the whole time of the battle; and that by this mis-statement he gained an honorary distinction which might not otherwise have been conferred on him;—that the refit of the Genoa for leaving Navarin, and engaging the batteries, if requisite, was unjustifiably tardy; and that the same slackness prevailed on her way to Malta;—that the Genoa's mizen-mast was suffered to go by the board on the 21st, the day after the battle, for want of being properly secured;—that the Genoa continued firing after the battle was over, at the risk and to the probable injury of the allied ships, until hailed from the Asia to cease.

"In further addition to the statement in my former letter, which was confined to the object of getting Captains Baynes and Campbell placed at least upon a level in honorary distinctions with Captain Dickinson, I have now, in obedience to their Lordships' pleasure that I should state specifically all the points of Captain Dickinson's conduct with which I was dissatisfied, to inform their Lordships of an instance of insubordination, of which I would gladly have avoided the exposure.

"That Captain Dickinson himself presented to me a letter in the nature of what is called a 'round robin,' purporting to come from the crew of the Genoa, and desiring that I would appoint him in preference to any other officer to succeed Captain Bathurst as Captain of the Genoa: and it is due to myself to explain, that I was then induced to relinquish the reporting to his Royal Highness the Lord High Admiral this instance of insubordination, which your letter has now made it incumbent on me to bring forward, by Captain Dickinson's strongly expressed contrition for errors which he said he had fallen into inadvertently; his own entreaties that I would overlook them being supported by Captains Ommanney, Spencer, and others; who united with me in an anxious desire to avoid the exposure of such misconduct in this individual instance, on an occasion where a zealous execution of the service was the general characteristic of the three combined squadrons. I have the honor to be, &c.

(Signed)

"EDWARD CODRINGTON."

In another letter, dated June 24th, 1829, Sir Edward asserts, that "owing to the Genoa not using her springs, the fire of her own opponent would not have been silenced but for the

exertions of the other British ships ;" and that, " although less injured than the Asia, the Albion, la Syrene, or the Azof, she was the last ship of the combined fleet ready to leave Navarin, even after having had a whole watch of the Glasgow frigate to assist her. It did not appear to me," continues the Vice-Admiral, " that any benefit would be derived to the service from my publicly reporting at the time this inferiority of conduct evinced in the Genoa after she fell under the command of Captain Dickinson, more particularly as I had had the pleasure of expressing my marked approbation of the manner in which that ship had taken up her station under Captain Bathurst."

The public investigation which took place in consequence of the above allegations commenced on the 26th Aug. and did not terminate until Sept. 17th, 1829, when the Judge Advocate pronounced as follows:—

" The Court are of opinion, that *the charges have not been proved against Captain Richard Dickinson.*

" That the charge stating that the account of the battle given in the Genoa's log-book, ' erroneously implies that the Genoa had three Ottoman ships of the line opposed to her on the starboard side, three 60-gun frigates on her larboard side and a-head, and a double-banked frigate astern,' is *frivolous and groundless.*

" That the return made by Captain Dickinson, ' that Captain Bathurst was killed in action, knowing that he did not die until many hours after the battle was over,' was made without the slightest appearance of any improper motive.

" That the charge, stating, ' that the Genoa continued firing after the battle was over, at the risk, and to the probable injury of the allied ships, until hailed from the Asia to cease,' is *repetitious.*

" That ' the letter presented by Captain Dickinson to Sir Edward Codrington, purporting to come from the crew of the Genoa, and desiring that Vice-Admiral Sir Edward Codrington would appoint him in preference to any other officer to succeed Captain Bathurst, as Captain of the Genoa,' appears to be a petition which was presented without any improper motive being imputable to Captain Dickinson; but in presenting which he was guilty of an impropriety for which he has already received the reproof of his commander-in-chief. *And the Court doth adjudge the said Captain Richard Dickinson to be HONORABLY ACQUITTED, and he is hereby HONORABLY ACQUITTED accordingly.*"

On the 30th of April, 1830, Captain Dickinson was ap-

pointed to the Talbot 28, fitting out for the Cape of Good Hope station; where he is now serving under the orders of Commodore Schomberg, C. B.

WILLIAM JARDINE PURCHAS, Esq.

SECOND and youngest son of John Purchas, of Cambridge, Esq. by Elizabeth Sharpe, daughter of a clergyman in Suffolk; and brother to the late Captain John Purchas, who served as a subaltern of H. M. 20th regiment at the battle of Maida; commanded a company of the 76th during the peninsular war; and fell before Plattsburg, in the state of New York, towards the close of the late contest between Great Britain and America.

Mr. W. J. Purchas was born at Cambridge, in 1788; entered the navy, in 1803, under the patronage of Admiral Sir Henry Trollope; and served the greater part of his time as midshipman, under the Hon. Alan Hyde (afterwards Lord) Gardner, in the Hero 74, Ville de Paris 110, and Bellerophon 74, on the Channel and North Sea stations. He was consequently present at the capture of two Spanish line-of-battle ships, by Sir Robert Calder, July 22d, 1805; of four French two-deckers, by Sir Richard J. Strachan, Nov. 4th, in the same year; and at the surrender of Rear-Admiral Linois, to part of the squadron under Sir John B. Warren, Mar. 13th, 1806*.

In 1809, the Bellerophon, then commanded by Captain Samuel Warren, was attached to the Baltic fleet; and on the 7th of July, Mr. Purchas served in her barge, under Lieutenant John Skekel, at the capture and destruction of seven Russian gun-boats, a large armed ship, and twelve transports, near Percola Point, in the Gulf of Finland†. On the 7th of December following, he passed his examination; and on the 9th, was promoted into the Erebus sloop, Captain William Autridge.

Lieutenant Purchas's subsequent appointments were—

* See Vol. III. Part I. p. 224.

† See Suppl. Part III. p. 369.

Oct. 13th, 1813, from the Erebus to the Carnation sloop, Captain George Bentham, fitting out for the Jamaica station;—Mar. 25th, 1827, to the Alert sloop, Captain John Smith*;—and, Sept. 5th, 1817, to be first of the Scamander frigate, Captain William Elliot, C. B., employed at the Leeward Islands. His commission as commander bears date Dec. 7th, 1818; from which period he remained on half-pay for nearly six years.

We next find this officer commanding the Esk 20, on the African station, where he captured nine Brazilian, Dutch, and Spanish vessels, with 2249 slaves, between July 17th, 1825, and Feb. 8th, 1827. He subsequently assisted in completing the establishment at Fernando Po; conveyed stock from St. Helena to Ascension; and brought home a quantity of gold dust and ivory, with which he arrived at Spithead May 1st, 1828. His promotion to the rank of captain took place on the 16th of the same month. Mrs. Purchas, to whom he was married in Aug. 1820, is the youngest daughter of the late William Hills, of Chancery Lane, London, Esq.

SIR RICHARD GRANT, KNT.

Was made a lieutenant in Oct. 1805; but we find no further mention made of him previous to June 1813, when he was appointed first of the Blenheim 74, Captain Samuel Warren. He subsequently served under Captain Edward Pelham Brenton, in the Royal Sovereign of 100 guns; and as first of the Tonnant 80, bearing the flag of Sir Benjamin Hallowell, on the Irish station. His commission as commander bears date Nov. 7th, 1818; and he appears to have obtained the honor of knighthood, on the presentation, we believe, of a civic address, in the summer of 1820. On the 17th of May, 1827, he was appointed to the Hussar 46, Captain Edward Boxer, bearing the flag of Sir Charles Ogle, on the Halifax station; and, at

* See Suppl. Part IV. p. 417.

the expiration of twelve months from that period, promoted to the command of the Tyne 28, which ship he paid off, at Portsmouth, June 11th, 1830.

Agent,—J. Hinxman, Esq.

WILLIAM STEPHEN FULLER, Esq.

A Deputy Lieutenant of the County of Sussex.

THIS officer is the second son of John Trayton Fuller, of Brightling, co. Sussex, Esq., by Anne, daughter of the first Baron Heathfield, and a collateral descendant of the equally renowned Sir Francis Drake. He obtained his first commission in Nov. 1808; was made a commander in June 1815; appointed to the Wellesley 74, Captain (now Sir Frederick L.) Maitland, May 19th, 1827; and advanced to his present rank on the 19th of May, 1828. Should his eldest brother (who was created a baronet in July 1821,) die before him, and without leaving male issue, he will succeed to that title, and become possessed of the estates of the Elliott and Drake families. His youngest brother, Rose Henry Fuller, Esq., is a Commander, R. N.

Agents,—Messrs. Cooke, Halford, and Son.

THOMAS DENCH, Esq.

WAS made a lieutenant in 1801; promoted from the Hibernia 110, bearing the flag of Sir Charles Cotton, to the command of the Blossom sloop, off Lisbon, April 24th, 1808; and removed into the Nautilus sloop, Aug 18th following. In May 1809, he brought home despatches from Oporto, announcing the evacuation of that city by the French army, under Marshal Soult*; and we subsequently find him capturing the following privateers, on the Mediterranean station:

Le Brave, of 5 guns and 112 men, July 21st, 1812; la Leonille, of 14

* See Suppl. Part IV. p. 105.

guns and 83 men, Feb. 7th, 1813; and le Colombe, of 4 guns and 40 men, on the 24th of May following.

He continued in the Nautilus until Nov. 1814; and was advanced to the rank of captain on the 4th of June, 1828.

Agents.—Messrs. Chard.

GEORGE FREDERICK HOTHAM, Esq.

Was made a lieutenant into the Minden 74, bearing the flag of Sir Richard King, on the East India station, Dec. 7th, 1819; appointed to the Euryalus 42, Captain (now Sir Augustus J. W.) Clifford, fitting out for the Mediterranean, Oct. 22d, 1821; and promoted to the rank of commander, Mar. 25th, 1822. His next and last appointment was, April 28th, 1827, to the Parthian 10, which vessel he lost on the coast of Egypt, May 16th, 1828. In the ensuing month, he was tried by a court-martial, off Navarin, and sentenced as follows:—

“The Court is of opinion, that the loss of the Parthian is imputable to a southerly current, setting the sloop out of her course, and to the neglect of heaving the lead. But as it appears that the said sloop on all former occasions, and with the exception of heaving the lead, on the present, has been conducted in the most exemplary manner; and that this omission arose from too great confidence in the position of the ship, deduced from the sight obtained of the land in the morning, corresponding with the observations and chronometers; and that preparations were actually made for heaving the lead; together with the very great exertions which appear to have been made by Commander Hotham, his officers, and company, in their endeavours to save the ship and stores; the Court does, in consideration thereof, only adjudge the said Commander Hotham, and Mr. Edward Sawkins, the Master, to be admonished to be more careful in future. No blame attaching to the rest of the officers and ship's company, they are hereby acquitted.”

Commander Hotham was advanced to the rank of captain on the 7th June, 1828,—nine days previous to his trial for the loss of the Parthian. He returned home in the Glasgow 50, Captain the Hon. J. A. Maude.

JAMES CAMPBELL, Esq.

WAS made a lieutenant in Aug. 1807; promoted to the rank of commander in Dec. 1813; and appointed to the *Slaney* sloop, fitting out for the Jamaica station, May 4th, 1827. His commission as captain bears date June 21st, 1828.

Agents,—Messrs. Stilwell.

JOHN BURNET DUNDAS, Esq.

THIRD and youngest son of the late Sir David Dundas, Bart. (one of the medical attendants of King George III.), by Isabella, daughter of William Robertson, of Richmond, co. Surrey, Esq.

This officer was made a lieutenant in April, 1815, and subsequently appointed as follows:—July 18th, 1815, to the *Lacedæmonian* 46, Captain Samuel Jackson, C. B., then dismantling at Portsmouth;—Sept. 18th following, to the *Tagus* 46, Captain J. W. Deans Dundas, fitting out for the Mediterranean station;—Dec. 28th, 1816, to the *Myrmidon* 20, Captain Robert Gambier, with whom he returned home from thence towards the close of 1818;—Nov. 25th, 1820, to the *Niemen* 28, Captain Edward R. Sibly; from which ship he was promoted to the command of the *Argus* 18, on the Halifax station, Mar. 20th, 1823;—Mar. 9th, 1827, to the *Weazle* 10, fitting out at Plymouth;—and, Jan. 2d, 1828, to the *Raleigh* 18, then in the Mediterranean. His promotion to the rank of captain took place July 8th, 1828; and he married, Dec. 30th in the same year, Caroline, third daughter of the Rev. John Jeffreys, Rector of Barnes, co. Surrey.

Agents,—Messrs. Maude & Co.

ROBERT LAMBERT BAYNES, Esq.

A Companion of the Most Honorable Military Order of the Bath.

THIS officer passed his examination in 1816; obtained the rank of lieutenant in April, 1818; and was subsequently appointed as follows:—Nov. 12th, 1819, to the *Vigo* 74, fitting out for the flag of Rear-Admiral Lambert;—Dec. 2d, 1822, to the *Briton* 46, Captain Sir Murray Maxwell;—Aug. 28th, 1823, to the *Tartar* 42, Captain Thomas Brown, then in South America;—and, Oct. 6th, 1826, to the *Asia* 84, equipping at Portsmouth for the flag of Sir Edward Codrington. He was promoted to the command of the *Alacrity* sloop, on the Mediterranean station, July 8th, 1827; re-appointed to the *Asia* in Sept. following; nominated a C. B. immediately after the battle of Navarin*; and advanced to the rank of captain, July 8th, 1828.

WILLIAM HOBSON, Esq.

PASSED his examination in Nov. 1811; and was promoted into the Peruvian sloop, Captain George Kippen, Nov. 11th, 1813. His subsequent appointments were,—Feb. 3d, 1818, to the *Spey* 20, Captain the Hon. Frederick Noel, fitting out for the Mediterranean station, where he greatly distinguished himself by the capture of an English piratical vessel;—Aug. 18th, 1821, to the *Tyne* 26, Captain James Kearney White, then in the West Indies;—and, Jan. 30th, 1823, to the command of the *Lion* schooner, employed in the suppression of piracy on the coast of Cuba. He obtained the rank of commander, Mar. 18th, 1824; and we afterwards find him in the *Ferret* and *Scylla* sloops, on the Jamaica station. His commission as captain bears date July 9th, 1828.

Agents,—Messrs. Atkins & Son.

* See pp. 33 and 35.

FOLLETT WALROND PENNELL, Esq.

Son of William Pennell, Esq., His Majesty's Consul-General at Rio Janeiro.

This officer was born in Feb. 1804; and entered the royal navy, as midshipman on board the *Impregnable* 104, bearing the flag of Viscount Exmouth, at Plymouth, in Feb. 1818. He subsequently served under Captain the Hon. Fleetwood B. R. Pellew, and Commodore Sir Edward W. C. R. Owen, in the *Revolutionnaire* frigate, and *Gloucester* 74, on the Mediterranean and West India stations; was promoted from the latter ship into the *Pyramus* 42, Captain Francis Newcombe, C. B., Sept. 1st, 1824; appointed to the *Rainbow* 28, Captain the Hon. Henry John Rous, at Chatham, July 30th, 1825; removed to the *Cyrène* 20, Captain Alexander Campbell, Dec. 19th following; and advanced to the command of the *Fly* 18, on the East India station, Nov. 13th, 1826. His commission as captain bears date July 14th, 1828.

WILLIAM CLARKE JERVOISE, Esq.

THIS officer entered the royal navy early in 1800, as midshipman on board the *Triumph* 74, Captain (afterwards Sir Eliab) Harvey; and subsequently served under Captain (now Sir Thomas) Foley, and the late Captains Joseph Baker and W. H. Ricketts Jervis, in the *Elephant*, *Ganges*, and *Robust*, third rates, on the *Jamaica* station, from whence he returned home in the summer of 1802. He then joined the *Lapwing* 28, Captain Andrew Skene, and was in that frigate when she captured the *Henrietta*, a valuable French merchantman. We next find him again serving under his old friend Captain Harvey, then commanding the *Temeraire* 98, in which highly distinguished ship he bore a part at the memorable battle of *Trafalgar* *. His first commission, appoint-

* See Vol. I. p. 274 *et seq.*; and Suppl. Part III. p. 175 *et seq.*

ing him senior lieutenant of the *Curieux* sloop, Captain John Sherriff, bears date Aug. 8th, 1806, and was conferred upon him as a reward for his conduct on that glorious occasion. He afterwards served under Captains Christopher Laroche and Murray Maxwell, in the *Uranie* and *Alceste* frigates, and was highly spoken of by the latter officer for his gallantry and zeal in an action with a formidable Spanish flotilla, near Cadiz, April 4th, 1808*. Previous to this he had witnessed the occupation of Madeira, by the forces under Rear-Admiral Sir Samuel Hood, and Major-General Beresford. In the summer of 1808, we find him accompanying Lieutenant Allan Stewart, first of the *Alceste*, with a message from Captain Maxwell to the French officer commanding at the mouth of the Tiber; who, disregarding the sanctity of a flag of truce, detained him and his companion, confined them for several weeks in a dungeon, and assured them that they would be dealt with as spies. At length, they were *marched* to Verdun; from whence Lieutenant Jervoise escaped to the coast of Holland, where he was betrayed whilst in the act of embarking, and again ordered into confinement.

On this occasion, he appears to have been transferred to the fortress of Bitche, in Lorraine, where his treatment was somewhat similar to that experienced by Mr. (now Captain) Donat H. O'Brien, and described in p. 259 *et seq.* of Suppl. Part IV.

In the beginning of 1814, the allies having dared to pollute the sacred territory of France, all the British captives were ordered to be removed further from the frontier, and kept within the walls of their respective prisons. Many, however, contrived to escape at this period; and amongst them was Lieutenant Jervoise, who got safely to the Roompot, and from thence returned home in the *Colossus* 74. His promotion to the rank of commander took place on the 27th of August following.

* See Vol. II. p. 301 *et seq.*

† See Suppl. Part I. p. 87 *et seq.*

We have stated, in p. 206 of Vol. III. Part I., that Captain Jervoise was instrumental in saving the lives of the Marquis and Marchioness of Chandos, and their infant daughter, when the mansion in which these noble personages were residing was accidentally burnt down, Oct. 30th, 1820. "The conflagration," says a daily journalist, "was so sudden, that the inmates had only time to escape with their lives. Captain Jervoise, who first discovered the fire, will, it is said, be a very considerable sufferer by the event; and it is rather remarkable, that this gentleman once before lost all his personal effects from a similar deplorable occurrence: his present loss, however, he supported with a coolness truly characteristic of a British seaman."

Captain Jervoise subsequently commanded the Dispatch sloop, on the Mediterranean station. His next appointment was, July 28th, 1825, to the Pandora 18, fitting out for the East Indies.

On the 14th of Dec. following, being then off the Canaries, the Pandora was caught in a white squall, which laid her down, and filled the waist with water. On the 19th of the same month, she was obliged to cut away two anchors, and throw several guns overboard, in a dreadful storm from S.W.; and, being heavily laden, her fate was for many hours doubtful. On the 16th of Mar. 1826, she parted from her only remaining anchor, in a S. E. gale at the Cape of Good Hope, and was again placed in imminent danger. On the 23d June, 1827, the following letter was addressed to her commander, by Captain James John Gordon Bremer, C.B., of the Tamar 26, then at Madras:

"Sir,—Having transmitted to Rear-Admiral Gage an account of the proceedings of the detachments from this ship and the Pandora, which were landed under your command, at Burburra, on the 11th January last, I am directed by the Rear-Admiral to offer to you his thanks for your exertions and conduct on that occasion, and to request you will convey his approbation to the officers, seamen, and marines of the Pandora.

"It is with feelings of great satisfaction that I fulfil this part of my duty; and I trust I may add to those of the commander-in-chief, my own thanks for the ready attention which at all times, during our long cruise, marked the Pandora, as well as my warmest acknowledgments for the able and cordial assistance I experienced from yourself on all occasions. I have the honor to be, &c."

(Signed) "J. J. GORDON BREMER."

Captain Bremer's official report of the proceedings of the Tamar and Pandora will be found in p. 436 *et seq.*

On the 6th Aug. 1828, Captain Jervoise was promoted to the command of the Success 28, in which ship we find him sailing from New South Wales, on his return to Madras, Oct. 27th, 1829. For the account of his subsequent proceedings the reader is referred to pp. 446—453.

WILLIAM ALEXANDER BAILLIE HAMILTON, Esq.

THIRD son of the late Rev. Charles Baillie Hamilton, (who was a great-grandson of Thomas, sixth Earl of Haddington,) by Lady Charlotte Hamilton, sister to Alexander, tenth and present Earl of Home, one of the representative peers of Scotland, Lord Lieutenant of Berwickshire, and Colonel of the militia of that county.

This officer was born at Normanby, co. York, June 6th, 1803; and being permitted to choose his profession, he embarked as midshipman on board the Rochfort 80, Captain Sir Archibald C. Dickson, Bart., early in 1816. We subsequently find him at the Royal Naval College, from whence he was discharged, about the close of 1819, into the Vigo 74, fitting out for the flag of Rear-Admiral Lambert. The first ship in which he went to sea, however, was the Active 46, Captain Sir James A. Gordon, under whom he served until

that frigate was paid off, after attending on King George IV. during his visit to Ireland, in 1821.

Mr. Hamilton next joined the *Euryalus* 42, Captain (now Sir Augustus W. J.) Clifford, fitting out for the Mediterranean station, from whence he returned home to pass his examination, in the summer of 1823. After this, he was received on board the *Révenge* 78, bearing the flag of Sir Harry Neale, who appointed him, in Sept. following, to act as a lieutenant of the *Active*, then commanded by Captain Andrew King, at Lisbon. His first commission bears date Dec. 1st, 1823; and his subsequent appointment were as follow:—Jan. 26th, 1824, to the *Blanche* 46, Captain William Bowen Mends, which ship conveyed Vice-Admiral Lord Amelius Beauclerk to the river Tagus, and afterwards proceeded to South America;—July 26th, 1825, to the *Druid* 46, recently launched at Pembroke, commanded by Captain Samuel Chambers, and about to sail on an experimental cruise;—and, Mar. 1st, 1826, to the *Ganges* 84, fitting out for the flag of Rear-Admiral (now Sir Robert) Otway.

Previous to the departure of the *Ganges* from Portsmouth, Lieutenant Hamilton was ordered to join the *Blonde* frigate, then on the point of sailing for Bermuda, where he was landed with despatches for Rear-Admiral (now Sir Willoughby) Lake, commander-in-chief on the North American station. On his joining that officer, he received an order to assume the command of the *Doterel* sloop, at Halifax, which appointment was confirmed by the Admiralty in Nov. 1826.

The *Doterel* having encountered much bad weather in her passages across the Gulf Stream, and being examined for a refit, was found to have suffered considerably, and to be so defective, that it was considered necessary to dismantle and lay her up at Bermuda; Commander Hamilton consequently returned home from thence, with his officers and part of his crew, in the *Queensberry* packet, May 7th, 1827.

On the 2d of July following, Commander Hamilton was appointed to the *Pelican* 18, then in the Mediterranean; to which station he proceeded, as passenger, on board the *Dart-*

mouth frigate*, carrying out with him the duplicate of the treaty between Great Britain, France, and Russia, for the protection of persecuted Greece.

Previous to his joining the *Pelican*, the subject of this sketch was sent in the *Dartmouth*, with a letter from Sir Edward Codrington to the commander of the Turco-Egyptian fleet, who had just arrived at Navarin, for the purpose of co-operating with Ibrahim Pacha; and we soon afterwards find him despatched, in the same ship, to the Ottoman generalissimo, on a mission of some importance. The manner in which he acquitted himself on those occasions met with the approbation of his commander-in-chief; and his subsequent endeavours in the suppression of piracy were also officially acknowledged.

After the battle of Navarin, at which he had not the good fortune to be present, Commander Hamilton watched that harbour till it was evacuated by the remains of the discomfited fleet, when he proceeded with the information to Sir Edward Codrington, at Malta. During this cruise off the Morea, he destroyed a schooner of four guns and forty men, commanded by a notorious character who had long annoyed the coast.

In Jan. 1828, the *Pelican* formed part of a small squadron under Sir Thomas Staines, at the destruction of several other piratical vessels, in the harbour of Carabusa, and her marines were afterwards landed to take possession of that fortress, in conjunction with those of the *Isis* 50. She was next placed under the orders of Captain Edmund Lyons, of the *Blonde* frigate, and employed in attending the second division of an Egyptian fleet, sent from Alexandria to complete the evacuation of the Morea. During the embarkation of the last part of Ibrahim Pacha's army, in Oct. 1828, Commander Hamilton heard of his promotion to the rank of captain; but he did not give up the command of the *Pelican* till Dec. 1st following. Since then he has visited Greece, Asia Minor, and Constantinople, and resided some time in Italy.

* Commanded by Captain (now Sir Thomas) Fellowes.

This officer has six brothers and four sisters. The eldest of the former, George Baillie Hamilton, Esq. K. C. H., entered early into the diplomatic line, and was for some time attached to the embassy in the Netherlands, under Lord Clancarty. He was afterwards, for upwards of three years, Private Secretary to Viscount Melville, when first Lord of the Admiralty; and on that nobleman's retirement from office, in 1827, the Lord High Admiral was most graciously pleased to retain him in the same situation, but which he was soon obliged to resign on account of ill health. Since the commencement of the present reign he has been created a Knight Commander of the Royal Hanoverian Guelphic Order, and appointed Secretary of Legation to the British Embassy at Brussels.

The next brother in seniority, Charles John Baillie Hamilton, was for some time in the army, which profession he quitted on marrying Lady Caroline Bertie, only daughter of Willoughby, fourth Earl of Abingdon, by Charlotte, daughter and co-heiress of Admiral Sir Peter Warren, K. B.

One of his other brothers holds an official appointment at the Cape of Good Hope. Another is in the Bombay cavalry; one an officer in H. M. army; and the youngest a cadet at the Royal Naval College.

Agent, J. Woodhead, Esq.

HON. WILLIAM WALDEGRAVE (b).

Second and youngest son of the late Admiral Lord Radstock, G. C. B.

This officer was born at London, June 7th, 1796; and entered the royal navy, in Oct. 1809, as midshipman on board the *Thames* 32, commanded by his brother, and fitting out for the Mediterranean station; where he continued, (except for a short period) successively serving in the

Seahorse, Amphion, and Bacchante frigates, until the summer of 1814, when he sailed for North America, under the command of Captain Francis Stanfell. His name appears in the list of wounded on board the Amphion, when engaged with a French squadron off Lissa, Mar. 13th, 1811 *. On the 6th of Jan. 1813, he was employed in the boats of the Bacchante, at the capture of five gun-vessels near Otranto †; and, in June following, he again distinguished himself, at the attack and capture of ten Neapolitan gun-boats and fourteen merchant vessels, on the coast of Abruzzi ‡.

After passing his examination, Mr. Waldegrave joined the Severn 50, Captain the Hon. F. W. Aylmer, in which ship he bore a part at the memorable battle of Algiers. His first commission bears date Sept. 5th, 1816; and we subsequently find him serving on board the Royal George yacht, during one of His late Majesty's aquatic excursions in that vessel. On the 24th of May, 1820, he was appointed to the Creole 42, then commanded by the late Captain Adam M'Kenzie, at Chatham, but afterwards bearing the broad pendant of Sir Thomas M. Hardy, on the South American station. In Dec. 1822, he was promoted to the rank of commander; and in Nov. 1825, appointed to the Procris sloop, fitting out for the North Sea station, where he continued until made a captain, in Aug. 1828.

Agents,—Messrs. Cooke and Halford.

GEORGE WILLIAM ST. JOHN MILD MAY, Esq.

THIRD son of the late Sir Henry Paulet St. John Mildmay, Bart. by Jane, eldest daughter and co-heiress of Carew Mildmay, of Shawford House, co. Hants, Esq., and heiress of Carew Hervey Mildmay, of Hazel Grove, Somersetshire, and Marks, in Essex, Esq., in pursuance of whose testamentary

* See Vol. II. p. 472, *et seq.* † See Suppl. Part IV. p. 279, *et seq.*

‡ See p. 74, *et seq.* of Vol. III. Part I.

injunction the St. John family assumed the additional surname of Mildmay.

This officer was made a lieutenant on the 19th of May, 1812; and subsequently appointed as follows:—Dec. 17th, 1813, to the *Leander* 60, Captain Sir George Collier, in which ship he continued during the remainder of the war with America;—Sept. 18th, 1815, to the *Euphrates* 42, Captain Robert Preston, fitting out for the Mediterranean station;—Nov. 24th, 1818, to the *Wasp* sloop, Captain Thomas Wren Carter, with whom he proceeded to Jamaica;—and, July 2d, 1821, to the *Iphigenia* 42, equipping for the broad pendant of Sir Robert Mends, commodore of the African squadron. He obtained the rank of commander in Aug. 1822; commissioned the *Cordelia* sloop, at Chatham, in Nov. 1826; and continued to command that vessel until made a captain, Aug. 16th, 1828.

Agents,—Messrs. Maude and Co.

WILLIAM JONES, Esq.

Was made a lieutenant in July 1811; appointed to the *Cossack* 22, Captain Francis Stanfell, Feb. 12th, 1813; and to be first of the *Hind* sloop, commanded by Sir Charles Burrard, Sept. 12th, 1819. He subsequently served under Captain Sir Murray Maxwell, in the *Bulwark* 76, and *Gloucester*, 74, successively bearing the flag of Sir Benjamin Hallowell, in the river Medway; and was promoted to the command of the *Orestes* 18, on the Halifax station, May 1st, 1826. His commission as captain bears date Aug. 18th, 1828.

Agents,—

HON. WILLIAM KEITH,

Was made a lieutenant into the *Egeria* 26, Captain Robert Rowley, at Newfoundland, Nov. 10th, 1819; appointed to the *Blonde* 46, Captain Lord Byron, fitting out for a voyage

to the South Seas, June 7th, 1824; promoted to the command of the Philomel sloop, Aug. 14th, 1827; and advanced to the rank of captain, while serving in that vessel, on the Mediterranean station, Aug. 18th, 1828.

Agents,—Messrs. Goode & Clarke.

GEORGE SIDNEY SMITH, Esq.

NEPHEW to Admiral Sir W. Sidney Smith, K. C. B., with whose gallant but unfortunate protégé, the late Captain John Wesley Wright, he was taken prisoner in the Vincejo brig, May 8th, 1804*. We next find him serving as midshipman of the Redwing 18, Captain the Hon. Robert C. Spencer, and receiving a wound in the thigh, at the attack upon Cassis, near Toulon, by a squadron under Captain Thomas Ussher, Aug. 18th, 1813†. His first commission bears date Jan. 21st, 1814; and in April following, he was appointed to the Undaunted frigate, commanded by the last named officer.

Having become well versed in French, during several years' captivity at Verdun, Lieutenant Smith was selected by Captain Ussher to command the boat in which Napoleon Buonaparte embarked when quitting France for Elba; and he appears to have been afterwards landed at Capraja, as temporary governor of that island. His next appointments were,—Jan. 5th, 1816, to the Albion 74, fitting out for the flag of Sir Charles V. Penrose; in which ship he bore a part at the battle of Algiers: and, May 13th, 1817, to the Satellite 18, Captain James Murray, on the Mediterranean station. He was promoted to the command of the Bustard sloop, employed in the West Indies, Mar. 12th, 1827; and advanced to the rank of captain in Aug. 1828.

JAMES POLKINGHORNE, Esq.

WAS made a lieutenant into the Cleopatra frigate, Captain (now Sir John Brooke) Pechell, Dec. 1st, 1808; and

* See Suppl. Part IV. p. 184 *et seq.* † See Suppl. Part I. p. 353 *et seq.*

assisted in capturing the French national ship *Topaze*, of 48 guns, near Guadalupe, Jan. 22d, 1809*. On this occasion, his captain wrote to Sir Alexander Cochrane as follows:—

“ I am happy in having an opportunity of bearing testimony to the gallantry displayed by the officers and crew of H. M. ship under my command; and beg leave to recommend my first lieutenant, William Simpson, to their Lordships’ notice; also Lieutenants Polkinghorne and Lambert, as good officers, and every way deserving their Lordships’ favor.”

In Dec. 1812, Mr. Polkinghorne followed Captain Pechell from the *Cleopatra* into the *San Domingo* 74, bearing the flag of Sir John B. Warren, on the North American station. In the beginning of April 1813, he was slightly wounded while commanding a detachment of boats, at the capture of four formidable privateers, in the Rappahannock river. The copy of his official report is given in p. 365 *et seq.* of Suppl. Part I.; and we have there stated, on good authority, that he was promoted for this gallant exploit, although his commission as commander is only dated June 27th, 1814. His subsequent appointments were,—in July 1824, to be Inspecting Commander of the Coast Guard at Fowey;—and, Nov. 21st, 1825, to the *Sparrowhawk* sloop, fitting out for the Cape of Good Hope station; where he continued until advanced to the rank of captain, Aug. 25th, 1828.

This officer married, in 1821, the second daughter of the late Robert Passingham, of Chester, Esq.

Agents,—Messrs. Cooke, Halford, & Son.

THEOBALD JONES, Esq.

SERVED as a midshipman of the *Ajax* 80, Captain (now Sir Henry) Blackwood; and after the accidental destruction of that ship, by fire, was received on board the *Endymion* frigate, Captain the Hon. Thomas Bladen Capel, then attached to the squadron proceeding against Constantinople under the command of Sir John T. Duckworth. His first commission bears date July 8th, 1809; from which period

* See Suppl. Part I. p. 364.

we find him with Captain Blackwood, in the Warspite 74, until Feb. 1814; when he was appointed to the *Desirée* frigate, Captain William Wooldridge. His promotion to the rank of commander took place July 19th, 1814.

This officer's subsequent appointments were,—Feb. 26th, 1819, to the Cherokee sloop, fitting out for the Leith station; where he continued upwards of three years:—and Oct. 1st, 1827, to the Prince Regent 120, bearing the flag of Sir Henry Blackwood, in the river Medway; in which ship he served, under the command of Captain the Hon. George Poulett, until advanced to his present rank, Aug. 25th, 1828.

Agents,—Messrs. Cooke, Halford, & Son.

EDWARD PURCELL, Esq.

Was born at Tymogue Castle, in the Queen's County, Ireland; and entered the royal navy, in June 1804, as midshipman on board the *Niobe* frigate, Captain (now Vice-Admiral) Matthew Henry Scott, employed as a Channel cruiser. Towards the end of 1807, he followed the same officer into the *Dragon* 74; and on that ship being paid off, after a trip to the West Indies, we find him joining *l'Impetueux* 76, Captain (now Admiral) John Lawford; by whom he was entrusted with the command of an armed launch during the operations against Flushing, in Aug. 1809. Subsequent to the reduction of Walcheren he ascended the East Scheldt, and served with the flotilla for a period of five weeks.

On her return home, *l'Impetueux* was ordered to Lisbon; and in 1810, when the British army retreated to the lines of Torres Vedras, Mr. Purcell again obtained the command of her launch, then armed with two carronades, and went up with other boats to Alhandra, for the purpose of annoying the French forces encamped on the banks of the Tagus. This service proved most harassing and severe, the boats being almost incessantly engaged with the enemy's field-pieces and riflemen for nearly two months.

In Dec. 1810, Mr. Purcell was received on board the *Elizabeth* 74, for a passage home to join his first naval patron,

Captain Scott, who had just been appointed to the Marlborough, of similar force. On his arrival in England he was transferred to the Amethyst 36, Captain Jacob Walton, in which frigate he suffered shipwreck, near Plymouth, Feb. 16th, 1811. A few weeks after this disaster he was removed from the Marlborough to the Victory, of 100 guns, bearing the flag of Sir James Saumarez, commander-in-chief on the Baltic station.

In Sept. following, Sir James Saumarez, then lying in Wingo Sound, near Gottenburg, received intelligence that two Danish gun-vessels were lurking about the coast to the southward, intending to attack the rear of a homeward-bound convoy. The Victory's pinnace and yawl were ordered to go in search of the enemy, and one of these boats was placed under the command of Mr. Purcell. On the ensuing day they fell in with the Danes, strongly posted, with some small guns, among rocks, and were received with a very smart fire. The vessels were immediately boarded and carried, although their crews amounted to five times the number of the assailants. Of the former, two were killed and five wounded; the British had not a man slain, and only three wounded.

For his conduct on this occasion, Mr. Purcell received the thanks of Sir James Saumarez; and, in Nov. 1811, was ordered to act as a lieutenant of the flag-ship, an appointment confirmed by the Admiralty on the 4th of the following month. He subsequently served for a short period in the Muros sloop, Captain James Aberdour, from which vessel he appears to have been removed to the Marlborough, on the North Sea station. In Aug. 1812, he accompanied Rear-Admiral Scott into the Chatham 74; and on the return of Napoleon Buonaparte from Elba, we find him appointed flag-lieutenant to the same officer, with whom he continued, at Deal, until the autumn of 1815.

Lieutenant Purcell's subsequent appointments were,—Feb. 2d, 1816, to the Rivoli 74, Captain (now Sir Charles) Ogle, stationed as a guard-ship at Portsmouth;—July 24th, 1816, to be first of the Driver sloop, Captain John Ross, by whom he was very often employed in boats for the suppression of smuggling, on the western coast of Scotland;—and lastly,

Sept. 7th, 1818, to the Tribune 42, Captain (now Sir Nisbet J.) Willoughby, fitting out for the Irish station. Between this latter period and the spring of 1820, he had many narrow escapes whilst pursuing contraband traders. In June 1820, he was promoted to the command of the Falmouth 20, at Barbadoes; and his commission for that sloop was confirmed at home on the 9th of Sept. following.

After serving three years in the West Indies, Commander Purcell brought home, and paid off, the Falmouth, in July 1823. During his passage to England orders were sent to the commander-in-chief at Jamaica, to place his name on the admiralty list for promotion; but unfortunately it was not in his power to return thither, and he consequently remained without advancement until Aug. 25th, 1828, previous to which he had been appointed second captain of the Gloucester 74, commanded by the present Rear-Admiral Horton,

Agents,—Messrs. Stilwell.

GEORGE LLOYD, Esq.

WAS made lieutenant into the Rattler sloop, Nov. 3d, 1812; appointed to the Trent 32, armed *en flûte*, at Cork, Dec. 7th, 1813; to act as commander of the same guard-ship, in Aug. 1815; confirmed "for rank" Nov. 8th following; appointed to the Victor sloop, fitting out for the Jamaica station, Aug. 22d, 1827; and promoted to the rank of captain Aug. 26th, 1828.

Agents,—Messrs. Goode & Clarke.

JENKIN JONES, Esq.

WAS twice wounded whilst serving as master's-mate of the Africaine frigate, commanded by Captain Robert Corbett, in Sept. 1811*. On the first occasion, he had the direction of her jolly-boat in an attack upon a French national schooner, lying aground at the Mauritius; and on the latter, he received

* See p. 60.

*An Elder Brother of Trinity House. Drowned
14 July 1843 whilst on service of Bristol Channel.*

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his hurt whilst bearing a gallant part in an action with two frigates, one of equal and the other of superior force. On the 18th June, 1813, he was made lieutenant into the *Pompee* 74, Captain Sir James Athol Wood, on the Mediterranean station. His subsequent appointments were,—Jan. 6th, 1815, to the *Hyperion* frigate, Captain William Pryce Cumby;—Sept. 18th following, to the *Jupiter* 50, acting Captain Henry Meynell;—Nov. 20th in the same year, to the *Newcastle* 50, fitting out for the flag of Sir Pulteney Malcolm;—May 18th, 1816, to the command of the *Julia* sloop, which vessel was wrecked at Tristan de Cunha, Oct. 1st, 1817;—Feb. 9th, 1822, to the *Sappho* 18, employed on the Irish station;—and, June 24th, 1828, to be second captain of the *Gloucester* 74, commanded by the present Rear-Admiral Henry Stuart, and stationed in the river Medway as a guard-ship. His commission as captain bears date Aug. 28th, 1828.

This officer married, May 2d, 1825, Elizabeth, only daughter of Harrison Deacon, of Portsmouth, co. Hants, Esq.

Agents,—Messrs. Maude & Co.

CHARLES ELLIOT, Esq.

Was made lieutenant into the *Myrmidon* sloop, Captain Henry J. Leeke, on the coast of Africa, June 11th, 1822; and subsequently appointed as follows:—June 18th, 1822, to the *Iphigenia* 42, bearing the broad pendant of Sir Robert Mends, on the above station;—Mar. 22d, 1823, to the *Hussar* 46, Captain George Harris, C. B., fitting out at Chatham;—June 19th, 1825, to command the *Union* schooner, on the Jamaica station;—Aug. 30th following, to the *Renegade* schooner;—Jan. 1st, 1826, to act as commander of the *Serapis*, convalescent-ship, at Port Royal;—April 14th in the same year, successively to command the *Magnificent*, receiving ship, the *Bustard* of 10 guns, and the *Harlequin* 18; from which latter vessel he was promoted to the rank of captain Aug. 28th, 1828.

THOMAS BENNETT, Esq.

Was born at Hereford, Feb. 22d, 1785; and appears to have been borne on the books of the *Iphigenia* and *Hermione* frigates, for two years previous to his first embarkation as midshipman, which took place in March, 1797. He was then placed under the care of his uncle, Mr. Francis Bennett, purser of the *Monarch* 74, at that time commanded by Captain John Elphinstone, and attached to the Channel fleet; but subsequently by Captain Edward O'Bryen, and bearing the flag of Vice-Admiral (afterwards Sir Richard) Onslow, on the North Sea station.

We have stated in our first volume (p. 151), that the memorable battle of Camperdown, which may be considered as having annihilated the remnant of Dutch naval glory and power, was commenced by the *Monarch* breaking through the enemy's line, and engaging the flag-ship of Vice-Admiral Reintjies, whom she at length compelled to surrender. Her loss on this glorious occasion was, with one exception, greater than that of any other British ship, no less than 36 of her officers and crew being slain, and 100 wounded, besides others who received slight hurts, but were not included in the report of casualties:—amongst the latter we find Mr. Thomas Bennett, whose hand was lacerated by a splinter.

This young officer soon afterwards joined the *Nassau* 64, Captain George Tripp, stationed off the Nore light as an extra guard-ship. In the beginning of 1798, he was removed to the *Amphion* 32, a new frigate just commissioned by his friend Captain Richard H. A. Bennet, and of which his uncle, the late Commander William Bennett, was appointed first lieutenant. In that ship he served, on the North Sea, African, and Jamaica stations, until Aug. 1801; and then joined the *Sans Pareil* 80, bearing the flag of Lord Hugh Seymour, to whom his captain had strongly recommended him for promotion, but of which he lost his chance by the

death of that distinguished nobleman, on the 11th Sept. following*.

In January, 1802, Mr. T. Bennett was appointed by Rear-Admiral Robert Montagu acting lieutenant of the Tartar frigate, at the particular request of her captain (the late Rear-Admiral) James Walker, with whom he afterwards served in the same capacity on board the Vanguard 74. Neither of these appointments, however, were confirmed; and as he had no sort of interest with Sir John T. Duckworth, the new commander-in-chief, he returned home a passenger in the Cerberus 32, Captain James Macnamara, and again joined the Amphion during the short peace of Amiens.

The Amphion was at this time commanded by Captain (now Sir Thomas Masterman) Hardy; and on the renewal of hostilities, in May 1803, she conveyed Lord Nelson from off Brest to the Mediterranean. A few days after joining the squadron employed in the blockade of Toulon, Mr. Bennett, to whom, at the recommendation of his friend Captain Hardy, the immortal hero had already given charge of a watch, was promoted into the Camelion brig; and this appointment, the first that was signed by his lordship after assuming the chief command on the above station, was confirmed at home, Dec. 9th, 1803.

The active services of the Camelion have been recorded in our memoir of the late Captain Sir Thomas Staines; but it is proper here to state, that Lieutenant Bennett commanded her boats on every occasion to which we have there alluded; and that he always most zealously and gallantly assisted that enterprising officer in keeping the whole of the enemy's coast, from Toulon to Leghorn, in constant agitation and alarm. On the 29th Aug. 1803, whilst attacking five vessels under the batteries at Rimasol, his clothes and hat were shot through in an extraordinary manner, and every person in his own boat, except himself, two men, and a boy, was either killed or wounded. The French national vessel mentioned at

* See Suppl. Part I. p. 157 *et seq.*

p. 84 of Suppl. Part. I. was le Renard schooner, afterwards commissioned as a British cruiser *.

In the summer of 1805, the *Camelion* was ordered to England, being quite worn out, and Lieutenant Bennett gladly availed himself of an opportunity of exchanging into the *Seahorse* 38, then commanded by Captain the Hon. Courtenay Boyle, but soon afterwards by the late Captain Robert Corbett,—of whom it has been said, that “his *guns* were a secondary consideration, but in all the evolutions of a ship,—unmooring, weighing, making and shortening sail, furling, reefing, tacking, &c. &c. none could approach the one he commanded without a certainty of being *second*.” Many tried to excel the *Seahorse* in these points, but they were all beaten. “In default of meeting with enemies to engage,” says one of her officers, “Captain Corbett amused us with a tolerable proportion of drilling, by dint of which, *and with a little other assistance*, he brought the ship into that state of (shall I say) discipline, that I never witnessed any thing like it.”

In April, 1806, Captain Corbett was superseded, off Cadiz (on his return from an unauthorised trip to the West Indies), by the late Captain *John* Stewart, whose manner of treating his officers and men was such, that “he could command their every nerve, fibre, and faculty, to the very gates of death.”

In March, 1807, the *Seahorse*, after having been thoroughly refitted at Sheerness, was ordered again to the Mediterranean; but, while beating through the Straits of Dover, in a thick fog and strong gale of wind, she struck on the Varne shoal, owing to a mistake of the master, and knocked off her false keel and rudder. In endeavouring to save the latter, Captain Stewart and Lieutenant Bennett were both considerably bruised by the snapping of a hawser, with which they were trying to hang it. Having beat over the shoal, the ship was brought up for the night with three cables an-end; and next morning, the wind being then to the northward, she worked back to the Downs, with a gun-brig and pilot-boat

* See Suppl. Part III. p. 41.

in tow to steer by, keeping pace with, and going as fast to windward, as the Clyde frigate, and several crack vessels of the Boulogne squadron. Having fitted a temporary rudder in the Downs, she proceeded from thence to Plymouth, where all her defects were made good, and from whence she finally sailed for the Mediterranean, with a fleet of merchantmen under her protection.

After touching at Malta and Messina, the Seahorse joined Lord Collingwood, near the entrance of the Dardanelles, and found Sir Arthur Paget (who had been sent out on an embassy to Constantinople, after Sir John T. Duckworth's failure), making an unsuccessful effort to restore peace between Great Britain and Turkey. In August, 1807, Captain Stewart was despatched to examine the ports in the Cyclades; to report as to their capacity, means of refreshment, &c.; and to offer such of the islands as had shipping, and where commerce might be introduced, every facility for carrying on a trade with Malta. On the 15th Nov. following, he wrote to a friend as follows:—

"I have been very busy chasing vessels of all descriptions, and, of course, too much engaged to think of writing—it is only to-day that we are quite idle, and nearly becalmed. After staying about a week with the fleet at Imbros, Lord Collingwood moved us all over to Tenedos, as it was near the season when we might expect southerly winds, and that island afforded better shelter than the other. Sir Arthur Paget went at the same time in the *Thetis*, with a flag of truce, to get a final answer from the Turks, and returned on the fourth day, when war seemed perfectly certain. Lord Collingwood determined to sail with half the fleet, and ordered me to proceed again through all the Cyclades, to put all their governments into the hands of the old Primates; and to drive from amongst them all the vessels that had been privateering under the Russian flag, but who, being Ionian islanders, now lived on the defenceless inhabitants, and in short were pirates. I sailed on this service, Sept. 17th, and continued going from island to island until the middle of October, by which time I had nearly put them all in order, and had effectually performed the last part of my instructions; for as soon as I made known, by a circular paper, the service I was come upon, it spread like wild-fire—the Greeks finding it to be their interest to frighten the banditti; and though I only remained three days at Miconi, where I published the paper, I found that the Ionians had every where got on board their vessels, and had set off as fast as they could, after having committed the greatest devastation in several islands."

Captain Stewart was subsequently left as senior officer in the Archipelago, where he took three prizes, one of which was a xebec mounting six guns, and destroyed many small vessels; "but," says he, in a letter from Malta, dated April 11th, 1808, "it seems labour in vain: we have a new way with the Turks. Our officers are ordered in every way to destroy and annoy their trade, but the Admiralty Courts are not directed to condemn; so they put us in the light of pirates, and will not publicly avow their hostility. All the cargoes brought in here are rotting unsold."

About this period, a band of Epirots, who had been in the pay and service of Russia previous to the peace of Tilsit, being left by Vice-Admiral Siniavin at the mercy of their former masters, took possession of two islands near the Gulf of Salonica, from whence, with large boats, they laid the coast, as far as the Dardanelles, under contribution, and made prize of all vessels going to Constantinople. The tribute from these parts of the Ottoman empire, being principally paid in corn, was thus intercepted, and the Turks having no force outside of the Dardanelles sufficient to crush this nest of pirates, made application to Captain Stewart, to know whether he would interfere with any squadron sent for that purpose?—to which he replied, that he should repel by force any ships attempting to come out. The Capitan Pacha was not, however, ignorant of the British force in the Ægean sea; and being anxious to suppress the Epirots, he sent a squadron of two frigates, two corvettes, two mortar-vessels, and some xebecs, for this purpose. On the approach of the Turks, the pirates despatched one of their chiefs with the intelligence to Captain Stewart, then at the island of Syra, who immediately weighed, and proceeded in search of the enemy; the chief and three of his men remaining, at their own request, on board the Seahorse.

"In working to the northward amongst the islands," says Captain Stewart, "I found the consternation of the Greeks general: from each place I received accounts of the Turkish ships being out, and most of these accounts exaggerated. As I knew that whatever the enemy's force was, it would be certainly much superior to my ship, I devised in my head most of the cases likely to arise: and determined, if the disparity

was not excessive, to attack them ; and if they were under sail, to do so in the night. I felt my situation critical. I was alone and could not get assistance for some time. If I were driven out of the Archipelago, the whole of the islands would be instantly overrun by the Turks, and our character and influence suffer in consequence. On the contrary, if I could strike a blow on the first that came out, it would give them an earnest of what the British could do ; it might possibly prevent the rest from coming out, and would certainly exalt our character with the Greeks, especially if it saved their islands from pillage. A pretty good judgment may be formed of my feelings when I got sight of two Turkish men-of-war, between the islands of Scopulo and Killidroni. It was a fine morning when we saw them ; we were standing towards Sciatho. I could not think how they came there, as I had only that day (July 5th, 1808) been positively assured by a polacre, that the Turkish squadron was still at Sciatho ; I feared they might be line-of-battle ships coming to reinforce the others ; and was distressed at the thought of it. They passed to windward of the island, and we worked up towards it. In the afternoon there suddenly came on a strong north wind : I continued snug under the island, knowing they would come to leeward of it before night, if they could not get to Sciatho.

" I was walking the deck with much anxiety when, at half-past six, a large frigate, with fifteen ports on a side, was observed coming through the passage between Scopulo and Killidroni. Then followed a smaller ship, with thirteen ports on a side ; and then a galley. This seemed to be within my compass. I knew my crew to be brave active men, and purposely kept from engaging the enemy until dark, when I judged we should have a greater advantage in manœuvring."

The brilliant result of the Seahorse's night action with this Turkish force is thus officially described by Captain Stewart, in a letter to Lord Collingwood, dated off Skiro, July 6th, 1808.

" The action began at half-past nine, the Turks going a little off the wind, under easy sail, and continually endeavouring to run us on board ; indeed I early saw that their chief attention was directed to this object, and as the largest ship appeared of great force and full of men, I kept the Seahorse in a position not to be boarded. At ten o'clock, observing a good opportunity of more particularly attacking the small ship to advantage, we dropped alongside of her, and after a quarter of an hour's hot fire, at half pistol-shot distance, her fire having totally ceased, we left her in a state of the greatest distress and confusion, with her sails mostly down, and just before she had partially blown up forward. By this time the large frigate, which, from having fallen a little to leeward, had not

been able to assist her consort, had again got pretty close up, and the action between us soon recommenced; but so obstinate was the resistance of the Turks, it was not till a quarter-past one we rendered her a motionless wreck. As they now would neither answer nor fire, I conceived it most prudent, knowing the character of the people, to wait for daylight to send on board her. At daylight, observing her colours upon the stump of the mizen-mast, we poured a broadside into her stern, when she struck, and I had the pleasure to take possession of the *Badere Zaffer*, a very fine frigate, of the largest dimensions, carrying 52 long brass guns, 24-pounders on the main-deck, except two, which are 42-pounders, and 12-pounders on the quarter-deck and fore-castle. She had a complement of 500 men, and was commanded by Scanderli Kiehuc Ali, who, I am informed, was only prevented by his own people from blowing her up. Her loss in killed and wounded is prodigious, 165 killed and 195 wounded; ours comparatively small, five killed and ten wounded. Our mizen-mast fell soon after the action, which is the greatest injury we have sustained. The other ship was named the *Alis Fezan*, carrying 24 brass 12-pounders and two mortars, commanded by Daragardi Ali, with a complement of 230 men. I understand they took most of the men out of the galley before the action, and sent her away.

"Having now, my Lord, given you the details of this affair, there only remains the pleasant office of recommending to you the officers and ship's company, who, during a tedious night action, where much depended upon working the sails as well as the guns, behaved in a manner to command my utmost gratitude. The disparity of force, with the loss sustained by the enemy, will prove the greatness of their exertions; to which I shall add, that thirty men were absent from the ship. Mr. Downie, the first lieutenant, is an officer of merit, ability, and experience, and I beg strongly to recommend him to your Lordship's protection for promotion. Mr. Lester, master's-mate, who has passed, is also very deserving of promotion. Thomas Hubby, gunner's-mate, and an excellent man, acted as gunner; and, from his conduct, is very deserving of such a situation.

"I am now proceeding with the prize for any port I can first get into among the islands, as it is with difficulty we can keep her above water.

(Signed)

"JOHN STEWART."

Just as Captain Stewart was about to renew the action with the *Badere Zaffer*, after silencing her consort, a man in the main-top of the *Seahorse* hailed the quarter-deck and exclaimed, "the little frigate has given three rolls, and gone to hell, Sir!" A marine also reported having seen her go down; and this was the last time that mortal eyes ever beheld the *Alis Fezan*.

The *Seahorse* mounted thirty long 18-pounders (two of

which were brass guns taken on board at Messina, in lieu of her four 9-pounders) and twelve 32-pounder carronades, with an established complement of 281 officers, men, and boys, of whom, as Captain Stewart states, thirty were then absent. The *Badere Zaffer* had on board, including part of the galley's crew, 543 men of every description. The British frigate measured 998 tons, her principal opponent nearly 1300, and the *Alis Fezan* about 730. The superior officers of the *Seahorse* at this period were Lieutenants George Downie, Thomas Bennett, and Richard Glinn Vallack; Mr. Thomas Curtis, master, and Lieutenant John Cook, of the royal marines.

On the 9th July, the *Seahorse* and her prize anchored in the harbour of Miconi; the Turkish prisoners having worked at the pumps, on being promised their liberty. From thence they had a good passage to Malta, where Captain Stewart had just completed the refitment of his own ship, when he heard that a British Ambassador was come to Palermo, on his way to Turkey, but doubted, after hearing of the late action, how to proceed. Captain Stewart immediately volunteered to go over to him, and he soon determined to sail for the Dardanelles in the *Seahorse*.

This diplomatist was Mr. Robert Adair, who in consequence of some important information, obtained by Captain Stewart, respecting the state of affairs in Turkey, had been sent out from England to renew the negotiations with the Porte; and who thus speaks of the *Seahorse's* action:—

"This event happened a very few days before my arrival at Palermo; and I confess that, on a first view, I could not but consider it as extremely embarrassing. It was impossible to judge, either what change so desperate an encounter might not produce on the pacific dispositions of the Turks; or whether the encounter itself might not rather have been occasioned by a previous alteration in those views; and this embarrassment, coming in addition to what I had also just learned, of a fresh revolution in Constantinople, in which the Sultan, to whom I was accredited, had been deposed, and most of the ministers supposed to be friendly to us had been put to death, caused me to hesitate, for a moment, as to the course most proper to be pursued. From any apprehensions, however, as to the bad effects likely to result from Captain Stewart's vigorous proceeding, I was relieved on my first interview with him. Indeed I soon found that, in one sense, it was likely to assist rather than impede my negotiation: as, besides the

benefit of the example, it enabled me to ascertain the true character of the revolution which had just happened, and which at first sight appeared fatal to my mission.

“ Having embarked on board the Seahorse, on the 3d of September, we proceeded to Tenedos, and remained there until the arrival of a Turkish plenipotentiary to open the conferences with me; and then removed to Barbieri bay, an anchorage between the first and second line of castles which defend the Straits. During our stay at Tenedos, I thought it advisable, although the negotiation had not yet commenced, that the Turkish trade, which at this time was carrying on with considerable activity, should be suffered to pass unmolested to the capital. Captain Stewart acceded without hesitation to my wishes, and, by this act of disinterestedness, helped to keep alive, and to confirm the prevailing good humour of the Divan; a service the most essential, as it afterwards turned out,—for on the very day preceding my first conference with the plenipotentiary, another insurrection took place at Constantinople, and was followed by the death of the deposed Sultan, the slaughter of ten or fifteen thousand Turks, and the burning of a third part of the city. In this, as in the whole of his previous conduct, I conceive myself greatly indebted to Captain Stewart, for the success of the negotiation entrusted to me.”

The treaty of peace between Great Britain and Turkey was signed on the 5th of January, 1809; after which the Seahorse proceeded to Constantinople, and remained there nearly three months, at the express desire of Mr. Adair, who required Captain Stewart's assistance in several things he had to settle with the Ottoman Government; particularly to assist at a conference that was held, on the 23d March, relative to a proposed co-operation in case of a war between Russia and the Grand Signor. During his stay at Constantinople, Captain Stewart and his officers were treated with marked civility by the Turks, which, as he had almost the whole conduct of the war against them, he attributed to his having personally well treated all their countrymen whom he had taken prisoners. The Seahorse subsequently visited Smyrna, for the purpose of seeing that the British Factory was re-established, and then returned to Malta, where her captain received two letters from Lord Collingwood, of which the following are extracts:—

“ Notwithstanding the high opinion I have ever entertained of the excellent discipline and order which are established in the Seahorse, and the firmness and enterprise which are manifest in every service on which

she is engaged; yet I cannot sufficiently express my admiration of the result of this action, against a force so much superior, and which can only be attributed to the eminent skill with which it was conducted. The exertions of the officers and ship's company deserve every regard. I beg you to accept my sincere congratulations on your success."

"I am commanded by the Lords Commissioners of the Admiralty to express to you, the high sense they entertain of your meritorious conduct in that encounter. The ability with which it was conducted, and the success which ensued, have given their lordships a satisfactory proof that the skill, bravery, and discipline of British seamen and marines, when guided by officers of enterprise and talent, are irresistible. It is their lordships' directions, that you make known to the officers and ship's company of the *Seahorse*, their approbation of their zealous and gallant conduct:—a conduct so in unison with the high character which British seamen have on all occasions maintained in their country's service."

About the same time, Captain Stewart received a letter from Lord Mulgrave, then presiding at the Board of Admiralty, wherein his lordship expressed great satisfaction at transmitting him the naval medal which accompanied it, "as a mark of His Majesty's gracious approbation of the skill and gallantry that had been displayed by him on the 5th July, 1808, and added:—

"The best testimony that I can bear of the sense which I entertain of the distinguished service of that day, will be found in the enclosed list of promotions, which the Admiralty have made in the several ranks on board the *Seahorse*."*

The *Seahorse* was subsequently employed in cruising between Corsica and the coast of Italy. On the 10th May, 1809, Captain Stewart reported to Lord Collingwood, "the destruction of the enemy's forts on the small islands of Gianuti and Pianoza, in which services great gallantry appears to have been displayed by the officers and men who were employed under the directions of Lieutenants Bennett

* Lieutenant George Downie, to the rank of commander; Mr. William Lester, to be lieutenant of the *Seahorse*; and Thomas Hully, to be a gunner. Mr. George Flintof, purser, and the boatswain and carpenter, noted for appointments to ships of a higher rate. Captain Downie was killed in action with the American flotilla on Lake Champlain, Sept. 11th, 1814. See Suppl. Part IV. pp. 95—102.

and Pearse," the latter belonging to the Halcyon sloop of war. "One private marine, of the Seahorse, only was killed, and another wounded*." On the 21st June his lordship wrote to Captain Stewart as follows:—

"Ville de Paris, June 21st, 1809.

"Dear Sir,—I am quite aware of the meritorious conduct of your first lieutenant upon all occasions, as well from my own observation as by your frequent communications to me of services performed by him, and I sincerely hope that the Admiralty will promote him as a reward for his late gallant conduct at Pianoza; but should that not be the case, I will, as I promised, take him into this ship the first vacancy which may occur, for the purpose of making him a commander, whenever an opportunity may be afforded me for doing so. This will secure to him a ship, as well as promotion. Believe me, with great truth, dear Sir, Yours very sincerely,

(Signed)

"COLLINGWOOD."

"To Captain Stewart, H. M. S. Seahorse."

On the 5th Nov. 1809, Lord Collingwood informed Captain Stewart that the Board of Admiralty had been pleased to express their high approbation of the conduct of his then first lieutenant, and of all who were employed in the boats under that officer's command.

From this period we find no particular mention of the Seahorse until the summer of 1811, when she conveyed Lord Amherst and his family from Palermo to England, and narrowly escaped another thump on the Varne shoal, which was only avoided by Lieutenant Bennett accidentally going on deck before day-light. She was soon afterwards paid off at Woolwich, on which occasion Captain Stewart addressed the following letter to Lord Mulgrave's successor:—

"Sir,—I feel it my duty to write to you, to recommend Mr. Thomas Bennett, first lieutenant of H. M. ship Seahorse, who is one of the best officers in His Majesty's service, and very deserving of promotion, as well for his general merits as for particular services performed by him. He was second lieutenant of the ship in the action with the Turkish squadron. He headed the men who stormed and took the island of Gianuti, destroying the forts and taking the garrison prisoners. He commanded the party which took the island of Pianoza and its forts, with a garrison of upwards of 100 men, after shewing great judgment in conducting his people, and

* London Gazette, Sept. 1809.

fighting upwards of four hours before the enemy surrendered. For these and other services, he was strongly recommended to Lord Collingwood, who knew, acknowledged, and would, no doubt, have rewarded them. I feel very confident that I do not exaggerate in my recommendation of him, and I have the honor to be, &c.

(Signed)

"JOHN STEWART."

"To the Right Hon. Charles Yorke,

&c. &c. &c. "

On the 22d Jan. 1812, Lieutenant Bennett was appointed first of the *Crescent* 38, Captain John Quilliam, then stationed in the Baltic, but afterwards employed in convoying a fleet of merchantmen from Cork to Halifax and Newfoundland. In that ship, he assisted at the capture of the American privateer schooner *Elbredge Gerry*, pierced for 14 guns, with a complement of 66 men, Sept. 16th, 1813.

With the exception of this solitary capture, the *Crescent*, although one of the very best-sailing frigates in the British navy, did literally nothing against the enemy; her captain seemed to have an antipathy to making prize-money, and a sort of horror at the idea of gaining a medal. Under these circumstances, Lieutenant Bennett considered that she would never make him a commander, and he therefore, *being very unwell*, got surveyed and invalided; not, however, until he had applied for a court-martial upon himself, in consequence of some assertions, which Captain Quilliam, in the exuberance of his fancy, had publicly made to him. The desired investigation was refused at that time, as no representation, reflecting upon him, had then been made by his captain to the commander-in-chief. On his return to England, as passenger in a merchant vessel, he found that he had been promoted on the 15th June, 1814, and, by way of set-off, that a court-martial was ordered to try him upon charges founded on representations made to Sir Richard Goodwin Kents by Captain Quilliam, after he had quitted the Newfoundland station. The charges were, that he had beaten the captain's boy; that he had given as a toast, at the gun-room table, "Damnation to the captain;" and that he had not maintained proper discipline and regularity while serving on board the *Crescent*.

* Captain Stewart died on the 26th Oct. 1811.

Captain Quilliam had by this time arrived at Spithead, and subpoenaed the whole of his officers and crew as witnesses, together with most of the merchants of St. John's, Newfoundland, several gentlemen holding civil appointments, and many military officers stationed there. This occasioned a reference to the Admiralty, as to the means of procuring the attendance of all these witnesses; and, Captain Quilliam's aversion to the trial going on, and his fear for the probable issue, being manifest, their lordships thought proper to direct the court to proceed in examining those already on the spot, amounting to more than 300 persons, at least one-third of whom had been impressed by their late first lieutenant, and some of whom, it might have been supposed, would be found to convict him, if guilty of any of the alleged offences.

The court accordingly assembled on board the *Crescent*, Sept. 3d, 1814, and Captain Quilliam, who pertinaciously refused to prosecute, was called upon as principal evidence. His answer to the very first question astonished every one present.—“Have you any thing to allege against the prisoner, and what?” enquired the court. “Nothing whatever,” replied he; “for although I have had complaints of him, they were not of that nature to call for a court-martial!” The president, Rear-Admiral Foote, here remarked to the other members of the court, that, “if the captain of the ship stated this much on oath, it was sufficient;” but the prisoner urged that they were ordered to try him for his conduct, for nearly three years; and although decidedly illegal, as far as regarded any thing prior to the last twelve months, he preferred having it laid open, and thoroughly investigated. The court then decided to proceed; and next day, being pretty well tired of the business, adjourned to the *Gladiator*, in Portsmouth harbour. All the officers of the *Crescent*, and their servants, as well as many of the ship's company, were examined, but not one among the whole could bring forward a single instance of insubordination, or of unseamanlike or ungentlemanly conduct, on the part of the accused. Some of the witnesses were hardy enough to make comparisons

between him and their captain, not very much to the advantage of the latter. On the third day, the prisoner made a short, but unnecessary defence, and the sentence pronounced was,—“That the charges had not been proved against the said Captain Thomas Bennett; that no blame whatever was imputable to him for his conduct while serving as first lieutenant of H. M. S. Crescent, but that *the imputations against him were unfounded and vexatious*. The court did therefore adjudge him, the said Captain Thomas Bennett, to be *fully acquitted*.”

We must not omit to mention, that the subject of this memoir had previously preferred several charges against Captain Quilliam, one of which was—“neglect of duty in not doing his utmost to come up with a ship supposed to be an enemy’s frigate.” Suffice it to say, that Captain Bennett, with others, thought his charges had been proved (although one of the principal evidences for the prosecution had been provided with money, and permitted, by Captain Quilliam, to absent himself before the trial commenced); but, possibly from the supposition that they originated in a wish to re-criminate, or on some such ground, Captain Quilliam was *acquitted*;—not, however, with any *softening* qualification.

On the 2d July, 1819, Captain Bennett was appointed to the Cygnet, a new 10-gun brig; and in the following month, he had the honor of dining with his late Majesty, then Prince Regent, on board the Royal George yacht, at Spithead.

The Cygnet first cruised on the Irish station, but was subsequently sent to St. Helena, where she continued with the squadron under Rear-Admiral Lambert, until the death of Napoleon Buonaparte, when she carried despatches to the Isle of France, and then joined Commodore Lillicrap at the Cape of Good Hope.

Since the publication of the latter officer’s memoir (in Suppl. Part II.), a circumstance has been made known to us, with which we were not at that time acquainted. The boats of the Cygnet, it appears, were the *first* to go to the assistance of the Hon. East India Company’s extra-ship Albion, and were of *equal* service with those of the Hyperion frigate, in

rescuing that valuable merchant vessel "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;" for which service, supposing it to have been performed under the personal directions of Commodore Lillicrap, *who was then residing on shore*, and by the boats of the Hyperion alone, the Hon. Court of Directors presented the commodore with "500*l.*, for the purchase of a piece of plate, as a token of the Court's appreciation of *his* meritorious conduct upon this occasion;" and voted a further sum of 500*l.* "*to the officers and seamen of His Majesty's navy, who were employed in rendering assistance to the Albion*, whereby so many lives, and so much valuable property, were preserved from imminent danger;" the latter sum to be divided proportionately with Commodore Lillicrap's estimation of their respective services, but not one shilling of which was awarded by him to the officers and men of the Cygnet, whose commander, *being on board his vessel at the time*, personally sent them to assist the Albion.

The Cygnet was lying in Table Bay at the commencement of a tremendous N. W. gale, during which she had as narrow an escape from destruction as any ship or vessel ever experienced.

On the 10th July, 1822, at 1-30 A. M., the Sarah, a free trader of about 900 tons burthen, deeply laden with a valuable cargo, parted one anchor, swung nearly into the hawse of the little ten-gun brig, and appeared to ride exceedingly heavy; the storm, which had been gradually increasing ever since the morning of the 9th, then blew with great fury; and the Cygnet, pitching bowsprit under, was taking green seas fore-and-aft. Captain Bennett, although very ill at the time, was fortunately on deck, and directed the whole of the larboard chain-cable to be instantly veered away. Shortly afterwards he observed the Sarah in great confusion, and heard the whole of her crew hailing together; but owing to the violence of the gale, it was impossible to understand what they were so anxious to communicate. She had

sprung a leak forward, which her pumps could not keep free, and it appeared impossible to save her from foundering. Mr. Alexander Simmonds, boatswain of the *Cygnets*, contrived to get alongside in a boat, and returned with information that she was actually going down at her anchor. The boat was sent back with directions to her to slip, and endeavour, by a spring, to cast her head inshore, as the only chance of getting into shallow water, and saving some part of her cargo; but, in a few minutes, the crew hailed again to say she was sinking fast. They then began to loose their top-sails, and the *Cygnets*'s situation became perilous in the extreme; the *Sarah* being still nearly in her hawse, and almost water-logged, and a tremendously high sea rolling into the bay, accompanied with a heavy ground swell. The preservation of the little "*tunny*," one of a much calumniated class of vessels, now depended entirely on the ability of her crew to heave ahead, and allow the sinking ship to drift past her;—Captain Bennett called his men to the capstan, and in a few short, but impressive words, pointed out their situation, and that their lives depended upon their activity and exertions.—Well did they make use of their powers; for, after slipping the larboard cable, they hove the brig ahead against one of the heaviest gales ever witnessed, and a sea that was almost sufficient to drown such a vessel, without forcing her against it. The *Sarah* had by this time cut or slipped her cable, and was rolling, an unmanageable log, towards the *Cygnets*, her gunwales level with the water, and her topsails split to pieces; but by the exertions of the chief-mate, whose coolness, fortitude, and presence of mind, in such extreme danger, are beyond all praise, her fore-tack was hauled on board, and the wind having, at that moment, providentially shifted about two points, her head paid off, and she went past at the distance of not more than half her length. In a few minutes more, she gave a heavy lurch and disappeared. Captain Bennett heard the cries of her crew, and, fortunately for most of them, he had anticipated what would occur;—two light boats, under the command of Mr. Robert Lee Stephens, whom he had sent to attend the *Sarah*, and with orders to

stick by her, succeeded in saving all the crew, except four persons.

This danger past, Captain Bennett endeavoured to heave in the larboard cable again ; but when it came up to the bows, some part of the hawser was found twisted round the chain, which prevented it coming in-board. The hawser soon parted, and the boatswain, who, after being slung by Captain Bennett himself, had obstinately persisted in going over the bows without a rope round his body, was knocked over-board by the end of the chain, and drowned before any assistance could be given him. As day-light broke, the bay presented a scene of devastation. All the shipping had signals of distress flying, having lost anchors and cables ; several boats were drifting about, upset ; two fine brigs were on shore ; the Madras, a large merchant ship, which had parted her cable on the 9th, was riding in the surf near them ; and the unfortunate Sarah lay bottom up in the N. E. part of the bay:

It is worthy of remark, that the commander of the Sarah, now a Brazilian commodore, had very recently been pointing out to Captain Bennett the great danger of lying in Table Bay at that season, and the certainty, as he thought, of a small brig like the Cygnet foundering, should she be caught there in a heavy north-wester. At the same time, he directed Captain Bennett's attention to the *majestic* appearance of the Sarah ; spoke much of her patent cables, patent anchors, &c. and consoled him with the remark, that in the event of any thing happening to the Cygnet, the Sarah would be near to render assistance. Poor man ! he little thought how soon his ship, which was not insured, would need the like from that humble little "tenny." Captain Bennett subsequently received a letter from him, of which the following is a copy :

" *Morrison's Hotel, Cape Town, 15th July, 1822.*

" Sir,—It would be an injustice to my own sentiments, did I not seize the first leisure moment my late calamity has spared me, to express to you in this way, as I have already had the honor of doing personally, the high sense of gratitude I feel at the humane, prompt, and effective succour you bestowed on my ship at a moment when your own was placed by her in a critical and perilous situation."

"I trust, Sir, that you will also permit me the gratification of impressing on your attention, the admirable manner in which Mr. Stephens, the officer appointed by you to that dangerous duty, fulfilled your intentions and orders, at the risk of his own life and those of your boats' crews. His humanity, presence of mind, and cool courage, were the cause of preservation to the many lives that were saved—these qualities were equally and eminently conspicuous during a scene the most appalling and afflicting that can be imagined.

"The conduct of your gig's crew on this unhappy occasion has no doubt been reported to you; it is sufficient for me to observe, that they amply and efficiently seconded their commander.

"I cannot close my letter without expressing my regret at the loss of your boatswain, a meritorious seaman, of whom, I am given to understand, you had a high opinion, and whose life appears to have been sacrificed to his too great negligence of personal safety while in the discharge of his duty. I have the honor to subscribe myself, with sentiments of the highest respect, gratitude, and esteem, Sir, your most obedient and devoted servant,

(Signed) "JAMES NORTON, late commander of the ship Sarah."

The first lieutenant of the *Cygnets* was on shore during this terrific gale; and the acting second lieutenant, Mr. Charles Brand, [who has written an article on the subject of her "narrow escape," for the "United Service Journal," wherein he somewhat strangely describes himself as "her commanding officer," at the time, although he admits, that "to Captain Bennett's judgment as a seaman and an officer is every merit due for saving his brig;"] had only just joined her from a midshipman's berth. Mr. Robert Lee Stephens, the gentleman whose conduct is so highly eulogized by Mr. Norton, has since obtained the rank of lieutenant.

The *Cygnets* subsequently accompanied Commodore Nourse to Madagascar, Zanzibar, Delagoa Bay, and along the eastern coast of Africa; after which she made two trips to Ascension, with stores for that island, and touched at St. Helena on her way to England. She was paid off in the spring of 1823.

Commander Bennett's next appointment was, April 30th, 1827, to the *Princulo* of 18 guns, in which sloop he served on the Irish station, under the orders of Rear-Admiral Plampin and his successor, the Hon. Sir Charles Paget, until promoted to the rank of captain, Sept. 16th, 1828.

This officer married, Nov. 16th, 1815, Sarah, eldest daughter of W. Watkins, of Hereford, Esq. and has issue two sons and three daughters. His eldest boy, Edward Watkins Bennett, served as volunteer of the first class on board the *Trinculo*, under his command.

Captain Bennett's sister is the wife of the Rev. Walter Williams, of Brecon.

Agents,—William M'Inerheny, Esq.

PETER RICHARDS, Esq.

OBTAINED his first commission on the 12th Dec. 1807; served as a lieutenant of Lord Exmouth's flag-ship at the battle of Algiers; and was rewarded for his distinguished bravery on that memorable occasion by promotion to the rank of commander, Sept. 16th, 1816. His next appointment was, Oct. 20th, 1826, to the *Pelorus* sloop, which he continued to command, on the Mediterranean station, until advanced to the rank of captain, Sept. 17th, 1828.

Agents,—Sir F. M. Onmanney and Son.

ROBERT WHITE PARSONS, Esq.

WAS made a lieutenant on the 11th April 1806; and commanded the boarders of the *Diana* frigate, Captain William Ferris, at the capture of the French national brig *Tenser*, near the mouth of the Gironde, Aug. 25th, 1811. He subsequently served in the *Armada* 74, Captain Charles Grant, and *Boyne* 98, bearing the flag of Lord Exmouth. On the 7th Nov. 1816, he was promoted to the rank of commander; and in July 1825, appointed to the *Dispatch* sloop, fitting out for the Irish station, where he captured a smuggling logger, under French colours, with 400 bales of tobacco on board. His commission as captain bears date Nov. 11th, 1828.

Agent,—J. Copland, Esq.

HENRY GOSSETT, Esq.

PASSED his examination at Plymouth, in the summer of 1815; obtained his first commission on the 30th Dec. 1816; and subsequently served as lieutenant of the Harlequin 18, Captain Charles C. Parker; Hussar 46, Captain George Harris; and Pylades 18, Captain George V. Jackson, on the Cork and Jamaica stations. In 1828, he successively commanded the Espiegle and Slaney sloops, employed in the West Indies. His promotion to the rank of captain took place Jan. 1st, 1829.

ABRAHAM CRAWFORD, Esq.

Was made a lieutenant Nov. 25th, 1807; commander Mar. 23d, 1815; appointed to the Grasshopper sloop, fitting out for the Jamaica station, Dec. 8th, 1827; and promoted to the rank of captain, in the Magnificent, receiving ship, at Port Royal, Jan. 5th, 1829. He returned home from the West Indies, in the Herald yacht, April 3d, 1829; and married, in Jan. 1831, Sophia, daughter of the Rev. J. Mockter, of Rockville.

Agent,—J. Copland, Esq.

HON. WILLIAM WELLESLEY.

SON of Lord Cowley, H. M. late ambassador at the court of Vienna, by Lady Charlotte, second daughter of Charles, first Earl of Cadogan. He was made a lieutenant into the Weazle sloop, Commander Richard Beaumont, on the Mediterranean station, Oct. 3d, 1825; appointed to the Cambrian frigate, Captain Gawen W. Hamilton, C. B., Jan. 13th, 1826; to act as commander of the Rose sloop, shortly after the battle of Navarin, at which he appears to have had a trifling share; promoted to the command of the Weazle,

Jan. 2d, 1828; removed to the Wasp sloop, on the 13th May following; and advanced to the rank of captain, Feb. 17th, 1829.

GEORGE HAYE, Esq.

WAS made a lieutenant in Aug. 1808; and commanded the barges of the Cerberus and Active frigates, at the capture of four Venetian trabaccolos, under a heavy fire of musketry from the soldiers quartered at Pestichi, on the N. E. coast of Italy, Feb. 3d, 1811. A few days afterwards he commanded the launch of the Active in another gallant affair, under the town of Ortano, as will be seen by the following extracts of an official letter written by Captain Henry Whitby, of the Cerberus:—

" Feb. 13th, 1811.

"On the morning of the 12th instant we discovered several vessels lying under the town of Ortano; and as the wind was light, the boats of both ships were despatched, under the orders of Lieutenant (James) Dickinson, first of the Cerberus, to bring them out if practicable. On the near approach of the boats to the vessels, a fire of great guns and small arms was instantly opened from an armed trabaccolo, and soldiers posted on the beach and hills commanding the bay; our boats formed in close order, gave three hearty cheers, and in a few minutes cleared all before them, the men from the vessels and the troops on shore running in all directions.

"To prevent any annoyance whilst the prizes were bringing out, Lieutenant Dickinson landed with the marines embarked in the Active, and a division of small-arm men, taking a strong position on the hills, and planting the British flag at the very gates of the town, whilst the launches, under Lieutenants Hays and Campston, with the barge of the Active, under Mr. James Gibson, master's-mate, were employed in covering them with the carronades. This judicious and advantageous movement was of the greatest service to those employed at the sea-side, as it kept the soldiers and inhabitants, who had collected in great force, in check, and allowed the work which had been so nobly undertaken, to be most fully completed; as in addition to the convoy, consisting of ten sail, (under the trabaccolo armed with six guns) which was found in the harbour, laden with grain, oil, &c. two large magazines filled with all sorts of naval and military stores, destined for the garrison of Corfu, was most completely

destroyed by fire ; and I feel convinced the enemy will suffer most severely by this capture, as they must have been some time in making so large a collection. * * * * * I have much pleasure in adding, that our loss has been only four wounded ; and when it is considered that they were exposed to a teasing fire from the bushes and houses, for five hours, it will I trust, be thought trifling in comparison with the annoyance the enemy have received. * * * * * No language I can make use of is strong enough to express the zeal and conduct of every person concerned."

On the 13th Mar. following, Lieutenant Haye was severely burnt on board the French prize-frigate *Corona*, taken the same day by a squadron under Captain William Hoste, near Lissa *. On the 27th July, though then still an invalid, he very handsomely volunteered to assist in an attack upon twenty-eight vessels, lying in a creek near the island of Ragosniza, and laden with grain for the garrison of Ragusa †. On the 29th Nov., same year, he was slightly wounded in action with la Pomone French frigate, forming part of a squadron from Corfu bound to Trieste. On this latter occasion his captain, now Sir James Alexander Gordon, lost a leg ; "but," says the senior officer of the British force, "thank God he is doing well. His first lieutenant Dashwood, lost his arm soon after, and the ship was fought by Lieutenant Haye, in a manner that reflects the highest honor upon him ; his services before had frequently merited and obtained the highest approbation."

On the 19th May, 1812, Mr. Haye was promoted to the rank of commander ; but he does not appear to have been again employed previous to Feb. 1814, when he received a commission for the *Pelter* brig, in which vessel he returned home from Bermuda about July, 1815. He subsequently commanded the *Raleigh* sloop, on the Mediterranean station, where he was serving when advanced to his present rank, Mar. 4th, 1829.

* See Vol. II. Part I. p. 472 *et seq.*

† See Suppl. Part IV. p. 106 *et seq.*

WILLIAM FLETCHER, Esq.

Was made a lieutenant in Oct. 1809; and wounded while serving on board the Northumberland 74, Captain (now Sir Henry) Hotham, at the destruction of two French frigates and a brig, near l'Orient, May 22d, 1812. His next appointments were,—Jan. 14th, 1813, to the Elephant 74, Captain Francis W. Austen;—Jan. 31st, 1814, to the Superb 74, Captain the Hon. Charles Paget;—April 26th, 1816, to the Royal Naval College;—and, July 17th, 1820, to the Royal George yacht, from which vessel he was promoted to the rank of commander on the 30th Nov. following. Since then he has commanded the Terror bomb, and served as second-captain of the William and Mary yacht. His advancement to the rank he now holds took place Mar. 4th, 1829.

This officer married, in 1826, Elizabeth, daughter of J. L. Luscombe, of Combe-Royal, co. Devon, Esq.

RUSSELL HENRY MANNERS, Esq.

Was made a lieutenant into the Tyne 26, Captain John Edward Walcott, on the West India station, Oct. 19th, 1822; removed to the Pyramus frigate, Captain Francis Newcombe, May 12th, 1823; promoted to the rank of commander, Aug. 16th, 1825; and appointed to the Britomart sloop, at Plymouth, Oct. 21st, 1827. His commission as captain bears date Mar. 4th, 1829.

JOHN FURNEAUX, Esq.

Was a midshipman on board the Royal George, first rate, bearing the flag of Sir John T. Duckworth, in the expedition against Constantinople, 1807. He obtained the rank of lieutenant June 13th, 1812; and was promoted to the command

of the *Cephalus* sloop, July 19th, 1814. In May 1818, he received an appointment to the *Carron* of 20 guns, which ship he lost in the Bay of Bengal, in 1820. On the 15th Sept. 1825, he was appointed to the *Hind* 20, destined to be sold in India; from whence he brought home the *Andromeda*, a new 46-gun frigate, Oct. 16th, 1829. His advancement to the rank of captain took place on the 16th Mar. preceding his arrival in England; and on paying off the latter ship, in Nov. following, his crew presented him with a sword and pair of epaulettes.

Agents,—Messrs. Cooke, Halford, & Son.

JAMES THORNE, Esq.

Was made a lieutenant into the *Newcastle* 60, bearing the flag of Sir Pulteney Malcolm, K. C. B., at St. Helena, Aug. 5th, 1816; and appointed to command the *Hyæna* store-ship, on the Cape station, in Oct. 1817. Between these dates he had had charge of the island of Ascension. His subsequent appointments were,—Mar. 20th, 1823, to the *Genoa* 74, Captain Sir Thomas Livingston Bart.;—Nov. 5th, 1824, to the *Harlequin* sloop, Commander James Scott, then on the Irish station, but from whence she was ordered to Jamaica;—Aug. 16th, 1826, to the *Scylla* 18, acting Commander William Hobson;—and, Feb. 8th, 1828, to act as commander of the *Barham* 50, flag-ship of Vice-Admiral the Hon. C. E. Fleeming. He obtained the rank of commander Mar. 29th, 1828; and his commission as captain bears date Mar. 30th, 1829.

Agents,—Messrs. Maude & Co.

SIR EDWARD W. CORRY ASTLEY, KNT.

Is descended from Sir Edward Astley, Bart., and son of Colonel Astley, of the first regiment of guards, Equerry to H. R. H. the late Duke of Cumberland.

This officer was born in Norfolk, Oct. 21st, 1788; and he

appears to have first embarked as midshipman on board the Elephant 74, Captain (now Sir Thomas) Foley, in Aug. 1800. We subsequently find him serving under Sir John Gore, in the Medusa frigate and Revenge 74, from which latter ship he was promoted to the rank of lieutenant, Aug. 11th, 1808*. In Mar. and April 1810, he commanded a detachment of seamen landed from the Magnificent 74, to assist at the reduction of St. Maura, an island situated near the entrance of the Gulf of Lepanti †, and his conduct during that siege was thus officially commended:—

“Ten of the Magnificent’s guns were landed, and 150 seamen, under the command of Lieutenant Astley, whose assiduous attention and activity in performing every duty entrusted to him, the General speaks of in strong terms of approbation.

(Signed)

“GEO. EYRE, Captain, and senior naval officer in the Ionian Sea.”

At a subsequent period, Major General Sir John Oswald wrote to Lieutenant Astley as follows:—

“I beg to assure you that I bear in perfect remembrance your very meritorious conduct during the time you served on shore with the army at the siege of St. Maura. At the time I strongly expressed to Sir George Eyre and the other several officers of the navy, the sense I entertained of the essential benefits derived from your unremitting zeal and exertions; and I shall be happy to repeat this testimony to your good conduct in any way or shape which may be most conducive to forward the objects you have in view.”

On the 14th Oct. 1811, Captain Eyre, then employed in co-operation with the Spanish patriots in Valencia, addressed an official letter to Sir Edward Pellew, of which the following is an extract:—

“Upon my arrival off Valencia, on the 8th instant, I lost no time in assuring General Blake of my readiness to undertake any service in which I could be useful in forwarding his plans for the defence of this province; and the next day I received from his Excellency a letter containing a request that I would endeavour to relieve the castle of Oropesa, which was closely invested by the enemy, and much distressed for provisions.

“I, in consequence, immediately proceeded thither, with three gun-boats which the General had put under my command, and arrived there

* See Suppl. Part II. pp. 477—482.

† See Vol. I. Part II. p. 719.

on the evening of the 11th, when I learnt that the castle had surrendered the preceding day, and that 2000 of the enemy's troops were in the town; a tower, however, about a mile from Oropesa, and only a short distance from the sea, had the Spanish flag still flying, and the enemy were discovered constructing a strong battery against it, within musket-shot.

"Having found means to communicate with the tower, I received a letter from the commandant, informing me, that although he had refused to capitulate when summoned the day before, it would be impossible for him to hold out many hours against such a force as the enemy had brought against him: an arrangement was in consequence immediately made to withdraw the garrison. At daybreak the following morning, the enemy opened their fire, which was returned with spirit from the tower; but it was not till near nine o'clock, when the breeze sprung up, that I could proceed in with the *Magnificent*: I then anchored as close to the shore as the situation would admit, and sent our launch and pinnance, together with the gun-boats, to bring off the garrison, which consisted of two officers and eighty-five soldiers, all of whom I have the satisfaction to inform you were, by the exertion and steady conduct of the officers and boats' crews, embarked by ten o'clock.

"The fire from the *Magnificent* kept the battery in check; but the moment the enemy perceived that the tower was abandoned, they drew down to the water-side, under shelter of a little point of land, and amongst the rocks, in great numbers, keeping up against the boats an incessant and heavy fire of musketry, from which three of our men were wounded; one of them, I am sorry to say, very dangerously.

"The officers who commanded the *Magnificent's* boats upon this occasion were Lieutenants Astley and Hiatt; and I have great pleasure in representing to you, that for every duty of danger or trouble, they have always volunteered their services; and their conduct on this, as upon every former occasion, has been very satisfactory to me, and highly creditable to themselves."

Lieutenant Astley subsequently served under Captains William Wilkinson, Charles Inglis, Sir John Louis, Bart., and William Elliot, C. B., in the *Monmouth* 64, *Queen Charlotte* 108, and *Scamander* 42, from which latter ship he was appointed acting commander of the *Childers* sloop, at Barbadoes, in the beginning of Sept. 1816. On his supercession, he received the following letters from the commander-in-chief at the Leeward Islands, and the physician of the naval hospital at Antigua:—

"Antelope, English Harbour, Antigua, 1st Oct. 1816.

"Sir,—Captain Wales having arrived in H. M. sloop *Brazen*, to resume

the command of the Childers, which you have held with so much credit to yourself during his illness, I feel on this occasion great pleasure in expressing to you the very high sense I entertain, as well of your zeal in taking charge of that sloop, at a most distressing period of disease and mortality, as of the ability you displayed in bringing her to this harbour with only fifteen hands capable of doing duty, and of your exertions since your arrival in getting her cleared and fumigated. I am, Sir, your most obedient servant,

(Signed)

"JOHN HARVEY, Rear-Admiral."

"Naval Hospital, 3d Oct. 1816."

"My dear Astley,—I congratulate you on your good fortune in getting the Childers cleared with so little loss of men. You ought to be particularly grateful for having escaped a disease which spared so few who came within the focus of its powers. During my servitude of seventeen years in the West Indies, I have never seen a vessel where fever prevailed to such an alarming extent. Nothing can more clearly shew how completely the brig was filled with pestilential air, than the circumstance of seven medical men sent to her assistance, one after the other, being attacked with fever, as well as every new hand who went on board of her. The men belonging to the Lord Eldon transport, who assisted her in getting into English harbour, were on her deck little more than an hour, and not suffered to go below, yet above one-third of them were attacked with the disease.

"Your having persevered under such circumstances, in clearing and purifying the vessel, I trust will meet the reward such zeal merits. Wishing you every success, I remain, &c.

(Signed)

"ROBT. CRICHTON."

Some time after this, Mr. Astley, then again senior lieutenant of the Scamander, was likewise attacked with yellow fever, and in consequence obliged to be invalided, Feb. 21st, 1817. We next find him serving as first of the Bulwark 76, bearing the flag of Sir John Gore, in the river Medway, from which ship he was lent to the Royal Sovereign yacht, during the time that that vessel was employed in bringing the Duke and Duchess of Kent to England from Calais, in April, 1819. His promotion to the rank of commander took place Aug. 12th, following, on which occasion he received a very friendly letter from Sir John Gore, of which we shall here give the copy:—

"Admiral's Office, Chatham, Aug. 24th, 1819."

"My dear Astley,—I most sincerely offer you my perfect congratu-

tion on your promotion, and more particularly as it has been the result of your services and professional reputation, and not from any interest or consideration for me, or with any reference to the flag.

"You have now served under my immediate command nearly six years as midshipman, and eighteen months as senior lieutenant of my flag-ship, during the whole of which time I have carefully watched your character, and am gratified by stating, that for zeal and ability, temper and judgment, in fulfilling all your duties as an officer and gentleman, I have been most perfectly satisfied, and think myself called upon to offer you this tribute of my approbation. I wish you every possible health and happiness, and hope that you will believe me always very faithfully your friend,

(Signed)

"JOHN GORE."

In Dec. 1819, Commander Astley was appointed Deputy-Comptroller-General of the Preventive Water-Guard service, then acting under the immediate authority of the Treasury, but transferred, in Jan. 1822, to the Board of Customs. The following is an extract from a report of survey of the coast between Seaford and Plymouth, made by a committee of the Commissioners, June 1st in the latter year :

"We have to regret that the Comptroller-General of the Coast-Guard, Captain Shortland, was prevented by ill health from accompanying us; but we had every assistance in the course of our inspection from Captain Astley, and are happy to take this opportunity of expressing our sense of his zeal, activity, and knowledge of the service he is employed in."

In April, 1824, Commander Astley received another handsome testimonial of his services between Dec. 1819 and July 1822, accompanied by a letter worded as follows :—

"My dear Astley,—I have enclosed a certificate for the time we were serving together in the preventive department. I wish I could have added more in it, as I can assure you I entertain such a high opinion of your integrity, zeal, and abilities, as to entitle you to any mark of approbation our superiors might bestow on you. In all my service, I never met an officer so fully inclined and determined to fill the station allotted to him; our duties not being determined by any former rules, made it often completely out of our usual beat, still I always had your support and assistance to meet those exigencies; and whether at sea or on shore, I should always feel pleasure and confidence in having the assistance of your valuable services. Believe me always, my dear Astley, yours most faithfully,

(Signed)

"THOMAS GEORGE SHORTLAND."

In Sept. 1825, Commander Astley transmitted to the



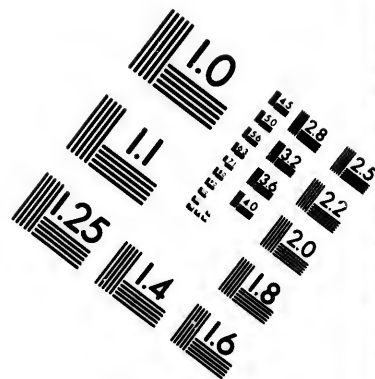
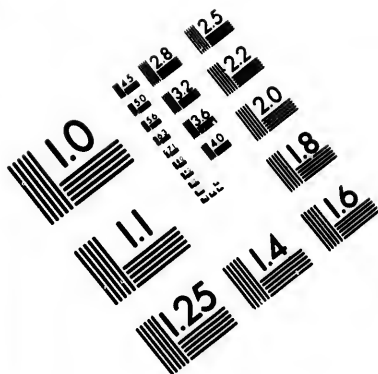
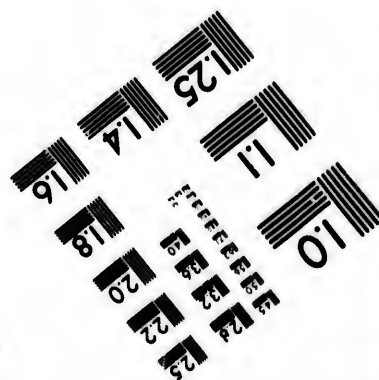
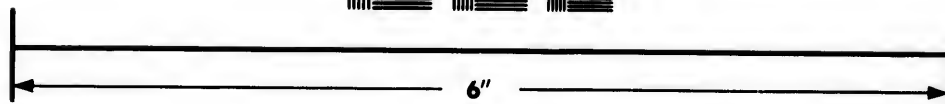
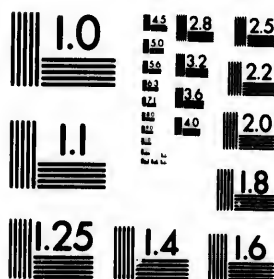


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Committee of the Shipwreck Institution, a card of instructions for the use of Captain Manby's apparatus, together with a code of night signals to be used at the various stations where it is placed. These were perfectly approved of, and readily adopted, as appears by a letter from Thomas Edwards, Esq. secretary to the society, expressing their best thanks for the same.

On the 30th April, 1827, Commander Astley was appointed to the Herald yacht, and about the same period he received a letter from the present Comptroller-General of the Coast-Guard, of which the following is an extract:—

"I take this opportunity, with very great pleasure, of expressing, in the strongest terms, my entire approbation of your conduct on all occasions, during the period which you have served with me in this department; and I consider myself under very great obligations to you, for the assistance I have uniformly received from you, and for the zeal, assiduity, and ability, for which you have always been remarkable. I am, my dear Sir, very sincerely yours, (Signed) "WILLIAM BOWLES."

After his appointment to the Herald, Commander Astley was first employed in conveying his friend S. R. Lushington, Esq. to Madras, for the purpose of assuming the government of that presidency. He returned home from India, with Earl Amherst and his suite passengers, July 22d, 1828; sailed for the islands of Barbadoes and Jamaica with their newly appointed governors, Major-General Sir James Lyon and the Earl of Belmore, on board, Jan. 3d, 1829; and was again in England on the 3d of April following. His promotion to the rank of captain took place April 7th, 1829; and he received the honor of knighthood Oct. 27th, 1830. Lady Astley, to whom he was united in June, 1829, is the daughter of James Pitman, of Dunchideock House, near Exeter, Esq.

Agent,—J. Copland, Esq.

JODRELL LEIGH, Esq.

Was a midshipman of the *Leander* 50, Captain (now Sir John) Talbot, at the capture of *la Ville de Milan*. French

frigate, Feb. 23d, 1805 *. His first commission bears date Feb. 29th, 1808; and he subsequently served as lieutenant on board the Dryad 36, Captain Edward Galwey; the Bonne Citoyenne 20, successively commanded by Captains Pitt Burnaby Greene and Augustus W. J. Clifford; the Spey 20, Captain John Lake; the Falmouth 20, Captains Robert W. G. Festing and George F. Rich; and the Sybille 44, bearing the flag of Sir Home Popham, on the Jamaica station, where he was promoted to the command of the Bann sloop, June 12th, 1820. He returned from thence to England in the Ontario 18, which vessel arrived at Portsmouth, after a dreadfully tempestuous passage, in Dec. 1821. His promotion to the rank of captain took place June 2d, 1829.

Agent,—J. Snee, Esq.

JOSEPH O'BRIEN (*b*), Esq.

OBTAINED his first commission in Oct. 1814; served as lieutenant on board the Impregnable 106, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers; and was promoted from the Isis 50, flag-ship of Sir Lawrence W. Halsted, to the command of the Beaver sloop, on the Jamaica station, May 3d, 1826. He afterwards commanded the Slaney 20, in the West Indies, where he continued until advanced to the rank of captain, Aug. 8th, 1829.

Agents,—Messrs. Cooke, Halford, & Son.

HENRY SMITH (*a*), Esq.

WAS made a lieutenant in July 1821; appointed to the Genoa 74, Captain Sir Thomas Livingston, Bart., in April 1823; to the Fairy sloop, Captain G. W. C. Courtenay, fitting out for the West India station, May 7th, 1827; promoted to the command of the Ferret brig, Feb. 3d, 1828; removed to the Arachne 18, in April 1828; and ordered to act as captain

* See Vol. I. Part II. p. 744.

of the *Magnificent*, receiving ship at Jamaica, Sept. 8th, 1829. He obtained his present rank in the beginning of 1831, but his commission as captain bears the same date as the last mentioned appointment.

CHARLES HENRY PAGET, Esq.

SON of Rear-Admiral the Hon. Sir Charles Paget, and nephew to the Marquis of Anglesey.

This officer was promoted, while serving as midshipman of the *Royal George* yacht, Jan. 3d, 1826; appointed flag-lieutenant to Rear-Admiral (now Sir Robert W.) Otway, on the 20th of the following month; advanced to the rank of commander Feb. 21st, 1828; and appointed to the *Procris* sloop, on the Cork station, Aug. 12th, in the same year. His commission as captain bears date Oct. 28th, 1829.

STEPHEN LUSHINGTON, Esq.

Knight of the Royal French Order of St. Louis.

WAS made a lieutenant July 13th, 1824; appointed to the *Zebra* sloop, Commander Edward R. Williams, fitting out for the Mediterranean station, Feb. 5th, 1825; removed to the *Cambrian* frigate, Captain Gawen W. Hamilton, C. B., Dec. 7th, 1825; removed to the *Asia* 84, bearing the flag of Sir Edward Codrington, four days after the battle of Navarin; and appointed to the command of the *Ætna* bomb, May 13th, 1828. In Oct. following he assisted at the reduction of the Chateau de Morée, as will be seen by the following copies of official documents:

"H. M. S. Asia, off Poros, 17th Nov. 1828.

"Sir,—I have much pleasure in transmitting to be laid before the Lords Commissioners of the Admiralty, a letter from Captain Lyons of *H. M. S. Blonde*, detailing the attack made on the Castle of Morea, at Patras, in concert with His Most Christian Majesty's ship *Conquerant*, bearing the flag of Vice-Admiral de Rigny, and the three frigates named in the margin*, and with a division of the French army on shore, under

* *La Duchesse de Berri, l'Armide, and la Didon.*

Generals Maison and Schneider; and describing the exertions and skill evinced by Commander Lushington, of H. M. bomb *Ætna*, and the superior judgment of Lieutenant Logan of the royal marine artillery embarked in her, in throwing the shells during the bombardment of that fortress under very unfavorable circumstances from stormy weather; and recommending the officers and midshipmen therein named*, but more particularly Lieutenant Luckraft the senior officer of the *Blonde*.

"And I send also for their Lordships' information, a letter which Vice-Admiral de Rigny has transmitted to me, expressive of his admiration of the conduct and exertions of the officers and crews of those ships, and noticing specially the exertions of Lieutenant Luckraft on the occasion; and I beg therefore, to recommend him strongly to their Lordships, as an old and meritorious officer. I am, &c.

(Signed) "PULTY MALCOLM, Vice-Admiral."

"To John Wilson Croker, Esq."

"*Conquerant*, 31 *Sbre.*, 1828.

"Monsieur,—Quoique J'eusse désiré, vous transmettre mes remerciemens par le canal de votre commandant-en-chef, je ne puis retarder de vous exprimer la haute satisfaction, que vous m'avez donné le droit de vous témoigner.

"Je me plais à reconnoître l'active, et cordiale assistance, que vous, ainsi que les officiers et marins sous vos ordres, nous ont donnée, soit avant, soit depuis mon arrivée ici, et particulièrement, dans la journée d'hier, ou les canons de la *Blonde*, et le service de la bombarde du Capitaine Lushington, ont tant contribué à abrégé la résistance du château de Morée.

"Je regarderai comme un devoir, que votre Amiral, ainsi que le gouvernement de S. M. B., soient particulièrement informés du zèle, et de l'émulation qu'il a existé, entre les détachemens de nos batimens et des vôtres, et de l'excellent exemple qui en cette occasion a été donnée, par le Lieutenant Luckraft, et les marins sous ses ordres. J'ai l'honneur d'être, Monsieur, votre très humble, et obeissant serviteur,

(Signé)

"N. DE RIGNY, Vice-Amiral."

"*Capitaine Lyons, de la frégate
de S. M. B. la Blonde.*"

For their services at Patras, Captain Lyons and Commander Lushington were immediately afterwards presented with the Order of St. Louis, the same as was given to the captains engaged at Navarin. Lieutenants Alfred Luckraft, Sidney Colpoys Dacres (of the *Blonde*), and George Logan (R. M. A.), were at the same time admitted into the French Legion of Honor. On the part of the British Admiralty, however, re-

* See Suppl. Part III. p. 387.

wards were very tardily bestowed, as neither the commander of the *Ætna*, nor Captain Lyons's first lieutenant, obtained superior rank until Oct. 28th, 1829, at which period the latter had been a commissioned officer upwards of nineteen years.

EATON STANNARD TRAVERS, Esq.

THIRD surviving son of the late John Travers, Esq. of Hettyfield and Grange, both in the county of Cork (of which he was a magistrate), by Mehetabel, only daughter of John Colthurst, of Dripsey Castle, Esq. and niece to Sir Nicholas Conway Colthurst, Bart. of Ardrum, in the same county.

This highly distinguished officer is descended from Laurentious Travers, whom we find settled at Nateby, co. Lancaster, in the year 1292. Another of his ancestors was Brion Travers, who went to Ireland in 1599, as secretary to the Earl of Leicester, then Governor or Lord Lieutenant of that kingdom*. In 1630, Sir Robert Travers, grandson of the said secretary, was Vice-General of Cork, and Judge Advocate General. He commanded a division of the king's army at a battle near Youghall, where he was slain in 1642 or 3. His wife was Elizabeth, daughter of the Primate Boyle; and by her he left issue an only son, Richard, great-grandfather of the above mentioned John Travers, of Hettyfield; and two daughters, the eldest of whom was married to William Meade of Baltmable, Esq. from whom is descended the Earl of Clanwilliam; and the second to Sir Richard Alworth, Knt. Provost-Mareschal of Munster, and ancestor of Viscount Doneraile.

Mr. Eaton S. Travers commenced his gallant career, as midshipman on board the *Juno* frigate, Captain George Dundas, Sept. 15th, 1798; and served as a volunteer in that ship's cutter, and the Undaunted armed schuyt, under the immediate command of Lieutenant (now Captain) Salusbury

* Nateby was mortgaged by Brion Travers to a Mr. Strickland, whose descendants still possess that property; the arms of the Travers family, however, remain over the gateway.

P. Humphreys, at the capture of the Dutch national brig *Crash*, a large armed row-boat, and twelve merchant vessels, between the island of Schiermonikoog and the main land of Groningen, Aug. 11th and 13th, 1799. On the former day, whilst attacking a large armed schooner, which was obliged to run on shore, the *Juno's* cutter had one man killed; and on the latter day, the *Undaunted*, armed with only two 12-pounder carronades, was most gallantly laid alongside of the *Vengeance* schooner, mounting six heavy guns, two of them long 24-pounders, with a complement of seventy men. Fortunately for Lieutenant Humphreys and his little party, the rapidity of the tide, and the roundness of both vessels' sides prevented them from immediately boarding the *Vengeance*, as she blew up whilst they were in the act of making a second attempt. In the mean time, Lieutenant Cowan, of the *Pylades* sloop, had landed and spiked six heavy guns in a battery on the island, from whence Mr. Travers afterwards assisted in bringing off two brass field-pieces. For the above services, the commander of the *Pylades*, by whom the attacks were directed, and the senior lieutenant employed under his orders were both promoted*.

A few days afterwards, Mr. Travers accompanied Lieutenant Humphreys to the attack of a large merchant vessel lying under a six-gun battery on the coast of Holland, where she was completely destroyed. Immediately after the performance of this service, although then only in the first year of his time, he was rewarded with the rating of master's-mate. During the Texel expedition we find him a volunteer on all occasions, particularly in an armed schuyt sent up the Zuyder-Zee, against the town of Lemmer, in West Friesland; which place he subsequently assisted in defending against a very superior force, as will be seen by the following official report, in which his name is honorably mentioned:—

“ *Lemmer, Oct. 11th, 1799.*

“ Sir,—I have the honor to inform you, that at five o'clock this morning, the enemy made a general attack on this town in four different parts. Their advanced party attempted to storm the north battery. We soon got

* See Vol. II. Part II. pp. 234—236.

them between two fires; our tars with pikes surrounded them, and they immediately laid down their arms. Their force was one officer and thirty men, two of the latter killed. We had no sooner secured our prisoners, than they attacked us with the remainder of their force, 670 in number. Our little army did wonders; for with sailors and marines our force was only 157. We fought them for four hours and a half, when the enemy gave way in all directions: I immediately ordered the marines to pursue them. Their breaking down a bridge prevented their colours and two field-pieces from falling into our hands; but before this was effected the heavy fire from the marines had killed eighteen of the enemy, and wounded about twenty; and in their general attack they had five killed and nine wounded.

"It is impossible for me to speak too highly of the officers and men under my command. Lieutenant Wyburn, of the marines, as also Lieutenants Howel, Higginson, and Gardner, behaved with honor to themselves and credit to their country. Lieutenant Norman, of the navy, as also Messrs. Lane, Iron, Wheatly, Travers, and Petty, distinguished themselves in a most gallant manner; as did likewise the whole of the sailors and marines. It affords me great satisfaction to inform you we had not a man hurt. I am, &c. (Signed) "JAMES BOORDER *."

"To Captain William Bolton,
H. M. gun-vessel *Wolverene*."

On the evacuation of the Helder, the *Juno* conveyed H. R. H. the Duke of York to North Yarmouth; and after landing him there, was ordered to the Jamaica station, where Mr. Travers continued nearly six years in constant and active employment, a volunteer upon all occasions, and frequently engaged with the enemy.

Previous to the peace of Amiens, the *Juno*, in company with the *Melampus* frigate, chased a schooner into shoal water near Campeachy, where she was attacked and captured by two boats belonging to the former ship, before those of the latter could get alongside. In the act of boarding, Lieutenant Burn, first of the *Juno*, was killed, when the command devolved upon Mr. Travers, who soon found himself in possession of the Spanish national vessel *Volante*, of 12 guns and 70 men, bound to Vera Cruz, with the Viceroy of Mexico on board. The loss sustained by the *Juno's* boats amounted to four killed and six wounded: that of the

* Commander of l'Espiegle sloop.

enemy we are unable to state, in consequence of there never having been any account of this dashing exploit published. We should here add, that whilst the *Juno* continued in the West Indies, Mr. Travers never returned into port from a cruise except in charge of a prize. On the 16th Mar. 1802, he followed Captain Dundas into the *Elephant* 74, the boats of which ship also captured many vessels, off Cape François and along the shores of St. Domingo, services in which he invariably participated. He also bore a part in a running fight between that ship and the French 74 *Duguay Trouin*, off Cape Picolet, July 25th, 1803.

In Oct. following, the *Elephant* was ordered to England; when Mr. Travers, having determined not to return home until promoted, applied to the commander-in-chief, Sir John T. Duckworth, and got removed to his flag-ship, the *Hercule* 74, commanded by Captain Richard Dalling Dunn. On the 30th of the ensuing month he witnessed the surrender of three French frigates, four other national ships and vessels, and twenty sail of merchantmen, at Cape François; from whence he assisted in bringing off the French army under General Rochambeau, who had surrendered by capitulation to the British blockading squadron, in order to escape the vengeance of Dessalines and his black adherents. He was also in the launch of the *Hercule*, under the command of Lieutenant (now Sir Nisbet J.) Willoughby, when that zealous officer rescued one of the frigates, *la Clorinde* 40, with 900 men, women, and children on board, from the desperately perilous situation in which she had been abandoned by all the other boats*.

On the 31st Jan. 1804, Mr. Travers commanded a party of forty sailors, and nobly seconded Lieutenant Willoughby in

* See Suppl. Part II. p. 120 *et seq.*, where we should likewise have stated that, after *la Clorinde* had been hove off, it was found absolutely necessary to get something to the rocks to cast her by; and as no boat was then near, Mr. Travers jumped overboard, at the imminent risk of his life, and swam to the shore with a line, by which he was enabled to haul thither a rope of sufficient strength for a spring. Until this was done, the ship could not be considered out of danger.

storming Fort Piscadero, in the island of Curaçoa, by which daring exploit a safe place of debarkation was secured for the seamen and marines then in readiness to be landed from the squadron under Captain John Bligh, of the *Theseus* 74, for the purpose of endeavouring to subjugate that colony. For his gallantry on this occasion, and his equally spirited conduct during the rapid movement which caused the Dutch to fly from all their positions on the heights near the town of St. Ann, he was honored with the command of one of the two advanced posts, situated about 800 yards from that place, where he continued under the fire of Fort République and other very superior works, sustaining likewise repeated attacks made by the enemy's sharpshooters, &c. until Feb. 25th, when orders were given to re-embark. On the 5th of that month, Lieutenant Willoughby and himself, accompanied by Lieutenant Nicholls, R. M., and about 80 or 85 men, marched out from their batteries for the express purpose of giving battle to at least 500 Dutch soldiers and French sailors, who were approaching with loud cheers, seemingly determined to capture the British cannon; and this formidable force they completely defeated in fair fight, with muskets alone; but not until 23 of their own gallant fellows were either killed or wounded. The total loss sustained at the advanced posts during the twenty-five days' operations amounted to 18 killed and 42 severely wounded, besides many bruised and others slightly hurt.

The meritorious conduct of Mr. Travers, at Curaçoa, was duly represented to Sir John T. Duckworth by Captains Bligh and Dunn; and, on his return to Jamaica, he received the personal thanks of that distinguished officer, on the quarter-deck of the *Hercule*, and in the presence of all the captains then at Port Royal. In addition to this singular honor, his admiral was at the same time pleased to express great regret that he had not completed his time as a petty-officer, and to promise him early promotion.

On the 14th Mar. 1804, Mr. Travers commanded one of the boats with which Lieutenant Willoughby succeeded in capturing *la Felicité*, French privateer; and his seamanlike

intrepidity and skill during the tremendous hurricane encountered by the *Mercur*, Sept. 6th in the same year, again drew forth the most hearty encomiums from Captain Dunn *. On the 23d of the same month, he passed his examination, and was immediately presented with a lieutenant's commission, appointing him to the command of the Ballabou schooner. In Feb. 1805, on that little vessel being ordered to the Newfoundland station, Sir John T. Duckworth removed him to the *Surveillante* frigate, Captain John Bligh, formerly of the *Theseus*, and then about to sail on a cruise off the Spanish Main.

Whilst under the command of Captain Bligh, to whom he had already so strongly recommended himself by his courageous and zealous behaviour at Curaçoa, Lieutenant Travers was engaged in many boat affairs. On one occasion, he led a division to the attack and capture of fifteen deeply laden merchantmen, lying under the protection of several batteries and a national brig, at Campeachy. A few days afterwards, he commanded at the capture and destruction of nine other vessels in the same neighbourhood. In March, 1806, with a single boat's crew, and no assistance at hand, he boarded, in open day, and carried a large Spanish schooner, *El Serpanton*, of 6 guns and 35 men, lying with springs on her cables, at the mouth of the river St. Juan. He subsequently landed with Captain Bligh, and the greater part of the *Surveillante's* crew, on the island of St. Andreas, the garrison of which was completely surprised and carried away to Jamaica, Lieutenant Travers remaining on the spot as governor, with *El Serpanton* under his command, and a party of marines for his protection. Whilst thus employed, he succeeded in capturing several vessels, the crews of which, being confined on board *El Serpanton*, prevailed upon four or five of his men to assist them in running away with her; and they were in the very act of making sail when Lieutenant Travers arrived on board in a canoe, having received information of their design from a faithful sailor, who had swam on shore purposely to give the alarm. This intelligence reaching him at

* See Suppl. Part II. p. 126 *et seq.*

midnight, Lieutenant Travers had no one near except Mr. Dunn, master's-mate, with whom, and several blacks, collected on his way to the beach, he hastened off, and got alongside before discovered. A musket was snapped at his breast as he gained the deck, and a blow, aimed at his head, would most probably have proved a quietus, had not his upraised arm received it. The fellow immediately opposed to him he cut down; and one or two more having shared the same fate, the others, imagining that he was backed by a much larger party, were so much intimidated, that he succeeded in releasing those men who had refused to join them, and were consequently confined below; by whose assistance he recovered possession of *El Serpanton*, and secured every one of the mutineers and Spanish prisoners: two of the former were tried by court-martial, sentenced to death, and executed at Jamaica.

The man who attempted to shoot Lieutenant Travers, and then struck him with the butt-end of his musket, had shortly before deserted from a wooding party, at the island of Navaza, accompanied by another sailor. A day or two after their flight, the *Surveillante* captured a small schooner, and Lieutenant Travers suggested to Captain Bligh the probability of recovering them by stratagem. The schooner was placed at his disposal; he stood for the island, which was then out of sight, and, on closing with it, hoisted Spanish colours:—the bait took; both deserters came down to the sea-side, waving their hats, and flourishing the tomahawks which they had decamped with, as signals for a boat:—the schooner hove-to, and Lieutenant Travers with one man (both be-daubed and well disguised as Spaniards) paddled towards the shore in a small canoe, which the culprits entered without recognizing by whom they were received; nor did they discover their real situation until actually alongside the prize.

In the summer of 1806, the *Surveillante* sailed for England, accompanied by the *Hercule*, la *Fortunée* frigate, la *Supérieure* schooner, and about 200 sail of merchantmen. When off the Havannah, a number of Spanish vessels were discovered, under the protection of a 74-gun ship and two

guarda-costas. La Fortunée, the schooner, and a boat commanded by Lieutenant Travers, were immediately sent in pursuit, and succeeded in capturing the gun-vessels and twenty others, deeply laden with sugar, &c. *

On the 3d Dec. following, this active officer was appointed to the Alcmené frigate, at the particular request of her captain, the late Sir James Brisbane; under whom he assisted in capturing le Courier French privateer, and several other vessels, on the Irish station. Subsequently, while serving under Captain W. H. B. Tremlett, we find him commanding the boats of the same ship in numerous successful attacks upon the enemy's coasting trade between Isle Dieu and Cape Finisterre †.

In April 1809, the Alcmené, while chasing an enemy, struck upon a reef of rocks near the river Loire, and filled so fast that nothing could be saved. Immediately after the usual public investigation, Lieutenant Travers was applied for by Lord Cochrane, and accordingly appointed to the Impérieuse frigate, in which he sailed for Walcheren, under acting Captain Thomas Garth. The high opinion entertained of his conduct, whilst commanding a detachment of seamen, with two field-pieces, attached to the first division of Earl Chatham's army, during the operations against Flushing, will be seen by the following testimonials:

"H. M. Sloop Harpy, below Lillo, 22d Aug. 1809.

"Dear Travers,—You quitted East Zouberg in such haste, that I had not the pleasure of shaking you by the hand: that day an invitation was sent you from Major-General M'Leod, of the royal artillery, to dine. Whether you know it or not, I am not certain; however, I think it but justice to inform you, that not only the General, but all ranks and degrees of officers who had the opportunity of witnessing your activity, gallantry, and meritorious conduct as an officer, during the time we were before Flushing, expressed themselves in the highest terms of praise and admiration: and, as every officer feels some degree of satisfaction from the approbation of those he is immediately serving under, I beg to add to the general applause above alluded to, the warmest approbation and testimony of the whole of your conduct during the time we had the pleasure of serv-

* See Vol. II. Part I. p. 331, *et seq.*

† See Vol. II. Part II. p. 714, *et seq.*

ing together in the brigade of seamen attached to Lieutenant-General Sir Eyre Coote's division, under the command of Captain Richardson, of H. M. S. *Cæsar* *; and believe me I shall, if ever in my power to be serviceable, feel it both my duty and inclination to promote your interest. I am, my dear Travers, with great sincerity, yours, &c.

(Signed) "G. W. BLAMEY, Commander."

"H. M. S. *Semiramis*, Spithead, Oct. 8th, 1810.

"Dear Sir,—On the very point of sailing for the Cape of Good Hope, I received your letter, dated off Toulon, by which I am happy to find your friends are at last likely to stir themselves in your behalf; and most happy should I feel, if any testimony of mine could in the least assist your views; for I can, with great truth, affirm, that whilst you served under my command, in the attack of Flushing, your zeal and good conduct were most conspicuous, and tended in no small degree to draw from our commander-in-chief, Lieutenant-General Sir Eyre Coote, those praises so liberally bestowed on the corps of seamen serving under my command. Above all, I have to admit the superior skill and energy shewn by you, in mounting the guns of my battery, under the heaviest fire, and the greatest disadvantages. You will excuse this hasty letter; but believe me your speedy promotion will be heard of with very sincere satisfaction and pleasure by your faithful friend,

(Signed) "CHARLES RICHARDSON, Captain."

"To Lieutenant Travers, R. N."

"This is to certify, that during the time I commanded H. M. S. *Imperieuse*, from June, 1809, to Sept., 1810, Lieutenant Eaton Travers behaved in a most gallant manner on a variety of occasions. At the attack upon Flushing, he commanded a party of seamen, from the *Imperieuse*, and was employed at the most advanced battery, where his good conduct particularly attracted the notice of Captain Richardson, of H. M. S. *Cæsar*, and the General Officer commanding the advanced batteries: in consequence of his abilities and information, he was selected by Sir Eyre Coote † to remain with him at Middleburgh" (the capital of Walcheren) "as his naval aide-de-camp. * * * * *

(Signed) "THOMAS GARTH."

The guns of Captain Richardson's battery were mounted by Lieutenant Travers during the absence of the royal artillerymen, who had gone in search of materials for that purpose; and they were actually playing upon the enemy, with quickness and precision, long before the triangles hove in

* See Vol. II. Part II. p. 906, *et seq.*

† Then commander-in-chief of the army; Earl Chatham having returned home.

sight. As this battery was also commanded by Lieutenant Travers on the first day it opened upon the French garrison, we shall here add an extract of a letter from an officer of H. M. 81st regiment.

"Of the batteries which chiefly distinguished themselves in the bombardment, one of them, commanded by Captain Richardson, of the *Cæsar*, astonished us all. It consisted of six 24-pounders, and played on the enemy incessantly. Every discharge seemed to be followed by a vast crash and ruin in the town. I must observe by the way, that the seamen are all engineers, and manage the batteries as well, I had almost said better, than any of our artillery officers. They fire their batteries by broadsides, and the reports of the individual pieces are seldom distinguishable. They always play, moreover, against a certain point till they have demolished it. Their six-gun battery invariably went off as if only one gun."

Mr. Travers continued to serve on shore, as naval aid-de-camp to Sir Eyre Coote and his successor, Lieutenant-General Don, until the final evacuation of Walcheren, when he rejoined the *Imperieuse*, as first lieutenant. "In Feb. 1810," says Captain Garth, "H. M. S. under my command, in company with the *Implacable* 74, *Commodore Cockburn*, was employed in Quiberon Bay, to endeavour to rescue King Ferdinand VII. from the hands of the French *. Lieutenant Travers was continually employed on that service, in boats, every night, during two months: he afterwards, in a most gallant manner, in a six-oared cutter, cut out a French merchant vessel, lying within twenty yards of a battery to which she was made fast, and brought her out under a heavy fire †. He was subsequently employed on the coast of Spain, in assisting the patriots, landing stores, &c.; at the fort of Morbella, which was nearly surrounded by French troops; and in destroying a large martello tower. I beg to offer this testimonial, as a proof of the high opinion I entertain of the gallantry and good conduct of Lieutenant Eaton Travers during the time he sailed under my command."

The martello tower alluded to by Captain Garth, was des-

* See Sir GEORGE AUGUSTUS WESTPHAL.

† With the loss of only one man.

troyed during a dark wet night. Lieutenant Travers reached it unobserved, and, with ladders prepared for the purpose, ascended to a loop-hole, into which two bags of gunpowder were crammed, having attached to them a small canvas fuse, with a piece of port-fire at the end. On the explosion taking place, by which time he had got out of the reach of splinters, the top of the tower was nearly blown off; and some sparks having communicated to the magazine, thereby causing a second explosion, the whole fabric was rent to the foundation.

The service upon which the ships in Quiberon Bay were employed was so well known to the enemy, that a gallows was erected within their view, to denote the certain fate of any Englishman who should be taken prisoner.

In Sept. 1810, the command of the Imperieuse was assumed, at Gibraltar, by Captain the Hon. Henry Duncan, under whom Mr. Travers served as first lieutenant during the remainder of the war. On the 11th Oct. 1811, he performed another exploit, which we find thus officially recorded:—

“Sir,—I have the honor to inform you, that H. M. S. under my command, this morning, attacked three of the enemy’s gun-vessels, carrying each an 18-pounder and 30 men, moored under the walls of a strong fort, near the town of Possitano, in the Gulf of Salerno. The Imperieuse was anchored about eleven o’clock, within range of grape, and in a few minutes the enemy were driven from their guns, and one of the vessels was sunk. It, however, became absolutely necessary to get possession of the fort, the fire of which, though silenced, yet, from its being regularly walled round on all sides, the ship could not dislodge the soldiers, and those of the gun-boats’ crews who had made their escape on shore, and taken shelter in it. The marines and a party of seamen were therefore lauded, and, led on by my first lieutenant, Eaton Travers, and Lieutenant Papon, R. M., forced their way into the battery in the most gallant style, under a very heavy fire of musketry, obliging more than treble their numbers to fly in all directions, leaving behind about thirty men and fifty stand of arms. The guns, which were 24-pounders, were then thrown over the cliff, the magazines, &c. destroyed, and the two remaining gun-vessels brought off.

“The gallantry and zeal of all the officers and men in this affair, could not have been exceeded; but *I cannot find words to express my admiration at the manner in which Lieutenant Travers commanded and headed the boats’ crews and landing party, setting the most noble example of intrepidity to the officers and men under him.* Owing to

huffling winds, the ship was unavoidably exposed to a raking fire going in; but the fore-top-sail-yard, shot away, is the only damage of any consequence. I have to regret the loss of one marine killed and two men wounded.

(Signed)

"HENRY DUNCAN."

"To Vice-Admiral Sir Edward Pellew, Bart.

&c. &c. &c."

In transmitting this report to the Admiralty, Sir Edward Pellew informed their lordships, that he was sure "the gallant conduct of Lieutenant Travers and his companions, who carried the fort by which the gun-boats were protected, would receive their approbation." In reply, one of the secretaries was commanded to direct Sir Edward to express their lordships' approval of the bravery and good conduct so manifestly displayed; but the promotion of any individual concerned was not even hinted at.

On the 24th of the same month, Captain Duncan addressed Sir Edward Pellew as follows:

"Sir,—I have the honor to inform you of the capture of ten armed feluccas belonging to the enemy, laden with oil, which were launched and brought off from the beach on the coast of Calabria near Palinuro, by the boats of the *Imperieuse* and *Thames*, on the 19th and 21st instant: they were banked up with sand, and defended by a large detachment of Neapolitan soldiers; but nothing could withstand the gallantry of the seamen and marines of the two ships, the latter under their respective officers, Lieutenants Pipon and Adam, the whole commanded by Lieutenant Travers, *who displayed his usual intrepidity and judgment*. I have to regret the loss of one man killed, and four wounded. I am, &c.

(Signed)

"H. DUNCAN."

On the latter day, ten gun-boats were discovered in the port of Palinuro, with a number of merchant vessels, and many valuable spars, intended for the equipment of the Neapolitan marine, hauled upon the beach; but, from local circumstances, Captain Duncan did not think the force he then had sufficient to attack them with a prospect of complete success: he therefore sent the *Thames* to Sicily, to request the assistance of a military detachment; and on the 28th, she returned with 250 men of H. M. 62d regiment, under Major Darley. Unfortunately, a S. W. gale precluded all possibility of landing until the evening of Nov. 1st, when the troops, together with the marines and a party of seamen

from both ships, under Lieutenant Travers, the whole commanded by Captain Napier, were disembarked from the Thames at the back of the harbour, and immediately ascended and carried the heights in a very gallant style, under a heavy fire from the enemy, who were assembled in force to oppose them, and who, soon after dark, endeavoured to retake their position. One volley, however, induced them instantly to retire. The Imperieuse had, in the mean time, been endeavouring to occupy the attention of the gun-boats and battery in front; but the light and baffling winds prevented her getting any nearer than long range during the evening. Next morning, finding that nothing could be done on the land side against the battery and a strong tower which protected the vessels on the beach, and within pistol-shot of which the gun-boats were moored, Captain Duncan ordered the Thames to close, directed Captain Napier to return on board his own ship, and, taking advantage of the sea-breeze at its commencement, ran along the line of gun-boats, within half-musket shot. Two were soon sunk, and the others immediately afterwards surrendered. The frigates then anchored close to the fort, which in about fifteen minutes was completely silenced, and in a quarter of an hour more the Neapolitan flag came down. The tower was immediately taken possession of by Lieutenant Travers, who, on seeing the Imperieuse and her consort stand in, had "most gallantly, rushed down the hill with a party of seamen and marines, and was waiting almost under the walls of the fort, ready to take advantage of any superiority the ships might have over it." The guns, 24-pounders, were then thrown into the sea, and the crews of both frigates sent to launch the merchant vessels and spars, which could not be completed till after noon next day; when the troops, who had all this time remained in undisputed possession of the heights, were re-embarked, the marines withdrawn from the tower which they had occupied, and which, together with two batteries and a signal-station, soon lay in ruins. One of the gun-vessels mounted two long 18-pounders, and had on board a complement of 50 men; the other nine were each armed with one

long 18, and manned with 30 men : the merchant vessels, twenty-two in number, were laden with oil, cotton, figs, silk, &c. In performing this service, the British sustained a loss of five (including Lieutenants Kay, of the 62d, and Pipon, R. M.) killed, and eleven men wounded. The contents of Captain Duncan's official report, with the exception of the following paragraph, will be found in p. 993 *et seq.* of Vol. II. Part II.

"I have before had opportunities of representing the gallantry of my first lieutenant, Travers ; his behaviour on this occasion was most exemplary, and called forth the admiration of every officer, whether of the army or navy. Captain Napier and Major Darley, most handsomely allow to him the credit of having discovered and led them by a short cut to the heights, which, most probably, saved the lives of many men."

In a letter from Captain Napier to Captain Duncan, dated Nov. 3d, we find this passage :—

"In obedience to your directions, I anchored in the bay to the southward of Palinuro, and immediately landed with the detachment of the 62d regiment, under the command of Major Darley, and the marines and a party of seamen from both ships, under the command of Lieutenant Travers of the *Imperieuse*, who with his usual discernment, discovered and pointed out a narrow path, almost perpendicular, leading to the heights, which were gained by it in the face of the enemy's light troops and peasantry, in the most complete style, leaving the greatest part of their force in a ravine to our right, where we first intended to land. The men of both professions behaved as British soldiers and sailors are wont to do ; but I must mention the exertions of Lieutenant Travers, first of your ship, who was foremost at every thing."

The following are copies of letters subsequently received by Lieutenant Travers :

"Melazzo, 10th Nov. 1811.

"My dear Sir,—I beg to enclose you the copy of my official letter to Major-General Heron, and have only to regret that much hurry did not permit me to pay a more just tribute to your exemplary merits and gallantry. The innkeeper being on the point of departure, obliges me thus hastily concluding, and assuring you how much I am, with the sincerest esteem, your very obedient and truly faithful servant,

(Signed) "EDWARD DARLEY, Major 62d regiment."

"To Lieutenant Travers, *H. M. S. Imperieuse*."

(ENCLOSURE.)

"Thames, at Sea, Nov. 8th, 1811.

"It would be presumptuous on my part, Sir, in attempting to pass encomiums on the very superior judgment and heroic gallantry of the commandant Captain Duncan, as also in the gallant manner of laying his ship alongside a strong battery and fortified tower, flanked by several gun-boats, which were shortly silenced by a powerful and well-directed fire, in conjunction with Captain Napier, of H. M. S. Thames, whereby the commandant was left in possession of the enemy's flotilla, convoy, battery, and tower. I have also much gratification in stating, that Captain Napier, who did me the honor to accompany me on shore with a party of seamen and marines, contributed materially by his cool, judicious, and actively intrepid conduct, ably seconded by the gallantry of Lieutenant Travers, to surmount all difficulties in gaining the heights, in the face of an opposing and strongly posted numerous enemy, whom we had afterwards the satisfaction of dislodging and obliging to retreat, leaving us in full possession of the heights and telegraphic tower.

(Signed)

*"EDWARD DARLEY."**"To Major-General Heron."*

Sir Edward Pellew, when acknowledging the receipt of Captain Duncan's official report, informed him that, he had requested the attention of the Lords Commissioners of the Admiralty "*to the distinguished services of Lieutenant Eaton Travers, on this and former occasions.*"

On the 27th June 1812, the Imperieuse assisted in destroying eighteen merchant vessels, lying under the batteries of Languilla, and Alassio, in the Gulf of Genoa, on which occasion she had four men killed, and an officer and ten men wounded*. We subsequently find her employed in the blockade of Naples, near which city Captain Duncan, as is stated in his memoir, with only an 18-gun brig in company, offered battle to, and had a partial action with, the Joachim 74, a frigate, a corvette, and twenty-two gun vessels†. About the same time, an attempt was made to obtain possession of between fifty and sixty coral boats, recently returned from the fishery, and then performing quarantine; but, unfortunately they obtained pratique, and entered the harbour about

* See Vol. II. Part I. p. 293.

† See Vol. II. Part II. p. 995, *et seq.*

an hour before Lieutenant Travers, who was the projector and leader of the enterprise, arrived near the lazaretto. This failure, however, did not prevent him from trying a land cruise, during which he overhauled several vehicles, and took from an officer, in a carriage and four, despatches of some importance.

The *Imperieuse* was subsequently hove down and newly coppered at Mahon, when Captain Duncan obtained permission to shift her foremast further aft, for the purpose of improving her sailing. Anxious to get to sea, he went himself to the arsenal to hurry off spars for sheers; but before they got alongside the mast was already placed in its new position. Lieutenant Travers had taken upon himself the responsibility of shifting it, by making a Spanish windlass of the hand-mast which was placed across the fore-castle, supported by the bulwarks and four crossed handspikes, with purchases affixed to the deck and the heel of the fore-mast, and acted upon with levers: the head of the mast being steadied with guys, and a man placed at the laniard of each shroud and stay, to ease away as it lifted, the operation was performed with the greatest facility. We should observe that, at this time, the fore-topmast was merely struck, and none of its rigging displaced. The celerity with which the *Imperieuse* was hove down and refitted did not fail to attract the notice of Sir Edward Pellew, who was then at Minorca with his fleet, and who not only complimented Lieutenant Travers in words, but several times invited him to his table on board the *Caledonia*.

In the beginning of 1813, we find Lieutenant Travers volunteering to undertake the destruction of a large signal tower, near the mouth of the Tiber, which service he accomplished after routing a party of dragoons, with whose commander's abandoned horse and its trappings he returned on board safely. He afterwards superintended the embarkation of two ship loads of timber, which had been collected on the Roman coast for the use of the arsenal at Toulon, but the destination of which Captain Duncan had thought proper to alter. His succeeding exploits were thus officially reported in a letter from Captain the Hon. George H. L. Dundas, of

the Edinburgh 74, addressed to Captain (now Sir Josias) Rowley, Oct. 5th, 1813.

"In obedience to your directions, I put to sea, and joined Captain Duncan, of the Imperieuse, and the ships named in the margin*, this morning, off D'Anzo, where he had been watching a convoy for some days, with the intention of attacking them the first favorable opportunity. The necessary arrangements having been made by that officer for the attack, I added the force of this ship to it, and made the signals that those arrangements would be adhered to, and to prepare for battle. The place was defended by two batteries on a mole, each mounting two heavy guns, a tower to the northward with one gun, and a battery to the southward with two guns, to cover the mole. Every thing being prepared, at 1-30 P. M., the ships bore up and took their stations; the Imperieuse and Resistance to the mole batteries; the Swallow to the tower; and the Eclair and Pylades to the southern battery: the Edinburgh supported the last named vessels.

"Shortly after the ships opened their fire, which they did by signal together, the storming party, under Lieutenant Travers, of the Imperieuse, and marines, under Captain Mitchell, landed in the best order close under the battery to the southward, which Lieutenant Travers carried instantly, the enemy flying in all directions. Lieutenant Mapleton† having taken possession of the mole-head, the convoy, consisting of 29 vessels, was brought out without any loss, twenty of which are laden with timber for the arsenal at Toulon. On leaving the place, all the works were blown up, and most completely destroyed. I feel the destruction of the defences of this place to be of consequence, as it is a convenient port for shipping the very large quantity of timber the enemy now have on the adjacent coast. The captains, officers, and ships' companies, deserve my warm acknowledgments for their exertions on this occasion. A few shot in the hulls and rigging of the ships is the only damage sustained.

"Captain Duncan informs me, that he gained much material and necessary information respecting this place, by a very gallant exploit performed a few nights ago by Lieutenant Travers, who stormed, with a boat's crew, a martello tower of one gun, destroying it, and bringing the guard away."

The tower destroyed by Lieutenant Travers mounted two guns; and the manner in which this service was performed is thus related by an eye-witness, in a letter addressed to the author:—

"About midnight, Travers landed with the small cutter and seven men,

* Resistance frigate, Swallow, Eclair, and Pylades sloops.

† First of the Edinburgh.

seized the sentinel at the foot of the tower, and, though fired at by the sentinel on the top, mounted by a ladder, which had been fitted for the purpose, to a window thirty or forty feet high, and put in a congreve rocket, with the stick cut short off, but having quick match attached to it : the moment the rocket took fire it struck down into the barrack-room, set fire to the soldiers' bedding, killed one man, and so alarmed the others, by its fire, smoke, and noise, that they let down their draw-bridge to escape, and were seized one by one as they descended. One officer and eighteen soldiers were thus taken prisoners ; but as his little boat could not well receive so many persons in addition to her crew, Travers allowed four of the poor panic-struck fellows to go about their business, carrying off the others, but not until he had blown up the tower, the regular access to which was by a flight of stone steps, distant about twelve feet from it, and only to be reached from within by means of the draw-bridge. Aware of the danger and difficulty attending such an enterprise, it was not without considerable hesitation that Captain Duncan would consent to Travers going upon it, particularly as he knew that there was a strong force in the neighbourhood, collected purposely for the protection of the vessels at Port d'Anzo. Notwithstanding the darkness of the night, the whole business was done in about fifteen minutes ; and had such an effect on the neighbouring batteries, that whenever the Imperieuse afterwards approached the shore, the Neapolitan soldiers invariably put on their knapsacks, *ready for a start.*"

In Dec. 1813, a descent was made upon the coast of Italy, near Via Reggio, on which occasion Lieutenant Travers again commanded the landing party, drove the enemy from a battery close to the beach, and brought off two long brass 12-pounders. His exemplary conduct during the subsequent operations against Leghorn was also officially reported, as will be seen by reference to p. 428 of Vol. II. Part I. In April 1814, he assisted at the reduction of Genoa and its dependencies ; and, on the 15th June in the same year, we find him promoted to the rank of commander ; but it appears that he continued to do duty as first lieutenant of the Imperieuse until that ship was paid off, in the month of September following*.

* On the breaking out of the American war, fourteen seamen, possessing indisputable proofs of their being citizens of the United States, requested permission to continue in the Imperieuse and serve against the French, stating that they did not wish to fight against their country, but there

We have now, in rather a hasty manner, followed Captain Travers through a course of active, enterprising, gallant, and zealous service of sixteen years, during which period he commanded at the capture and destruction of seven different batteries, two martello towers, and about sixty vessels, chiefly cut out of harbours or from under fortifications on various sea-coasts ; besides which upwards of twenty of these vessels were well armed and manned : he was upwards of one hundred times engaged with the enemy, nine times honorably mentioned in gazetted despatches, and never unemployed, except for two months, when paid off from the *Surveillante*. For his distinguished conduct on so many occasions, he was presented with the freedom of Cork, of which city he is a native.

In 1827, Commander Travers submitted to H. R. H. the Lord High Admiral, a brief sketch of his services, wherein he truly observed, that he could with confidence refer to every captain he had sailed with for confirmation of the facts there stated ; and concluded with observing, that he did not hope the less from the royal Duke's protection, because he had no interest to back the claims for advancement which those services enabled him to prefer. In a very short time afterwards he was appointed to the *Scylla* sloop, and, on that vessel being found defective, removed, July 23d, 1828, to the *Rose* of 18 guns, fitting out for the Halifax station. The Lord High Admiral was also pleased, at his own table, on board one of the royal yachts, to promise him promotion at the expiration of twelve months, the then recently established period of service afloat as a commander.

In the *Rose*, Commander Travers conveyed Commodore Schomberg, C. B. to Teneriffe, Rio Janeiro, and the Cape of Good Hope. He afterwards touched at St. Helena and

being no chance of meeting American vessels in the Mediterranean, their attachment to Captain Duncan inclined them to stay till the last with him. They were allowed to do so, and served most faithfully, distinguishing themselves on all occasions in the boats, and being the first on every enterprise against the enemy.

Ascension, and then proceeded to join his own commander-in-chief, Rear-Admiral Sir Charles Ogle, whom he met with at Bermuda, and accompanied to Halifax. From thence he was sent to the Bay of Fundy, for the protection of the fishery, and to ascertain the longitude of the different headlands in that quarter, on which service he continued five months. His royal patron having retired from office, he did not obtain the rank of captain until Nov. 19th, 1829; shortly after which we find him returning home in one of the Halifax packets. The following extracts are taken from American and New Brunswick papers:—

(East Port Sentinel, 24th June, 1829.)

"We cannot help applauding the generous and magnanimous conduct of the commander of the British sloop of war *Rose*, who was anchored off this port at the time the *Vermont* came through the narrows. No sooner was she discovered to be in a crippled state, and in need of help, than several boats were sent from the *Rose*, filled with men, who with the greatest alacrity assisted in clearing the wreck and warping her up opposite the wharf. It is with great pleasure that we publish the following

CARD.

"Captain Shepard, of the brig *Vermont*, of New Haven, Con. returns his most sincere thanks to — Travers, Esq., commanding the British sloop of war *Rose*, for his promptness in rendering assistance while in a distressed situation; and to the officers and men who assisted in bringing his vessel to port."

(City Gazette, St. John's, N. B. July 15th, 1829.)

"Captain George M'Lean, of the late bark *Industry*, recently wrecked upon Brier's Island, takes this method of returning his sincere thanks to Captain Travers, of H. M. S. *Rose*, for his ready and prompt attention in proceeding from Digby to the disastrous scene; and for the polite tender of his personal services, with those of his officers and crew, and the assistance of boats, &c. &c. from H. M. ship under his command."

(Weekly Observer, St. John's, 11th Aug. 1829.)

"Mr. Ewen Cameron, the contractor for building the light-house, begs respectfully to return thanks to Captain Travers, of H. M. S. *Rose*, for the valuable assistance so kindly rendered this morning in the use of boats, men, &c. while towing down and securing the pier, intended as the foundation for the light-house to be built at the beacon, thereby greatly facilitating the undertaking."

Captain Travers married, in 1815, Ann, eldest daughter of

William Steward, of Great Yarmouth, co. Norfolk, Esq. He has four brothers, who all served during a great part of the late war in the rifle brigade, and were all repeatedly wounded, viz. Robert, now a Major-General and K. C. B.; James Conway, a Major; Joseph Oates, barrack-master at Portsmouth; and Nicholas Colthurst, holding the same office at Hampton Court: the two latter are captains in the army. Another brother, John, died whilst serving as lieutenant of the *Hebe* frigate, in the West Indies.

Agents,—Messrs. Stillwell.

GEORGE HAYES, Esq.

WAS made a lieutenant in May 1793; commander in June 1814; and captain Dec. 2d. 1829. During the late wars he was principally employed in the command of small vessels.

JOHN ALEXANDER DUNTZE, Esq.

SON, we believe, of Sir John Duntze, Bart. of Rockbere House, Devonshire, by Dorothea, daughter of Sir Thomas Carew, Bart. of Tiverton Castle, in the same county. He entered the navy in Aug. 1818; obtained the rank of lieutenant in May 1825, of commander in April 1828, and captain Dec. 24th, 1829.

AARON TOZER, Esq.

WAS a midshipman on board the *Phoenix* 36, and dangerously wounded at the capture of *la Didon* French frigate, Aug. 10th, 1805*. He obtained the rank of lieutenant Aug. 11th, 1807; and commanded the boats of the *Undaunted* frigate, Captain Thomas Ussher, at the capture of a

* See Vol. I. Part II. p. 830.

battery mounting four long 24-pounders, a 6-pounder field-piece, and a 13-inch mortar, to the westward of Marseilles, Mar. 18th, 1813. In the execution of this service, the British had three men killed and wounded. On the 18th Aug. following, Captain Ussher, in reporting to Sir Edward Pellew the destruction of the batteries of Cassis, and the capture of a convoy which had been lying under their protection, expressed himself as follows:—

“My first lieutenant, Tozer, and second, Hownam; Lieutenants Wilson, of H. M. S. Caledonia, and Gramshaw, of the Hibernia; Captains Sherman and Hussey, and Lieutenants Hunt, &c. of the marines, behaved with distinguished bravery. Lieutenant Tozer, I lament, is most severely wounded: his gallantry I have often noticed.”

This officer's promotion to the rank of commander took place, June 15th, 1814; and about the same period he was granted a pension of £150 per annum on account of his wounds. He obtained the command of the *Cyrène* sloop in July 1818; returned home from the Halifax station in Dec. 1821; married, June 5th, 1827, Mary, eldest daughter of Henry Hutton, of Lincoln, Esq.; and was promoted to his present rank, Jan. 14th, 1830.

Agents,—Messrs. Goode and Cooke.

WILLIAM MORIER, Esq.

WAS made a lieutenant in May 1810, commander in June 1815, and captain on the 18th Jan. 1830.

Agents,—Messrs. Maude and Co.

DAVID HOPE, Esq.

Is the third son of William Hope, of Newton, near Edinburgh, Esq. and descended from Sir Thomas Hope, Bart. of Edminstone and Cauld Coats, in the county of Mid-Lothian. Two of his brothers, James and William, fell in the military service of their country—the former, a lieutenant in H. M. 1st regiment of foot, then styled the “Royals,” after

having been severely wounded in Holland, died from extreme fatigue during the glorious Egyptian campaign: and the latter, an officer in the 19th regiment of foot, was massacred at Candy, in the island of Ceylon, 1803. Another of his brothers is now on the half-pay of the 89th regiment.

Mr. David Hope was born at Edinburgh, in 1786; and embarked, when only ten years of age, as midshipman on board the Kite sloop, Captain William Brown, then employed as a North Sea cruiser, under the orders of Admiral Duncan. In May, 1798, he witnessed the bombardment of Ostend, the destruction of several gun-vessels lying in the basin, the blowing up of the sluice-gates of the Bruges canal, and the subsequent defeat and surrender of the British troops, commanded by Major-General Coote; a disaster already noticed under the head of Rear-Admiral Raper*.

On this occasion, our juvenile officer appears to have been employed on shore; from whence, however, he had fortunately returned to the squadron under Sir Home Popham, a short time previous to the capitulation.

In the beginning of 1799, Mr. Hope was successively removed into the Kent 74, bearing the flag of Lord Duncan, and Tisiphone sloop, Captain Charles Grant, under whom he served in the expedition against the Helder, and was consequently present at the surrender of the Batavian fleet to the squadron commanded by Vice-Admiral Mitchell†.

In Nov. 1799, the Tisiphone sailed for Jamaica; and in Sept. 1800, Mr. Hope followed Captain Grant into the Abergavenny 54, bearing the flag of Lord Hugh Seymour, commander-in-chief on that station. In July 1802, he returned to England with the same captain, as master's-mate of the Quebec 32, which ship was soon afterwards put out of commission. During the remainder of the peace of Amiens, he served as admiralty-mate, under Commodore Domett, in the Dryad frigate, on the Irish station; and subsequently in

* See Vol. I. Part II. p. 713 *et seq.*

† See Vol. I. Part I. p. 414 *et seq.*

the Prince of Wales 98, bearing the flag of Sir Robert Calder, where we find him assisting at the capture of two Spanish line-of-battle ships, July 22d, 1805 *. His first commission bears date Aug. 30th, 1806; at which period he was appointed to the Sir Francis Drake 36, Captain James Haldane Tait, then on the East India station. He afterwards served under Captain Charles Foote, in the Wilhelmina and Piedmontaise frigates, but was at length obliged to return home for the recovery of his health, in the Powerful 74, Captain Charles James Johnstone, which ship arrived in England about June 1809.

From this period, Lieutenant Hope remained on shore until the month of September following, when he joined the Freija frigate, Captain John Hayes, fitting out for the Leeward Islands' station. On the 18th of December in the same year, he assisted at the destruction of two French 44-gun frigates, laden with stores and provisions for the garrison of Guadaloupe, then about to be attacked by Sir Alexander Cochrane, in conjunction with a land force under Sir George Beckwith.

After the performance of the above service, and the demolition of the batteries in Ance la Barque †, Captain Hayes was employed as senior officer of a small squadron sent to blockade the N. W. side of Guadaloupe; and Lieutenant Hope commanded the boats of the said detachment at the capture and destruction of all the sea batteries in that quarter. Among other official reports made by Captain Hayes, at this period, we find the following :—

"H. M. S. Freija, Jan. 22d, 1810.

"Sir,—I have the honor to inform you, that on Wednesday the 17th instant, at 9 p. m., I captured, off Englishman's Head, the Victor French schooner, of 150 tons, laden with coffee, sugar, and cotton: she came out of Bay Mahaut that evening at 5 o'clock. By her log, I found that other vessels were in the bay, and that Mahaut was a place of strength, having two batteries, one of three 24-pounders, the other of one 24-pounder; at the former a company, at the latter twenty-four chasseurs of colour. I

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

† See Vol. I. Part II. p. 878 *et seq.*

also discovered by the log, that it was customary to secure the vessels by the head, to unhang their rudders, and keep all sails on shore till loaded, and perfectly ready for sea. I had come to the determination of attacking the place with a division of boats from the squadron you did me the honor to place under my orders (as the ships could not approach it without experienced pilots), as soon as I should be able to gain the necessary information relative to the strength of the place, which this log completely put me in possession of. On Friday, I endeavoured to find the place, but could not discover it. On Saturday, I worked close up behind the shoals, and at noon saw three vessels at anchor, which pointed out its situation; but the distance was too great to ascertain more than a brig with top-gallant yards across and sails bent. The evening proved particularly fine, with little wind, and smooth water; and though I had not at this time any ship with me, or within sight of signals, I could not let pass so fair an opportunity for making the attack; and at 8-45 p. m., I sent the *Freija's* four best boats, with thirty marines and fifty seamen, under the command of Mr. David Hope, my second lieutenant (the first being at sick-quarters), assisted by the senior officer of marines, the gunner, a master's-mate, and two midshipmen, with orders to destroy the batteries, to bring out the brig and every vessel fit for sea, and to burn all others. I have great pleasure to inform you, that the above orders were most masterly and very effectually executed, notwithstanding the enemy was perfectly prepared, and in no way taken by surprise. The boats had to pull into the bay under a very heavy fire from the two batteries and the brig, with musketry from every part of the beach, as you will see by the report made to me by Lieutenant Hope, a copy of which I have the honor to enclose. It is with infinite satisfaction I now add, that not a man on our side was killed; only two were severely wounded, one I believe dangerously, the other I think will do well. The loss of the enemy I have not been able to ascertain; but I have reason to suppose the commandant fell in the conflict, as two officers were found dead, one of whom wore two epaulets. I have the honor to be, &c.

(Signed)

"JOHN HAYES."

"To the Hon. Sir Alexander Cochrane, K. B.,
&c. &c. &c."

(ENCLOSURE.)

"H. M. S. *Freija*, Jan. 22d, 1810.

"Sir,—In pursuance of your order, I proceeded with the boats under my command, to the southward, towards Bay Mahaut, after experiencing great difficulty in finding a passage, and meeting so many shoals, that the headmost boat got ashore eight or ten times. At a little after eleven o'clock we took a fisherman, who informed me that a troop of regular soldiers had arrived there from Point-a-Pitre, and also a company of native infantry. As soon as we had approached the shore within gun-shot,

a signal gun was fired, and instantly followed by a discharge of grape from a battery at the N. E. point, and another at the head of the bay, together with the guns from the brig, which were found to be six in number, and muskets from the bushes between the batteries. Under this fire, the boats pulled to the brig; but, finding her abandoned, I pushed for the shore. The boats grounding at some distance; the people had to wade up to their middles in water. As we advanced to the battery, the enemy retreated, took post behind a brick breast-work, and over it engaged us with musketry; but from which they were soon driven, and we became masters of their ground, where we found two magazines, containing twenty barrels of powder, and some implements of war, all which we destroyed. In this battery was one 24-pounder, which we disabled and threw over the cliff. In about half an hour after, we carried another battery, of three 24-pounders, the whole of which we spiked and rendered useless, burning the carriages and guard-house. This battery was very complete, with a ditch all round it, and having a small bridge, and gateway entrance. After this service was performed, we returned to the brig, and found her fast in the mud, the enemy having cut her cables on leaving her; but after much difficulty and exertion she was got off. Near her lay a large English built ship, in the mud, under repair; and, farther in shore, a very fine national schooner, pierced for sixteen guns, twelve only on board. The situation of the ship, which we could not move, rendered it impossible to get out the schooner. I therefore set fire to, and burnt both of them; six howitzers, found on the beach, we buried in the sand. All the officers and men conducted themselves with great bravery; and I received from Mr. Shillibeer (the officer of marines), Mr. A. G. Countess (master's-mate), and Mr. Bray (the gunner), every assistance I could possibly require. I am happy to say, that only two of our men were severely wounded,—one in going up to loose the brig's fore-top-sail, the other in attacking the batteries. The enemy must, I think, have lost many men, as I found two officers dead, and several wounded. I have the honor to be, &c.

(Signed)

"DAVID HOPE."

*"To Captain Hayes,
&c. &c. &c."*

We are credibly informed that Lieutenant Hope was himself wounded on this occasion, although his modesty prevented him from officially reporting it.

On the 25th of the same month, Sir Alexander Cochrane transmitted both the above letters to the Admiralty, with one from himself, in which, after dwelling upon the importance of the service, in reference to the intended attack upon the island at large, he says:—

"The conduct of Lieutenant Hope and his party, in driving so large

a force before them, and surmounting so many difficulties in reaching the enemy's positions, stamps their leader as a brave and meritorious officer ; and he is deserving of the notice of the Lords Commissioners."

We have been induced to give the details of this very gallant and well-conducted enterprise, in consequence of the Board of Admiralty not having deemed them of sufficient importance to appear in the London Gazette, which merely stated, that Sir Alexander had "transmitted a letter from Captain Hayes, reporting the destruction of the batteries at Bay Mahaut, and of a ship and national schooner at anchor there ; also the capture of an armed brig, by the boats of the Freija, under the direction of Lieutenant David Hope, who appears to have displayed much gallantry in the performance of this service."

These brief statements, of which the naval annalist has great cause to complain, may possibly have originated in a press of official matter ; but, then, how happens it that we occasionally see along with them, in the columns of the gazette, entire letters, announcing the capture of half a dozen insignificant chasse-marées, or of some privateer of trifling force, and that perhaps by a frigate or ship of the line ?

After the surrender of Guadaloupe, the Freija was found in a very defective state, and consequently ordered to England, where she arrived in Sept. 1810, and was soon afterwards put out of commission. Lieutenant Hope then received an appointment to the Macedonian, a frigate of the largest class, in which he continued, under Captains Lord William Fitz-Roy, the Hon. William Waldegrave, and John Surman Carden, until her capture by the United States, an American ship of far superior force and size, bearing the broad pendant of Commodore Decatur, Oct. 25th, 1812 *. Previous to this event, the Macedonian had been very actively employed on the coasts of Portugal and France, and often engaged with the enemy's batteries, in the neighbourhood of Isle d'Aix †. The following is an extract of Captain Car-

* See Vol. II. Part II. pp. 1010—1016.

† See *id.* p. 1017 *et seq.*

den's official letter, relative to his gallant but unfortunate action with the United States :

"The truly noble and animating conduct of my officers, and the steady bravery of my crew, to the last moment of the battle, must ever render them dear to their country. *My first Lieutenant, David Hope, was severely wounded in the head, towards the close of the battle, and taken below ; but was soon again on deck, displaying that greatness of mind and exertion, which, though it may be equalled, can never be excelled.*"

Mr. James, in the second edition of his Naval History, informs us, that Lieutenant Hope "was severely wounded in the leg, at the commencement, and more severely still in the head, towards the close of the battle ;"—this, we have every reason to believe, is correct.

On the 27th May, 1813, and three following days, Captain Carden, his officers, and surviving crew, were tried for the loss of their ship, by a court-martial assembled on board the *San Domingo 74*, at Bermuda. The following is an extract of the sentence pronounced :—

"The Court is of opinion, that Captain John Surman Carden, his officers, and ship's company, in every instance throughout the action, behaved with the firmest and most determined courage, resolution, and coolness ; and that the colours of the *Macedonian* were not struck, until she was unable to make further resistance. The Court does therefore most honorably acquit Captain John Surman Carden, the officers, and company of *H. M. late ship Macedonian* ; and Captain Carden, his officers, and company, are hereby most honorably acquitted accordingly. The Court cannot dismiss Captain Carden, without expressing admiration of the uniform testimony which has been borne to his gallantry and good conduct throughout the action ; nor *Lieutenant David Hope*, the other officers, and company, without expressing the highest approbation of the support given by *him* and them to the captain, and of their courage and steadiness during the contest with an enemy of very superior force ; a circumstance that, whilst it reflects high honor on them, does no less credit and honor to the discipline of *H. M. late ship Macedonian*."

Immediately after this honorable acquittal, Lieutenant Hope was appointed by Sir John B. Warren to the command of the *Shelburne* schooner, of 14 guns, recently taken from the Americans. During the ensuing twelve months, he drove on shore and destroyed a number of the enemy's small

privateers and merchant vessels. Through his exertions also, the U. S. sloop of war Frolic was captured by the Orpheus frigate, Captain Hugh Pigot ; yet, strange to say, no mention whatever is made of his name in that officer's official letter, as will be seen by the following copy :—

"H. M. S. Orpheus, New Providence, April 25th, 1814.

"Sir,—I have the pleasure to acquaint you, that on the 20th instant, after a chase of sixty miles, the point of Matanzas, in Cuba, bearing S. S. E. five leagues, we captured the United States' ship Frolic, commanded by Master-Commandant Joseph Bainbridge; she had mounted twenty 32-pounder carronades, and two long eighteens, with 171 men; but a few minutes before striking her colours, threw all her lee guns overboard, and continued throwing also her shot, small arms, &c. until taken possession of. She is a remarkably fine ship, of 509 tons, and the first time of her going to sea: she has been out from Boston two months, and frequently chased by our cruisers; their only capture was the Little Fox, a brig laden with fish, which they destroyed. I have the honor to be, &c.

(Signed)

"H. PIGOT."

*"To the Hon. Sir Alexander Cochrane,
&c. &c. &c."*

When the chase commenced, at day-light, the Orpheus and Shelburne were both to-leeward; but, after a joint pursuit of twelve hours, the very superior sailing of the schooner enabled Lieutenant Hope to gain the wind of the enemy, and effectually cut her off from the neutral port in view. She then tacked off shore, kept away free, and succeeded in crossing the British frigate, without sustaining any damage;—in fact, only two shot were fired at her, as they passed on opposite tacks, and both of them fell short. She was, however, closely pressed by Lieutenant Hope, who kept on her weather quarter until he observed her guns thrown overboard, then ran up alongside to leeward, and caused her to surrender, without the least opposition. At this period the Orpheus was two miles astern, and, from bad sailing, had no chance whatever of coming up with the chase.

We next find Lieutenant Hope employed, for about four months, in blockading New Orleans, and rendering assistance occasionally to our allies, the Creek Indians, on the Apalachicola river. During his long and solitary cruise off the mouths of the Mississippi, he was promoted, by

the Admiralty, to the command of the *Beagle* 16; which sloop, however, he never joined, having subsequently received orders from Sir Alexander Cochrane to continue in the *Shelburne*, and proceed to the New Providence station. His commission as commander bears date June 15th, 1814.

Early in Oct. following, Captain Hope received on board a large sum of money consigned to the Havannah, and was about to sail for that place, when Sir James A. Gordon arrived at New Providence, in the *Seahorse* frigate, to assume the command of a small squadron in the Gulf of Mexico. Finding that that officer was unacquainted with the set of the different currents in the Gulf of Florida, and that the commander of a small schooner who had come down to conduct him, could not get his vessel ready for sea in time, Captain Hope immediately offered to re-land the specie, and accompany him. In acting thus, he gave up a very considerable freight; but he has the satisfaction of reflecting that the *Seahorse* and transports were, at least on one occasion, saved from running on shore in the night, through his watchfulness and timely notice. After escorting them safely through the Gulf, he remained under the orders of Sir James, assisting in the blockade of different ports, and occasionally co-operating with the Indians and a detachment of marines at Pensacola, until the arrival of the expedition against New Orleans, when he received an appointment the nature of which will be seen by the testimonial he afterwards obtained from his commander-in-chief:

"Upper Harley Street, London, July 25th, 1815.

"Sir,—I have much pleasure in complying with the request of Captain David Hope, by transmitting to you, to be laid before the Lords Commissioners of the Admiralty, his memorial of services, which is accompanied by a copy of the testimony I had occasion to convey to their Lordships, of that officer's meritorious conduct when serving under my command in the West Indies.

"I should not omit to bring before their Lordships' notice also, that when proceeding upon the expedition against New Orleans, Captain Hope volunteered to make himself useful in any way I might think proper, and, as one of my aide-de-camps, rendered me much assistance throughout this arduous campaign, in which he was nearly losing his life, by jumping into

the Pearl River to save a soldier of the 95th regiment, who would have been drowned but for the humane exertions of Captain Hope. I am, Sir, &c.

(Signed)

"ALEX. COCHRANE, Vice-Admiral."

"To John Barrow, Esq."

Commander Hope returned home in the *Ramillies* 74, Captain Sir Thomas M. Hardy, and was not again employed until his present Majesty came into office as Lord High Admiral, by whom he was appointed to the *Terror* bomb, intended for the Mediterranean station, Jan. 12th, 1828. Before he could join this ship, she had been stowed under the superintendence of the dock-yard officers at Portsmouth, and so completely crammed with stores as to render it necessary, on going out of harbour, to caulk in all her ports; the commissioner, Sir George Grey, refusing to allow any portion of them to be re-landed without orders from the Admiralty, and Commander Hope having positive instructions to sail without delay. In this encumbered state, he proceeded to sea on the 29th of the same month, trusting that he should soon cross the Bay of Biscay, and get into fine weather: On the 9th Feb., he took his departure from the *Lizard*, and after experiencing very bad weather, during which many stores were thrown overboard to save the ship from foundering, made the Rock of Lisbon on the 17th, with a fine breeze blowing from the N. W. On the following morning, the land near Cape St. Vincent was seen, bearing S. E. $\frac{1}{2}$ E., distant ten or twelve leagues. The wind suddenly shifted to S. b. W., and freshened fast. At 9, the *Terror* wore off shore, under close-reefed top-sails and fore-sail. At noon, it was blowing a perfect hurricane, but the ship was still under her main-top-sail and storm-stay-sails, in order, if possible, to claw off-shore. At 1-30 P. M., Captain Hope found it absolutely necessary to haul down the latter sails; and at 3, to take in the main-top-sail also, the wind having then shifted to W. S. W., with a most tremendous sea; the masts complaining, and the ship straining greatly. To steady her, the storm-stay-sails were again set, which had scarcely been effected, when a heavy sea made a clean sweep of every thing moveable on her

upper deck, tore a boat away from the larboard quarter, and ripped up the weather boards of the quarter deck. The whole of the ship's company were now busily employed in pumping and bailing, as leaks had been sprung in every direction, and the waves were making a fair breach over her.

At 8-30, the starboard quarter-boat and gallery were carried away, and two of the stern dead-lights forced in; the water at the same time gaining on the pumps. At 2 A. M., on the 18th, soundings were obtained in forty fathoms, and an attempt was made to wear; but in the act of doing so land presented itself on the lee-beam. As the last resource, both bower-anchors, with chain-cables attached, were let go in twenty fathoms; but many minutes had not expired before the starboard chain snapt, and the ship began to drive. The officers and ship's company conducted themselves on this awful occasion as became British seamen, obeying all orders as coolly and correctly as ever. The small-bower being instantly slipt, the courses were soon loosed and set, and in a few minutes the ship was run end on into a small sandy cove, between two rocks, and only just wide enough to receive her. In forcing her over a reef outside four planks on the broad-side were stove, and had it not been near high water she must then have perished, with all on board. The sea continuing to break over the ship in a most terrific manner, the officers and men were obliged to lash themselves in the fore-rigging until the tide fell; and at day-light they discovered that Providence had directed them to the only spot on a long range of steep rocky coast, where they could have been saved. A large English brig was then lying a total wreck, distant only two hundred yards, and about one thousand Portuguese were seen on the shore ready to march off with their approaching plunder. Captain Hope did all he could to induce them to lay hold of a line which he floated on shore, but none would come near until he commenced firing musketry among them. A sailor then swam to the beach, and, with the assistance of the natives, a hawser was hauled on shore and secured. About 27,000*l.* in silver and copper coin, for the use of the commissariat department at Malta, was first got on shore by

this hawser ; two long 6-pounders followed, and a battery was soon thrown up by the marine artillery-men, in the centre of which the money and some despatches for Sir Edward Codrington were safely deposited. A few light sails for tents, and a small quantity of provisions, were also hauled on shore before the tide began again to flow ; but it was not until noon that Captain Hope and his first lieutenant, Charles Hotham, left the ship, over which the waves were again breaking with great fury. On mustering the crew, only one man was missing, and he, it appears, had been washed overboard with the barge, under which his body was afterwards found on the rocks. On this melancholy occasion, a merchant brig from Liverpool, bound to Gibraltar, lost seven out of sixteen persons on board, including among the former Captain M'Ede, of H. M. 12th regiment, an officer's wife, and three children. Of the crews and passengers of two other vessels which drifted on shore near the Terror, not a single person was saved.

Immediately on landing, Captain Hope despatched his second lieutenant, Charles Henry Baker, and Sir William Dickson, a supernumerary officer of the same rank, to Lisbon, for the purpose of informing Lord Amelius Beauclerk, then commanding in the Tagus, of the unfortunate situation of the Terror. The lives of the master and crew of a merchant brig were subsequently saved through his exertions, and the intrepid conduct of Lieutenant Hotham, assisted by two men who were excellent swimmers.

In the course of a few days, Captain Hope and his companions were gratified with the sight of a frigate and a brig, which had been sent from Lisbon to their assistance. A considerable time, however, elapsed before they could even land a supply of provisions ; and so bad was the then appearance of the weather, that they were obliged to return to the Tagus, taking with them the specie, and leaving the Terror to her own resources.

During their continuance in the neighbourhood of Villa-nova-de-mille-fuentes, near which town the Terror had run ashore, a survey was held by the officers of the frigate and brig, who were of opinion that she could not be saved, and therefore

recommended her being sold. Captain Hope, however, duly considering the great expence that would be incurred in transporting her officers, men, and stores to England, resolved to make an effort for her preservation, and accordingly requested Lord Amelius Beauclerk to send him a frigate's anchor and two cables. This being complied with, the ship, after much labour and very extraordinary exertions, was, on the 17th March, hove bodily round, and got through a sandy passage, not much exceeding her own breadth, with only eight feet water at the highest spring-tide. During this operation, the casks which had been frapped to her bottom, by means of $3\frac{1}{2}$ -inch rope and bolts driven into her bends, were all stove and washed away by the surf, and when fairly afloat she made eight feet water an hour. On the following day she was run on shore in the harbour of Villa-nova-de-mille-fuentes, where the principal leaks were stopped, and the ship put into a condition to return home without escort, the whole expence incurred not exceeding one hundred pounds. From Lisbon she conveyed to Plymouth a number of Portuguese refugee noblemen, flying from the vengeance of Don Miguel.

On his arrival at the latter port, Captain Hope was sent for by the Lord High Admiral, then on a visit of inspection there, who presented him with an appointment to the Meteor bomb, intended to supply the place of the Terror, and was most graciously pleased to say, that he trusted he should soon be able to grant him the promotion which by his services he so well merited. The senior lieutenant and midshipman* were immediately promoted for their exertions under his command.

On the 13th Sept. 1828, the Meteor sailed from Plymouth, accompanied by the Orestes and Britomart sloops, for the purpose of demanding the restoration of two merchant vessels captured by Barbary cruisers. This was at first refused; but on the port of Tangier being put in a state of blockade, the demand was complied with, and demurrage for their de-

* Robert Cleugh.

tention allowed. In Jan. 1829, Commander Hope joined the Mediterranean squadron, under the orders of Sir Pulteney Malcolm, with whom he was serving when promoted to the rank of captain, Feb. 4th, 1830. He returned home in the *Asia* 84, Captain George Burdett.

Agents,—Messrs. Stilwell.

GEORGE SCOTT, Esq.

WAS made a lieutenant in Sept. 1805; advanced to the rank of commander, for his gallant conduct as first of the *Phœbe* frigate, in action with an enemy's squadron, off Madagascar, by commission dated Mar. 24th, 1812*; and advanced to his present rank, Feb. 12th, 1830.

WILLIAM BOHUN BOWYER, Esq.

WAS made a lieutenant in May 1810, commander in Jan. 1823, and captain, Feb. 17th, 1830; previous to which he had been employed as an inspecting officer in the coast guard service, at Southampton, Lymington, Fowey, and Exmouth. He married, in May, 1819, Frances, daughter of the late Captain Beck, an officer in the service of the Hon. East India Company.

FREDERICK THOMAS MICHELL, Esq.

WAS long a follower of Sir Edward Pellew (now Viscount Exmouth), and has the reputation of being a most daring, gallant officer. He was made a lieutenant in May, 1807, and commanded the battering flotilla attached to the squadron under his patron, at the battle of Algiers. He was advanced to the rank of commander on the 16th Sept. 1816; and of captain, Feb. 17th, 1830. His wife is the youngest daughter of the late Mr. Prideaux, of Wadebridge House, near Truro, in Cornwall.

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

THOMAS EDWARD HOSTE, Esq.

BROTHER to the late Captain Sir William Hoste, Bart. and K. C. B., under whom he appears to have served his time as midshipman, on board the *Amphion* and *Bacchante* frigates. On the 27th Aug. 1809, he was employed in the boats of the former ship, at the capture of an enemy's convoy, in the port of Cortelazzo, situated between Venice and Trieste. On the 29th of June in the following year, he assisted in capturing and destroying sixteen vessels laden with naval stores, in the harbour of Groa. On the 13th Mar. 1811, he was wounded in action with a squadron of French frigates, near Lissa. On the 6th Jan. 1813, he bore a conspicuous part at the capture of three gun-vessels, near Otranto. And, on the 12th June, he distinguished himself in a successful attack upon ten gun-vessels and fourteen sail of merchantmen, on the coast of Abruzzza. His promotion to the rank of lieutenant took place July 4th, 1814; he obtained a commission as commander in Jan. 1826; and was made a captain Feb. 26th, 1830.

Agent,—C. Clementson, Esq.

RICHARD FREEMAN ROWLEY, Esq.

ENTERED the royal navy in Feb. 1819; obtained a commission in May, 1825, served nearly two years as flag-lieutenant to Sir George Martin (commander-in chief at Portsmouth), and was promoted immediately he became eligible. His next appointment was, Jan. 14th, 1829, to the *Badger* of 10 guns, in which sloop he successively served on the Plymouth, North Sea, and Cape of Good Hope stations, until advanced to the rank of captain, Feb. 26th, 1830. On his leaving the *Badger*, the officers and crew presented him with a handsome piece of plate, "as a lasting testimonial of their esteem, and an expression of their gratitude for the happiness they had experienced under his command."

COURTENAY EDWARD W. BOYLE, Esq.

SON, we believe, of Commissioner the Hon. Courtenay Boyle, R. N. He was made a lieutenant in Dec. 1821, a commander in Dec. 1826, and captain May 27th, 1830.

ROWLAND MAINWARING, Esq.

Is descended from an ancient Staffordshire family (of which he is an elder branch), settled for many centuries at Whitmore Hall, near Newcastle-under-Lyne. He entered the royal navy in 1795, under the patronage of Sir John Laforey, and continued to serve in the flag-ship of that officer until his demise, which took place when returning from the West Indies to England, June 14th, 1796. He was also on board the *Majestic* 74, at the celebrated battle of the Nile, after which, in consequence of his captain having been killed, he was removed into the *Thalia* frigate, commanded by Lord Henry Paulet, under whom he completed his time as midshipman.

In Dec. 1801, Mr. Mainwaring was appointed lieutenant of the *Harpy* sloop, Captain Charles William Boys; an officer who had lost a leg on the memorable 1st of June, 1794, and who was cut off in the prime of life, while commanding the *Statira* frigate, on the Halifax station, Nov. 17th, 1809.

Mr. Mainwaring's subsequent appointments were, to the *Leda* frigate, Captain Robert Honyman; the *Terrible* 74, Captain Lord H. Paulet; and, as first lieutenant, to the *Narcissus* and *Menelaus* frigates, in which latter ships he was most actively employed, off Brest, in the Bay of Biscay, on the coast of Portugal, in the West Indies, and on the southern coasts of France and Spain, under the successive commands of Captains Charles Malcolm, the Hon. Frederick W. Aylmer, and Sir Peter Parker, Bart., until some time after his promotion to the rank of commander, by commission dated Aug. 13th, 1812. On the 18th Aug. 1807, he assisted in capturing the Spanish national schooner *Cantela*, pierced

for twelve guns; and in April, 1809, we find him present at the reduction of the Saintes, near Guadaloupe*. The services in which he participated between July 1809 and Dec. 1810 have been stated in our memoir of Captain Aylmer †. The following is the copy of an official letter written by Sir Peter Parker, who was formerly his messmate in the *Leda*:—

“*H. M. S. Menelaus, off Villa Francha, Mar. 1st, 1812.*

“Sir,—I feel great pleasure in acquainting you of the capture of a beautiful French brig, on her first voyage, named the *St. Joseph*, from Genoa, laden with naval stores for the arsenal at Toulon. This service was performed last night, by Lieutenant Rowland Mainwaring, first of the *Menelaus*, in a masterly manner, near the Bay of Frejus, where the *St. Joseph* was moored within pistol-shot of a battery flanked by another; also by musketry from the shore. The judgment and ability shewn by Lieutenant Mainwaring, an old and meritorious officer, added to the enthusiastic spirit displayed by the officers and men, who gallantly seconded him in this affair, was such as to call forth my admiration and respect, and no doubt will be duly appreciated by you, more particularly as from the style in which the enterprise was conducted, I am afforded the gratification of forwarding this report, without subjoining a list either of killed or wounded. I have the honor to be, &c.

(Signed)

“PETER PARKER.”

“*To Captain John Tower,
H. M. S. Curaçoa.*”

The *St. Joseph* was pierced for sixteen guns, but had none mounted. One of the batteries on shore suffered severely from the fire of the launch of the *Menelaus*.

On the 27th of April following, while off Toulon, the *Menelaus* was approached by two French frigates, one of them of the largest class, and both under a press of sail. The British ship lay-to and cleared for action; but to the great surprise of all on board, the enemy's hauled their wind when nearly within gun-shot, and ignominiously declined giving battle. In the ensuing month, Sir Peter Parker reported as follows:

“*H. M. S. Menelaus, 18th May, 1812.*

“Sir,—I have the honor to enclose the reports of the in-shore squadron, since my last return, by the *Imperieuse*. The enemy, you will ob-

* See Vol. II. Part II. p. 745.

†. See *id.* p. 918 *et seq.*

serve, have been reinforced by a frigate from the westward, but are otherwise in the same state; one three-decker, with fore and main-top-masts struck, in the outer harbour, being the only difference; and one two-decker, apparently new, I conclude has come from the inner road.

"While writing this, the enemy came out, twelve sail of the line and seven frigates. A line-of-battle ship and two frigates were sent in chase of H. M. squadron*; the rest of their fleet edging down towards the chasing ships. My object was to lead them to leeward; but the Pelorus sailing badly, her fate now became doubtful; when the ships under my orders shortened sail, and hoisted their colours. The enemy, seeing our determination not to part with H. M. brig, relinquished the chase.

"I trust this little affair will appear as creditable to H. M. arms, as disgraceful to the enemy. Suffice it to say, nothing could exceed the exemplary conduct of all ranks and classes in the squadron.

"My acknowledgments are particularly due to the Hon. Captain Cadogan, and Captains Monnsey and Rowley; and I trust I may be permitted once more to mention the attention and assistance which are ever afforded me by Lieutenant Rowland Mainwaring. I have the honor to be, &c.

(Signed)

"PETER PARKER."

"To Vice-Admiral Sir Edward Pellew."

"May 30th, 1812.

"Sir,—I have the honor to inform you, that, on the morning of the 29th instant, an enemy's frigate and brig were discovered in Hières bay, steering with the wind easterly, for the Petite Passe, evidently with the intention of getting into Toulon; but, on seeing H. M. ship under my command make sail to cut them off, and having answered signals from their commander-in-chief in that harbour, they took in their studding-sails, and hauled to the wind, until the French fleet, consisting of eleven sail of the line and six frigates, came out of port, causing the frigate and brig to bear up and join them.

"Although, from the superior force I now had to contend with, I could not flatter myself with much prospect of success, yet I considered it my duty to bring them to action, which was done close under the batteries of Escambron. The Menelaus was necessarily exposed to a warm and raking fire, going in, and some time elapsed before it was returned. Soon after, however, I had the mortification to see our fore-top-mast shot almost in two; and thus I was obliged to relinquish the idea of attempting any thing farther, and am indebted to the superior sailing of the ship, and the extraordinary conduct of the enemy, for greater ills not

* Menelaus, Havannah, and Fariouse, frigates, and Pelorus brig, of 18 guns.

befalling us ; for, independent of the inability of carrying sail on the tottering top-mast, we appeared as it were surrounded ; the enemy's ships being to leeward, and the advanced ship of the line, after firing her broad-side, having tacked and stood in ; added to which, Rear-Admiral Hallowell's squadron was so far to leeward as not to afford a hope of any assistance from him ; and our fleet only to be seen from the mast-head.

" As this affair took place under the enemy's batteries, at the mouth of their harbour, I trust that notwithstanding the unfortunate circumstances attending, to foil our endeavours, I may be permitted to speak, in terms of admiration, of the gallantry and good conduct of Lieutenant Mainwaring, which was only equalled by that of my other officers and the ship's company. Our damage is confined to masts, sails, and rigging. I have the honor to be, &c. (Signed) "PETER PARKER."

" *To Vice-Admiral Sir Edward Pellew.*"

In July following we find the *Menelaus* cruising on the coast of Italy, and Sir Peter Parker reporting the capture of the French xebec *la Paix*, mounting two long 6-pounders, with a complement of thirty men, "under circumstances peculiarly honorable to Lieutenant Mainwaring, who boarded and brought her out from within pistol-shot of the towers of Terracina, under a galling fire. If any thing from my pen," continues Sir Peter, "could do justice to his merit, I would write it with pleasure, but that I feel to be impossible. The *Menelaus* was anchored well within range of the batteries ; the distance, however, in consequence of the shoal water, prevented her fire being of that effect, against such strong defences, which was intended. I have to regret one seaman killed by a grape-shot."

During the night of Sept. 2d, 1812, the French letter of marque *St. Esprit*, pierced for twelve guns, but with only two six-pounders mounted, was cut out from the river Mignone, near Civita Vecchia, under a heavy fire from the batteries. This service was performed in a calm, without loss, and in a manner "highly creditable to Lieutenant Mainwaring," by whom the boats were again commanded. Sir Peter Parker's next official report was to the following effect :—

"The port of Mejan, in the bay of Marseilles, was attacked by the *Menelaus* yesterday afternoon (Sept. 17th, 1812). The detachment of boats, under Lieutenant Mainwaring and Yates, burnt the vessels in the

harbour, while Lieutenant Beynon, R. M., and Mr. James Saunderson, master's-mate, dislodged the enemy, and destroyed the custom-house and magazines. Never was gallantry more conspicuous than in the officers and men on this service, and I beg to recommend them to your favorable notice. Lieutenant Yates, an active and promising officer*, I regret to add, was unfortunately killed, with one seaman and five marines wounded. The loss of the enemy was very considerable."

"*To Sir Edward Pellew, Bart., &c. &c.*"

After commanding for some time the Gorgon 44, armed *en flûte*, at Port Mahon, the subject of this memoir was successively appointed acting captain of the Edinburgh 74, Undaunted and Euryalus frigates, and Caledonia first-rate, the latter ship bearing the flag of Sir Edward Pellew. He was subsequently placed by that officer in the Kite sloop, and sent to the Archipelago, where he destroyed a French privateer, rescued a valuable merchantman which she had captured, and obtained from the Bey of Salonica a promise, that in future no vessels of the same description should be equipped in his harbours. He afterwards commanded the Paulina sloop, in which he obtained restitution of two merchant vessels, taken by an American privateer and carried to Tripoli, where he remained watching the enemy until the final cessation of hostilities, thereby preventing her from giving any further annoyance to the British trade in the Mediterranean. The Paulina was paid off, at Deptford, towards the close of 1815, from which period we find no official mention of her late commander, until his advancement to the rank of captain, July 22d, 1830.

This officer married, first, in Jan. 1811, Sophia Henrietta, only child of the late Major William Duff, of H. M. 26th regiment, and daughter-in-law to Captain George Tobin, R. N., C. B. Secondly, in 1827, Eliza, daughter of the Rev. M. J. Hill, rector of Snailwell, in Cambridgeshire. His son, Rowland Mainwaring, midshipman of the Warspite 76, died at Port Jackson, of dysentery, Oct. 27th, 1826.

Agents,—Messrs. Stilwell.

* Son of Purser Thomas L. Yates, R. N.

JOHN WYATT WATLING, Esq.

Is a native of Leonminster, co. Hereford, and maternally descended from the family of Sir Thomas Wyatt, who was beheaded in the reign of Queen Mary, for leading an insurgent force into London *.

This officer was born in 1787, and, being related to several ship-owners, went first to sea in the merchant service, with the view of ultimately becoming master of a Jamaica trader; but his friends conceiving that they had interest sufficient to bring him forward in the royal navy, he was induced, early in 1801, to embark as midshipman on board the *Veteran* 64, Captain Archibald Dickson, under whom we find him serving in the expedition against the Northern Confederacy, so happily dissolved by the heroic Nelson's attack upon the line of defence before Copenhagen. He subsequently served under Captains Edward Fellowes, Charles Brisbane, and Edward Brace, in the *Acasta* 40, *Goliath* 74, and *Iris* and *Virginie* frigates. In June, 1808, he passed his examination, and was immediately appointed to act as lieutenant of the *Hero* 74, Captain James Newman Newman. His promotion to that rank took place on the 22d Sept. following; and, in the ensuing month, he appears to have been removed to the *Sirius* frigate, Captain Samuel Pym, then about to sail for the Cape of Good Hope station. On the 21st Sept. 1809, he assisted at the capture of St. Paul's, in the island of Bourbon, on which occasion la *Caroline* French frigate was taken, and much valuable British property rescued from the enemy †.

His subsequent services in the same neighbourhood are thus officially certified:

“Considering the conduct of Lieutenant John Wyatt Watling, during

* After the death of Sir Thomas, and the consequent confiscation of his property, his eldest son retired to the neighbourhood of Monmouth; but his descendants settled at and near Hereford.

† See Suppl. Part II. p. 142 *et seq.*

the time he served in H. M. S. Sirius under my command, deserving my particular approbation, I do hereby certify, that he had charge of the beach in landing Lieutenant-Colonel Frazier with his brigade from that ship, at the attack of the Isle of Bourbon, composed of the whole of the 86th regiment, a large party of artillery, parts of two regiments of sepoys, and fifty pioneers, amounting together to 950 men, with howitzers and ammunition, not any part of which was injured; and that in the space of less than two hours and a half the whole were landed and on their march; and that the said Lieutenant Watling, and the seamen under his orders, *did their duty in an astonishing fine style*, though not without great personal risk, in saving the soldiers, and keeping the ammunition dry, from the heavy surf, and rolling stone beach. That, with the small-arm men, he afterwards executed my orders in keeping possession, during the night, of the heights between the town of St. Paul's and Colonel Frazier's rear, by which he prevented any reinforcements being sent from the former to St. Denis. He also drove in all their sharp-shooters, and took several cavalry horses. A service rendered of great importance in consequence of a total failure in the landing attempted to be effected to windward by the commodore and the rest of the squadron, with the three brigades under Lieutenant-Colonels Keating, Campbell, and Drummond, and by which the surrender of the island was effected on the following day, before Lieutenant-Colonel Keating had joined Lieutenant-Colonel Frazier*.

(Signed)

"S. PYM."

Shortly after this event, Captain Pym, then cruising off the N. W. end of the Isle of France, sent his boats, under the command of Lieutenants Norman and Watling, to cut off a deeply laden three-masted schooner; which vessel, however, succeeded in getting into an intricate narrow passage, between reefs of coral, and was run aground by her crew within 200 yards of the shore, where she was protected by a large military force, and one or two field-pieces on the beach. Notwithstanding this opposition, the boats pushed on, the pinnace, under Lieutenant Watling, taking the lead, and succeeded in boarding and setting the vessel on fire. By the time her destruction was effected, the tide had ebbed so considerably as to preclude the possibility of the boats returning through the same channel by which they had approached the schooner, and their only alternative was to force a passage in another direction, exposed at a very short range to the fire

* See Suppl. Part II. p. 153 *et seq.*

of the soldiers and other persons on land. On this occasion, the pinnace, keeping in-shore of the other boats, to cover them as much as possible, unfortunately took the ground, when many Frenchmen waded off and attempted to carry her by boarding; but the reception they met with was so warm, that such as were not wounded soon retreated again, bearing off with them several apparently lifeless bodies. In the pinnace, a midshipman was dangerously wounded, and a sailor slain; the only loss sustained by the British boats, all of which succeeded in making good their retreat, though for some time under a galling fire. Lieutenant Watling's conduct on this occasion is said by Captain Pym, to have "done him great credit;" and at the successful attack afterwards made upon l'Isle de la Passe, it "was truly gallant*." He there appears to have had a miraculous escape,—for while in the act of leading on his men, after scaling the first breast-work, he was about to spring down, when a French soldier, who had previously crouched under the wall, rose and presented at him his musket, with fixed bayonet. Stopping, however, to take deliberate aim, the enemy afforded Mr. Watling an opportunity to jump over him, and thereby escape both lead and steel; but a poor fellow immediately behind was caught by the point of the bayonet, and literally run through the body: the soldier soon paid for his temerity, being killed on the spot. In this affair, Mr. Watling was also personally engaged with a French officer, second in command, whom he obliged to surrender.

Immediately after the capture of l'Isle de la Passe, Lieutenant Watling proceeded with the boats of the *Sirius* into Port Sud-Est, for the purpose of attacking a ship of 18 guns and 60 men, bound to Madagascar for slaves. On the approach of the boats, this armed ship cut her cable, and, having a fresh breeze and fair wind for the purpose, ran on a coral reef, under the protection of the land batteries, where she was afterwards broke up, the enemy finding it impossible ever to get her afloat.

* See Vol. III. Part I. pp. 238—241.

On the 21st Aug. 1810, Lieutenant Watling and Mr. John Andrews, midshipman, in two small boats, containing between them only nine men, with no other weapons of offence than the stretchers, followed a large ship into Riviere-Noire, and there attacked and carried her, under the fire of several formidable batteries. She proved to be the Windham East Indiaman, of 30 guns, recently captured by a French squadron, and then in charge of a lieutenant de vaisseau, whose prize-crew consisted of not less than thirty men, several of whom were wounded by the fire from the shore, after they had ceased to resist their assailants. Of this very gallant exploit, we can find no official account, beyond a passage in a letter to the Admiralty, from Commissioner Shield at the Cape of Good Hope, stating that the Windham had been recaptured by the Sirius.

During the subsequent disastrous attack made by the Sirius and three other frigates, upon a French squadron in Port Sud-Est, Lieutenant Watling was the bearer of most of the orders issued by the senior officer to his brother-captains; and at the termination of that unfortunate business, he nearly lost his life in taking measures for ensuring the speedy destruction of the Sirius*, having gone below and opened the magazine doors after every other person had abandoned her, and only regained the deck at the moment when the flames, recently kindled by Captain Pym and himself, were bursting forth in all directions, and the last boat was actually pulling away, the people in her supposing that he had fallen a sacrifice to his devotedness and zeal.

After the blowing up of the Sirius, Lieutenant Watling volunteered to convey Captain Pym's despatches to Isle Bourbon, a distance of 140 miles; and at 8 P. M. Aug. 25th, he was accordingly sent thither in the pinnace with nine men. A French brig, l'Entreprenante, then cruising off Port Sud-Est, gave chase to him; but, by pulling in-shore among the breakers, he adroitly escaped from her, and landed at St. Denis on the 27th, about 2 A. M. Immediately on his

* See Suppl. Part II. p. 164 *et seq.*

arrival, he was ushered into the presence of the governor, R. T. Farquhar, Esq., who without delay summoned a Council, whereat it was first proposed and decided on, in consequence of the annihilation of nearly the whole British naval force off the Isles of France and Bourbon, to equip the *Windham* as an auxiliary ship of war, and to place her under the command of Lieutenant Watling, who, as was observed at the time, had merited such an appointment by his gallantry in recapturing her. On a farther consultation, however, it was decided that he would render a more essential service by proceeding direct to India, and giving such information as might probably prevent many other valuable ships from being captured. An American prize-schooner was instantly assigned for this purpose; and after receiving a present of £200 from the Government of Bourbon, he sailed for Madras with despatches, and the following recommendatory letter:—

“*St. Denis, 29th Aug. 1812.*

“Sir,—Permit me to recommend to your Excellency’s notice and consideration, Lieutenant Watling, late first of the *Sirius*, a most gallant, active, and enterprising officer, who is now in command of the *Egremont* schooner, purchased by this Government, and manned by a party of the *Sirius*’s late ship’s-company. The vessel is copper-fastened, sails remarkably well, and is in every respect one of the completest ever built. I have the honor to be, &c. (Signed) “R. T. FARQUHAR.”

“*To H. E. Vice-Admiral Drury,*

&c. &c. &c.”

On board the *Egremont*, Lieutenant Watling was subject to great privation, having quitted Isle Bourbon in such haste as not to admit of his obtaining either apparel, bedding, or any other article of comfort; but on his touching at Columbo, in Ceylon, he was most kindly furnished by the late Sir Thomas Maitland, with linen of every description, wine, and other necessaries, from the General’s own stock, and for which the latter would not accept any remuneration. On his arrival at Madras, he was presented by the Governor and Council of that presidency with another sum of £200, in testimony of their approbation of the services he had rendered to the Hon. East India Company.

After refitting his schooner, Lieutenant Watling sailed for

Rodriguez, charged with despatches, and a letter of which we shall here give the copy :—

“ Madras, 4th Oct. 1810.

“ My dear General,—This will be delivered to you by Lieutenant Watling, R. N. He was first of the *Sirius*, and engaged in the capture of *l'Isle de la Passe* : he boarded and recaptured the *Windham*, under the batteries near the *Rivière Noire* :—he was in the *Sirius* in the gallant, though unfortunate action, which took place in *Port Sud-Est* ; after which he undertook, at very great hazard, and with much address, to convey the despatches of Captain Pym, in an open boat, to *Bourbon* ; and then took the command of a schooner fitted up by Mr. Farquhar, in a few hours, having no other officer, nor any assistance but what he derived from the common sailors on board. He brought the *Egremont* to *Madras*, under these circumstances ; and is now preparing, at my suggestion, to return, I fear in little better state, to *Rodriguez*, where his intimate acquaintance with the *Isle of France*, his intrepidity and readiness to promote the public service, must render him extremely useful : I am sure I need not recommend him to that attention from you which the army is always anxious to shew their naval brothers in arms. I remain, my dear General, yours most faithfully.

(Signed)

“ G. HEWETT, Lieutenant-General.”

“ To the Hon. Lieutenant-General Abercrombie.”

On his arrival at *Rodriguez*, where an expedition was then preparing for the reduction of the *Mauritius*, Lieutenant Watling was suffering from fever, which had reduced him so much that he could not quit his cot. When sufficiently recovered to do so, he was sent for by Vice-Admiral Bertie, who, on the quarter-deck of the *Africaine* frigate, publicly informed him that he much regretted the state of his health was reported by the medical men to be such as would preclude the possibility of his accompanying the forces, to whom his intimate knowledge of the coast about to be invaded might otherwise prove of great benefit ; but that, on the surrender of the French colony, he would promote him to the command of a ship, in testimony of his meritorious conduct. He was then sent to sick-quarters at *Bourbon*, where Governor Farquhar, in consideration of his former exertions and services, appointed him to the situation of port-captain. He subsequently proceeded to the *Mauritius*, where the same gentleman gave him the command of a large American prize schooner, destined to convey important despatches to the

Secretary of State for Colonial Affairs, and others to the Hon. Court of Directors. During the equipment of this schooner, and while still extremely unwell, he saved from a wreck, near Port Louis, the wife of a major in the army, and fifteen other persons. Being informed that a ship was cast away in approaching that harbour, during a perfect hurricane, and that the senior officer had made the signal for boats, *if possible*, to render assistance, he quitted his cabin, regardless of illness and debility, and departed in a four-oared gig for the coral reef on which she had grounded, where such a tremendous sea was breaking over her, that not another boat would attempt to approach it. To the astonishment of thousands of persons who lined the shore, he placed his gig in such a situation as to be thrown by the waves over the reef, then pulled up alongside the wreck, and took out the lady, who had been supplicating in the most pathetic manner, amidst universal acclamations. Three times did he return to the wreck before all on board could be rescued; and, singular as it may appear, he never received the least assistance from any other boat. There is in existence a painting of this heroic achievement, copied by Pringle from a drawing by an officer who witnessed the scene; and we need scarcely add, that the conduct of Lieutenant Watling was highly eulogised by all in authority at Port Louis, as well as by the public press. On the 14th Feb. 1811, he was thus officially addressed:—

“Sir,—Previous to your departure for Europe, in command of the Wellesley packet, I am directed to convey to you, in this public document, the entire satisfaction and approbation of His Excellency the Governor, as to the uniform propriety of your conduct, during the time you have acted under his immediate orders and authority.

“In taking charge of the important despatches conveyed to India by the Egremont schooner, immediately after your escape from the disastrous result of the gallant but unsuccessful attack on the enemy’s frigates in Grande Port, you rendered essential service to these colonies and to your country; and your subsequent conduct has been marked with the same spirit of cheerful activity and zeal in the public cause.

“In conveying to you this tribute of the Honorable the Governor’s approbation, as to the general tenor of your conduct, he is happy to do justice at the same time to the particular act of heroism and humanity which

has recently distinguished your character, by the hazardous and successful attempt on your part to save the lives of a female passenger and the crew of a vessel that had been wrecked while entering this harbour.

"To the gallant perseverance of yourself, and others of your countrymen, in the cause of humanity, the human beings in question were preserved from *apparently inevitable destruction*, and conveyed in safety to shore, through a heavy and tremendous surf. The Honorable the Governor has accordingly every satisfaction in thus distinctly recording his public acknowledgments and approbation on so interesting an occasion. I have the honor to be, &c.

(Signed) "A. BARRY, Chief Secretary to Government."

"To Lieutenant J. W. Watling, R. N.,

Commanding the H. C. packet Wellesley."

This officer's next appointment was, in Dec. 1811, to the Aquilon 32, Captain William Bowles, under whom he served as first lieutenant, on the North Sea station, until June, 1812; when, on a representation of his services being made to Viscount Melville, he was directed to proceed, on half-pay, to the Cape of Good Hope, where he remained a considerable time without the least prospect of promotion. His commission as commander bears date Dec. 1st, 1813; but even then he was not called into service. In June 1815, we find him fitting out the Volcano bomb, which vessel was paid off in the month of Sept. following. He then received an appointment to command the Julia sloop, destined to form part of the St. Helena squadron; from which station he was soon obliged to return home, for the recovery of his health, passenger on board an East Indiaman. He was afterwards employed as an inspecting commander of the coast guard; and advanced to the rank of captain, July 22d, 1830. His wife, who died in Mar. 1830, was the daughter of Philip Grubb, of Highgate, co. Middlesex, Esq.

Agents,—Messrs. Goode & Clarke.

RICHARD PRIDHAM, Esq.

Is a burgess and common councilman of Plymouth. He obtained the rank of lieutenant Jan. 2d, 1798; served as such on board the Centaur 74, bearing the flag of Rear-Ad-

miral J. R. Dacres, in *Hamoaze*, during the peace of Amiens; and was first of the *Hussar* 36, Captain Philip Wilkinson, when that frigate was wrecked near Brest, and the majority of her officers and crew made prisoners, in Feb. 1804.

Ten years elapsed before Mr. Pridham regained his liberty. He was made a commander on the 15th June, 1814; appointed to the *Prince Frederick*, receiving-ship, Nov. 4th following; to assist in superintending the Ordinary at Plymouth, in 1816; to be an inspecting commander in the preventive-water-guard service, in 1819; to command the *Zebra* sloop, fitting out for the East India station, Jan. 25th, 1829; and promoted to the rank of captain, July 22d, 1830. He married, in Mar. 1801, a Miss Glanville, of Plymouth.

Agents,—Messrs. Cooke, Halford, & Son.

JOHN LYONS, Esq.

BROTHER to Captain Edmund Lyons, Knight of St. Louis, whose gallant services we have recorded in Suppl. Part III.

This officer was made a lieutenant in Dec. 1805; and commanded a detachment of seamen landed from the *Montagu* 74, to assist at the reduction of St. Maura, in Mar. and April 1810. He subsequently followed his captain (the present Rear-Admiral Moubray, C. B.) into the *Repulse* 74, also on the Mediterranean station. At the close of the war with France, in 1814, he was serving on board the *Ville de Paris* 110, bearing the flag of Sir Harry Neale; and since the peace he has commanded the *Jaseur* sloop, on the Cape of Good Hope station. His commission as commander bears date June 27th, 1814; and as captain, July 22d, 1830.

PHILIP WESTPHAL, Esq.

Is descended from the Counts Von Westphal, one of the most ancient aristocratic families in the German empire. His grand-father was a judge of one of the principal Imperial courts of judicature; and his great-uncle, a dignitary of the

Hanoverian church, preceptor to H. R. H. the late Duke of Kent ; under whose auspices he entered the naval service, in 1794, as midshipman on board l'Oiseau frigate, Captain (now Admiral) Robert Murray, whom he followed into the Asia 64, on the Halifax station, where the latter ship bore the flag of Vice-Admiral George Vandepnt, from the end of 1798 until the death of that veteran, in the year 1800.

After passing his examination, Mr. Philip Westphal joined the Blanche frigate, Captain (now Sir Graham Eden) Hammond, under whom he bore a part at the sanguinary battle of Copenhagen, April 2d, 1801 ; on which memorable occasion, the Blanche occupied a station originally intended for a ship of the line, and sustained a loss of seven men killed and nine severely wounded *.

Immediately after this conflict, Mr. Westphal was promoted into a death vacancy, and appointed to the Defiance 74, Captain R. Retalick, in which ship he continued until paid off after the treaty of Amiens. His next appointment was, about Nov. 1802, to the Amazon 38, Captain (now Rear-Admiral) William Parker ; and on the 16th July, 1803, he assisted in capturing the French privateer le Felix, of 16 guns and 96 men.

The Amazon formed part of the gallant squadron with which Nelson pursued the combined fleets of France and Spain to and from the West Indies †. On the 12th Sept. 1805, she captured a Spanish privateer, of 24 guns and 160 men, to the westward of Scilly. On the 13th Mar. 1806, she compelled la Belle Poule, French frigate, of 40 guns and 320 men, to surrender, after an action of nearly two hours and a half, during which her first lieutenant (Richard Seymour), the second lieutenant of marines (Edward Prior), and two men were killed, and six others wounded ‡.

On the death of Mr. Seymour, the subject of this memoir became senior lieutenant of the Amazon ; and his gallant and

* See Vol. II. Part I. p. 173.

† See Vol. I. note at p. 589, *et seq.*

‡ See Vol. II. Part I. p. 439, *et seq.*

skilful conduct in the action with la Belle Poule was so sensibly felt and truly represented by Captain Parker, that on the prize being manned by the squadron under Sir John Borlase Warren, he was appointed to *command* her as *acting captain*. This would have ensured his promotion to at least the rank of commander, but unfortunately for himself he was considered too able an assistant to be immediately parted with.

On the return of the squadron into port, Captain Parker received a roving commission from his uncle the Earl of St. Vincent, then commanding the Channel fleet; and he advised Lieutenant Westphal not to push his claim until the end of a cruise from which so much was to be expected; assuring him that on their return he would take care to secure him, not only advancement, but also an active appointment. This there would have been no difficulty in his accomplishing had the Earl of St. Vincent continued afloat, and his political friends in power; but during the Amazon's absence the former struck his flag, and the latter went out of office. Mr. Westphal consequently remained as first lieutenant of that ship until she was paid off in 1812. During this period of nearly six years, he repeatedly distinguished himself in action with the enemy, on the coasts of France and Spain, particularly in June 1811, when he commanded the boats of the Amazon at the capture and destruction of a French convoy near the Penmarks*. On the 21st Mar. 1812, he was appointed senior lieutenant of the Junon 46, Captain James Sanders; in which ship we find him very actively and successfully employed on the Halifax station†. On the 29th July, 1813, he commanded the boats of the Junon and Martin (sloop) at the capture of an American gun-vessel, mounting two long guns (one a 32-pounder), with a complement of 35 men. The circumstances under which this service was performed were most highly honorable to his zeal for the honor of the British flag, but it is not at present in our power to enter into any

* See Vol. II. Part I. p. 440.

† See Vol. II. Part II. p. 645 *et seq.*

farther particulars than those already given under the head of Captain Humphreys Fleming Senhouse*.

Mr. Westphal's promotion to the rank of commander took place June 13th, 1815; from which period he remained on half-pay until Jan. 22d, 1829, when he was appointed to the Kent 78, then about to be commissioned by Captain John Ferris Devonshire, and stationed as a guard-ship in Hamoaze †. His commission as captain bears date July 22d, 1830. This officer's younger brother, George Augustus Westphal, obtained post-rank in Aug. 1819, and has since received the honor of knighthood ‡.

Agents,—Sir F. M. Ommanney & Son.

BERNARD YEOMAN, Esq.

Is a son of the late Henry Walker Yeoman, Esq. (a gentleman possessed of considerable landed property in the neighbourhood of Whitby, co. York), by Anne, daughter of General John Hale, of the family of Hale, settled at King's Walden, in Hertfordshire. His maternal great-grandfather was William Chaloner, of the Priory, Gisborough, co. York, Esq.; and one of his mother's sisters is the wife of Lord Dundas.

This officer was born at Whitby, Aug 1st, 1792; and appears to have commenced his naval career, Oct. 1st, 1805, under the patronage of the Earl of Mulgrave, as midshipman on board the Quebec 32, Captain (now Rear-Admiral) the Hon. George H. L. Dundas; whom he followed into the Euryalus 36, and sailed with for the Mediterranean station early in 1806. The manner in which that frigate was employed between this period and the summer of 1811, has been stated in Vol. II. Part I. p. 421 *et seq.*; and by referring to p. 320 of Suppl. Part III. the reader will perceive that Mr. Yeoman's "good conduct" in a gallant and successful

* See Suppl. Part III. p. 406 *et seq.*

† See Addenda 43.

‡ See 43.

night attack, made by four boats upon two large Danish transports and a national vessel of two long 18-pounders and 64 men, moored within half pistol-shot of a three-gun battery and numerous troops on shore, June 11th, 1808, was "particularly mentioned by Lieutenant Head," (who commanded on the occasion) and duly reported by Captain Dundas, whose official letter was gazetted.

On the 6th Feb. 1812, Mr. Yeoman was promoted into the *Acasta* frigate, Captain Alexander Robert Kerr, under whom he served as lieutenant on the North American station, and was most actively employed in annoying the enemy's coast and trade. His commission as commander bears date June 15th, 1815. In Sept. 1818, he was appointed to the *Britomart* sloop; and on the 5th Dec. following, to the *Wolf*; which latter vessel formed part of the royal escort when his late Majesty visited Ireland, in the year 1821. Whilst thus employed, Commander Yeoman had the distinguished honor of frequently dining with the King, on board his yacht; and when at Dublin, he lived with the household, attended the monarch to all public places which he visited, and was in fact considered as forming part of the royal suite; yet, strange to say, a *junior* as well as a senior commander of the same squadron, received immediate promotion for that service; whereas he was soon afterwards paid off, and not advanced to the rank of captain until July 22d, 1830. Had he been fairly dealt with, his commission would bear date Jan. 29th, 1822, the same as those of Sir Charles Burrard and Captain W. J. Mingay.

In June, 1827, the subject of this sketch was appointed Inspecting Commander of the Lymington district of Coast Guard; and during the three years in which he was thus employed, he succeeded in entirely suppressing smuggling on that part of the coast, where it had formerly prevailed to a very considerable extent. In the beginning of June 1830, he received the following letter from his Comptroller-General:

"Sir,—I have to acknowledge the receipt of your secret letter of the 30th ultimo, explaining the mode of smuggling silks practised by the egg-

vessels at Portsmouth, and to acquaint you that it has been laid before the Board, by whom your zeal and exertions on this occasion are fully appreciated. I am, Sir, &c.

(Signed)

“WM. BOWLES.”

“To Captain Yeoman, R. N., &c.”

In addition to this acknowledgment of an important discovery, by which, we have reason to believe, the public revenue was considerably benefited, the Commissioners of H. M. Customs were pleased to present Commander Yeoman with the sum of one hundred pounds. In answering an application from the friend of a candidate for the next appointment, the Comptroller-General expressed himself as follows :

“The present Inspecting Commander, Captain Bernard Yeoman, has got his district into the finest possible order, and has succeeded in putting down smuggling in a manner *hitherto unprecedented*.”

On the 5th July 1830, Commander Yeoman having completed his three years' service at Lymington, the commanders of the revenue cutters, and the chief officers of the stations attached to that district, invited him to partake of a dinner. The chair was taken by Lieutenant George Franklyn, commander of the *Rose*, who, in proposing the health of their guest, animadverted strongly on the superior style of discipline adopted by him during the time that they had had the pleasure of being under his inspection; saying also, that they felt they were about parting with an officer who, in every respect, had filled his office with credit to himself, and comfort to those under him. After this and a few additional encomiums, his health was drank with general and great applause.

Speaking of this entertainment, the editor of the “Hampshire Advertiser and Royal Yacht Club Gazette” says :

“We are glad to find Captain Yeoman has not only conducted the service placed under his superintendence in a manner that has given satisfaction to the officers and crews, but it has also procured for him the warmest approval of the Board of Customs and the Comptroller-General. We feel particular gratification in pointing to this circumstance, because we find in it a complete confirmation of the correctness of our former observations on the subject. The line of conduct followed by Captain Yeoman has been—to abstain from all vexatious interference—to stimulate the offi-

cers to exertion by a proper confidence in their zeal—and to actuate the men to a strict performance of their duty, by directing their energies to the proper object, and removing the impediments we so forcibly reprobated. The consequence has been, that this excellent officer has gone through the period of his service with benefit to his country, comfort to his people, and pleasure to himself, and has now the gratification of receiving the encomiums of all parties. The higher department has found itself relieved from all the unpleasantness of complaint; and the approval this new system has received from the Comptroller-General, will, we trust, lead to its general adoption; we shall then have the service placed in a line of progress towards that complete protection which we have before shewn the way to arrive at."

On the 10th of July, the Comptroller-General of the Coast Guard again wrote to Commander Yeoman, as follows:

"Sir,—In compliance with the request contained in your letter of the 9th instant, I acquaint you that I have much pleasure in bearing testimony to your uniform good conduct and zeal for the service during the time you served under my orders, as Inspecting Commander at Lymington. I am, &c. (Signed) "WM. BOWLES."

Twelve days after the date of this testimonial, Commander Yeoman was advanced to the rank of captain; which, in common fairness, he ought to have been upwards of eight years before.

This officer married, Nov. 3d, 1823, Charlotte, youngest daughter of Sir Everard Home, Bart. Vice-President of the Royal Society, and has several children. His eldest brother, Henry, is a Deputy-Lieutenant of the north riding of Yorkshire, and married to his first cousin, Margaret, eldest daughter of Lord Dundas. His twin-brother, Constantine, is a captain in H. M. 99th regiment of foot.

Agents,—Messrs. Cooke, Halford, and Son.

JOHN REYNOLDS, Esq.

BROTHER to the late Captain George Reynolds, R.N., who obtained post rank in April, 1802, and died at Canterbury, Dec. 25th, 1822; also to the late William Reynolds, Esq., who was twenty-five years a clerk in the Admiralty Office,

and died in 1811. His only sister married Dr. Edward Boys, who, during the late war, was one of the physicians of Haslar Hospital.

Mr. John Reynolds was born at Sandwich, co. Kent, Nov. 8th, 1783; and he appears to have entered the navy, as midshipman, on board the *Saturn 74*, Captain Jacob Waller, in Jan. 1798. He next joined the *Inspector* sloop, Captain George Sayer (*a*), on the North Sea station, where he saw much active service; and we subsequently find him in the *Cynthia* sloop and *Venerable 74*. His first commission as lieutenant, we are told, bears date Sept. 25th, 1804; though, on examining the whole series of "Murray's Navy Lists, published by authority," as well as several of "Steel's," we perceive that in no one instance is that rank assigned to him earlier than May 13th, 1807. If our private information is correct, he was a lieutenant of the *Santa Margaritta* frigate, in Sir Richard J. Strachan's action, Nov. 4th, 1805; on which occasion a French Rear-Admiral, and four line-of-battle ships were captured*. He was afterwards appointed to the *Conqueror 74*; and, about May, 1809, to command the hired armed cutter *Hero*, on the Baltic station. In 1810 he discovered that the harbour of Salo, in the Cattegat, then little known to the English, was a good place of refuge for vessels during gales of wind, blowing on the Swedish coast; and after it had been surveyed, under his directions, both men-of-war and merchantmen frequently took shelter there. Early in 1812, he was removed to the command of H. M. cutter *Nimble*, which vessel unfortunately foundered in a violent storm, while cruising in the Sleeve, Nov. 6th following: the whole of her crew, however, providentially escaped.

During the period that Lieutenant Reynolds commanded the above cutters, he captured and destroyed three Danish privateers, and no less than thirty-four sail of merchantmen; was frequently in action with the enemy's flotilla; and, on one occasion, was slightly wounded. So greatly were the Norwegian merchants in particular, annoyed by his active and

* See Vol. II. Part II. p. 742.

successful exertions against their trade, that they actually offered a considerable reward for the capture of the *Hero*. For these services, he received the high approbation of his commander-in-chief, Sir James Saumarez; and was, we believe, recommended by that officer to the Admiralty.

Lieutenant Reynolds's next appointment was, Jan. 13th, 1813, to be first of the *Doris* frigate, Captain Robert O'Brien, with whom he soon afterwards sailed for China. On the 28th Nov. following, he was removed to the *Owen Glendower* frigate, Captain Brian Hodgson, in the East Indies; where he received his commission as commander, dated Nov. 20th, 1815, and appointing him to the *Hecate* of 16 guns. According to the navy lists, he was afterwards successively nominated to the temporary command of the *Elk* 18, *Cornwallis* 74, and *Conway* 24, all on the same station; but we rather apprehend that the ships which he commanded there, *pro tempore*, were the *Elk*, *Conway*, and *Volage* 22. In Feb. 1828, he commissioned the *Orestes* 18, fitting out at Chatham for the Cork station, where he continued until advanced to the rank of captain, July 22d, 1830.

Captain Reynolds married Miss A. H. Decœurduoux, of Plymouth.

HENRY ALGERNON ELIOT, Esq.

Is descended from Sir William de Aliot, a Norman knight, of whom the following anecdote has been traditionally related.

When WILLIAM the CONQUEROR first set foot on English land, he stumbled and fell; "but," says Hume, "he had the presence of mind, it is said, to turn the omen to his advantage, by calling aloud that he had taken possession of the country; and a soldier, running to a neighbouring cottage, plucked some thatch, which, as if giving him seizin of the kingdom, he presented to his general." Upon this, Sir William de Aliot, then holding a distinguished rank in the invading army, drew his sword, and swore, by the honor of a soldier, that he would maintain, at the ha-

zard of his blood, the right of his lord to the sovereignty of the country. For this, the conqueror gave him an honorable addition to his coat of arms, viz. a baton or, on a field azure, an arm and sword as a crest, with the motto, *par saxa, per ignes, fortiter et recte*.

From this valiant knight are likewise descended the Earls of Minto and St. Germain, Sir William Francis Eliot, Bart., and the family of the celebrated Lord Heathfield.

Captain Henry Algernon Eliot's more immediate ancestor, however, was Sir John Eliot, Knt. of Port Eliot, co. Cornwall, who, in the third year of Charles I., represented the borough of St. Germain, and rendered himself conspicuous in parliament, as a strenuous opponent of the court, and a zealous assertor of the ancient liberty of the subject. Being an active man of business, and a decided enemy to favorites and their encroachments, this Sir John Eliot was appointed by the House of Commons one of the managers of the impeachment of the Duke of Buckingham; for which, with Sir Dudley Digges, his colleague, he was committed to the Tower, but soon afterwards released. In 1628, he was again sent thither, with other members of the same house, for refusing to answer before the privy council for parliamentary conduct; and on the 29th of May, in that year, an information was exhibited, in the star chamber, against him and his fellow prisoners, for their undutiful speeches; upon which charge, being afterwards arraigned before the Court of King's Bench, they were adjudged to be imprisoned during the monarch's pleasure, and to give security for their good behaviour: in addition to this general sentence, Sir John Eliot was also fined 2000*l*. These gentlemen were subsequently offered their freedom, upon the terms of making submission; but they rejected the proposition, and Sir John Eliot died in the Tower, Nov. 27th, 1632. His family afterwards received a parliamentary grant of 5000*l*., in consideration of his loss and sufferings.

The heir of Sir John Eliot died in 1685, leaving an only son, Daniel, whose sole daughter, Catherine, married the learned antiquary Brown Willis, of Whiddon Hall, co. Buckingham. Daniel Eliot, dying without male issue, passed over his two senior uncles, Richard and Edward (from the former of whom Captain Henry Algernon Eliot is lineally descended) and bequeathed a considerable portion of his property to Edward, grandson of Nicholas, the fourth son of Sir John Eliot. On the death of Edward, without issue, in 1722, the family estate of Port Eliot devolved upon his brother, Richard, from whom it has regularly descended to its present proprietor, the Earl of St. Germain.

Captain Eliot's great-grand-father was General Roger Eliot, uncle-in-law to Lord Heathfield, the gallant defender of Gibraltar, he having married his lordship's mother's sister. This gentleman served under the Prince of Hesse, in the expedition to Spain, *temp*. Queen Anne, and was present at the capture of the above rock. He shortly afterwards suc-

ceeded to the command of that place, and was the first English governor who declared it a free port *.

Granville, son of General Roger Eliot, was originally an officer in the English army, but retired from it early in life, to study military tactics at the university of Leyden, in company with his afterwards so highly distinguished cousin. Having married one of the Empress of Germany's ladies of honor, he was induced to accept an appointment in the service of the Emperor, who afterwards conferred on him the rank of a Count of the Empire, together with the appointment of Chamberlain to his Majesty. Being esteemed an officer of considerable merit, he was, in the year 1758, called back into the English service, with the rank of Major-General, appointed Colonel of the 61st regiment, and immediately placed on the staff, in command of a brigade of the army, under the Duke of Marlborough, then about to proceed against St. Maloes, escorted by Admiral Lord Anson †. In the following year, the Major-General was appointed to the staff of the allied army in Germany, under the command of Prince Ferdinand of Brunswick; but having been urged to proceed on this service at a period when his health was in a very precarious state, he was soon afterwards suddenly taken ill at Rotheim, the head-quarters of his Serene Highness, where he died, and was buried with very distinguished military honors. By his first wife he left one son, also a general officer, who died in France, without issue, in the year 1816; and was succeeded in his titles (Count Eliot and Morhange) by his eldest half-brother, Percival, who, however, did not think proper to assume them, and only survived him two years. The mother of this latter gentleman was a daughter and co-heiress of Colonel William Duckett.

The subject of the following memoir is a son of the said Percival Eliot, Esq. formerly Colonel of the Stafford militia, and many years a Commissioner for auditing the public accounts. He was born at Shenstone Hall, near Litchfield, in the above county, Aug. 23d, 1790; and appears to have entered the royal navy, in Dec. 1802, as midshipman on board the *Belleisle* 74, then commanded by the late Captain John Whitby, at Plymouth, but subsequently by the present Sir William Hargood, and attached to the fleet under Lord Nelson, on the Mediterranean station, from whence she accompanied that hero to the West Indies in pursuit of the combined forces of France and Spain. On her return home,

* See Drinkwater's History of the Siege of Gibraltar.

† See Vol. I. Part I. note at p. 154 *et seq.*

in 1805, Mr. Henry Algernon Eliot joined the *Quebec* 32, Captain (now Rear-Admiral) the Hon. George H. L. Dundas ; with whom he removed into the *Euryalus* 36, and again sailed for the Mediterranean station, early in 1806. During a long cruise on the south coast of France, we find him frequently employed in the boats of the latter frigate, attacking and capturing vessels under the enemy's batteries.

Early in 1808, Mr. Eliot was removed from the *Euryalus* to the *Royal William*, flag-ship of Sir George Montagu, at Spithead ; and in July following, he joined the *Christian VII.* Captain Sir Joseph Yorke, employed in the North Sea. Before the end of the same year, we find him on board the *Thisbe* 28, bearing the flag of the late Sir Henry Edwin Stanhope, in the river Thames ; and in Sept. 1809, having previously passed his examination at Somerset House, he was appointed acting lieutenant of that frigate. On the 8th June 1810, he was confirmed into the *Ferret* sloop, Captain Richard Wales, then on the North American station, which vessel he only joined a few days before she was paid off, at Portsmouth. He then immediately received an appointment to the *Tonnant* 80, Captain Sir John Gore, employed in the river Tagus.

Soon after his arrival at Lisbon, Lieutenant Eliot was entrusted with the command of the *Tonnant's* boats, sent with a division of gun-boats, under Lieutenant (now Captain) M. F. F. Berkeley, of the *Barfleur* 98, to co-operate with Lord Hill's division of the British army, occupying the lines of Torres-Vedras, at Alhandra.

Whilst on this service, the flotilla was almost constantly engaged with the enemy's advanced guard, near Villa Franca ; and Lieutenant Eliot having landed between the outposts of the two armies, and incautiously approached rather too near those of the French, had the mortification to be suddenly pounced upon, and taken prisoner, by a piquet of five or six men. However, after remaining a few weeks at the headquarters of Marshal Massena, he was again set at liberty, and enabled to rejoin his ship before she left the Tagus.

The *Tonnant* was afterwards employed in-shore off Brest,

and Lieutenant Eliot continued in her until Jan. 1812, between which period and Dec. 1813, he served in the *Pylades* sloop, successively commanded by Captains George Ferguson and James Wemyss, on the Mediterranean station; and Cornwall 74, under Captain John Broughton and his successor, Commodore (now Sir Edward) Owen, employed in the Channel and off Flushing. His subsequent appointments were,—July 13th, 1814, to the *Scylla* sloop, Captain George B. Allen, under whom he served on the Channel station until Jan. 1815, when he was ordered a passage in the *Phoenix* frigate, Captain C. J. Austen, to join Lord Exmouth, on promotion;—In May following, to the *Boyne* 98, bearing his lordship's flag;—Dec. 31st following, to the flag-ship of Rear-Admiral Penrose, who had then resumed the chief command on the Mediterranean station; from whence Lieutenant Eliot was obliged to return home, for the recovery of his health, in Nov. 1816;—and, July 29th, 1818, to the *Creole* frigate, fitting out at Sheerness for the broad pendant of Commodore Bowles, on the South American station; where he was promoted, Sept. 2d, 1819, to the command of the *Icarus* sloop.

On the 26th May 1821, Commander Eliot arrived at Portsmouth from Rio Janeiro; and early in the following month was put out of commission. In 1823, he married Jane, only daughter of that distinguished scholar the Rev. Dr. Alexander Crombie, LL.D., F.R.S., &c. &c. by which lady he has one child, a son, born in Feb. 1824. His promotion to the rank of captain took place July 22d, 1830.

Agents,—Messrs. Maude & Co.

FRANCIS JAMES LEWIS, Esq.

WE first find this officer acting as second lieutenant of the *Wasp* sloop, Captain John Simpson; the remarkable escape of which vessel, from the celebrated Rochefort squadron, in Aug. 1805, has been recorded in p. 55 of Suppl. Part II. His appointment appears to have been confirmed by the Admiralty

on the 11th of the ensuing month. During the last year of the war between Great Britain and America, he served as senior lieutenant of the *Saturn* 56, Captain James Nash; and subsequently, in the same capacity on board the *Northumberland* and *Vigo*, 74's, bearing the flags of Sir George Cockburn and Rear-Admiral Lambert, at St. Helena, where he received his commission as commander, dated Jan. 29th, 1821, the first anniversary of the accession of King George IV*. From this period he remained on half-pay until May 12th, 1827, when he was appointed to the *Ocean* 80, Captain Patrick Campbell, C. B., then stationed as a guard-ship at Plymouth, afterwards employed in withdrawing the British troops from Portugal, and subsequently forming part of the Mediterranean squadron. He continued in the *Ocean* until she was paid off, May 15th, 1830. His promotion to the rank of captain took place on the 22d July following.

Agents,—Sir F. M. Ommanney & Son:

EDWARD SPARSHOTT, Esq.

Was signal mate of Lord Gambier's flag-ship, the *Caledonia* 120, during the operations against the French squadron in Aix Roads, in April 1809, and served during the remainder of the war as lieutenant on board the *Niobe* frigate, successively commanded by Captains John Wentworth Loring and William Augustus Montagu †. His subsequent appointments were,—Aug. 8th, 1814, to the *Forester* sloop, Captain William Hendry;—Oct. 15th, 1815, to the *Myrmidon* 20, Captain Robert Gambier;—Dec. 28th, 1816, to the *Tagus* 42, Captain J. W. Deans Dundas;—Aug. 26th, 1818, to be first lieutenant of the *Rochfort* 80, fitting out for the flag of Sir Thomas F. Fremantle, commander-in-chief on the Mediterranean station;—Jan. 11th, 1820, to the *Revolutionnaire* 64, Captain the Hon. F. B. R. Pellew;—April 15th, 1820, again to the *Rochfort*, in which ship he continued, under the flag of

* See note at p. 32.

† See Vol. II. Part II. p. 547 *et seq.*

Sir Graham Moore, until promoted to the rank of commander, Jan. 29th, 1821 ;—and lastly, Aug. 28th, 1828, to be second captain of the Prince Regent 120, Sir Henry Blackwood's flag-ship, in the river Medway, where he was serving when advanced to his present rank, July 22d, 1830. His brother, Commander Samuel Sparshott, is Deputy-Comptroller-General of the Coast-Guard.

WILLIAM BLIGHT, Esq.

Son of a respectable warrant officer in the navy. He obtained the rank of lieutenant April 15th, 1803 ; and was employed as an agent of transports at Palermo, during the latter part of the war. His next appointment was, Oct. 4th, 1819, to be first lieutenant of the Queen Charlotte 108, flag-ship of Sir George Campbell, at Portsmouth, where he continued until the death of that officer, when he obtained a commander's commission, dated Feb. 12th, 1821. From this period, he remained on half-pay until May 31st, 1828, when he was appointed second captain of the Britannia 120, bearing the flag of the Earl of Northesk, at Plymouth, where he continued in that ship and the St. Vincent 120, during the remainder of his lordship's command, a period of nearly two years. His promotion to the rank of captain took place July 22d, 1830. This officer's brother, Emanuel, is a lieutenant in the royal navy.

Agent,—J. Hinxmar, Esq.

JAMES WIGSTON, Esq.

PASSED his examination, at Portsmouth, in Feb. 1811 ; obtained his first commission on the 13th June following ; and served under Captains John Hayes and Willoughby T. Lake, in the Magnificent 74, from Sept. 1812 until Mar. 1815 *. His next appointments were,—Feb. 2d, 1819, to

* See Vol. II. Part II. p. 676 *et seq.* ; and Vol. I. Part II. p. 708.

the Pandora sloop, Captain Charles G. Randolph, fitting out for the Cork station, where he continued until Oct. in the same year; and, Aug. 29th, 1820, to the Sybille frigate, intended for the flag of Sir Charles Rowley, on the Jamaica station, where he was promoted to the command of the Bustard, a 10-gun brig, Jan. 14th, 1822; and removed from the vessel to the Scout 18, on the 12th June following.

In May, 1823, the Scout ran on a reef of rocks in the Gulf of Mexico, was obliged to throw all her guns overboard, and would probably have been lost but for the assistance rendered to her by the Grecian cutter, Lieutenant (now Commander) John Cawley. She returned home, and was paid off, in the summer of 1825.

Commander Wigston's next appointment was, Jan. 22d, 1829, to be second captain of the Warspite 76, fitting out at Plymouth for the flag of Rear-Admiral (now Sir Thomas) Baker, with whom he proceeded to South America, where we find him serving when advanced to his present rank, July 22d, 1830.

Agents,—Messrs. Stilwell.

GEORGE FREDERICK RYVES, Esq.

A Companion of the Most Honorable Military Order of the Bath.

ELDEST son of the late Rear-Admiral Ryves, by Catherine Elizabeth, third daughter of the Hon. James Everard Arundel, father of the ninth Lord Arundel.

This officer passed his examination, at Plymouth, in Oct. 1810; obtained a lieutenant's commission on the 24th of the following month; served during the latter part of the war with France, in the Pomone 38, Captain Philip Carteret; and was subsequently appointed as follows:—In May, 1814, to the Magicienne 36, Captain the Hon. William Gordon;—Sept. 10th following, to the Clorinde 40, then commanded by Captain Thomas Briggs, but afterwards by Captain Samuel George Pechell, with whom he returned home from the Mediterranean, and was paid off, in the summer of 1816;—

Dec. 24th, 1818, to the Morgiana sloop, Captain Charles B. Strong, fitting out for the African station, where he invalided whilst serving under Captain William Finlaison, early in 1821;—May 16th, 1822, to be first of the Alligator 28, Captain Thomas Alexander, C. B., in which ship he proceeded to the East Indies;—and, April 8th, 1823, to act as commander of the Sophie 18, then employed on the latter station; which appointment was confirmed by the Admiralty, Oct. 22d, following. The manner in which he was subsequently employed has been so fully detailed under the head of “Naval Operations in Ava, during the Burmese War,” as to render the least repetition superfluous. The following, however, should have been inserted in p. 50 of the Appendix to Vol. III. Part I., serving, as it does, more fully to illustrate the determined character of the truly gallant “fire-eater,” under whose orders he was serving in Dec. 1824:

“By Henry Ducie Chads, Esq. Commander of H. M. sloop Arachne, and Senior Officer at Rangoon.

“Considering the very important consequence to the shipping and the whole of the expedition, should the post at Kemmendine be carried by the enemy, who are now pressing it very hard, the welfare of our cause imperiously calls for the services of one of H. M. sloops at that place; and notwithstanding the imminent danger and risk of the ship from fire, *the responsibility of which I now take wholly on myself*, you are hereby directed to proceed in H. M. S. Sophie under your command, with the next flood, off that point, for its succour and support, and you will consult and co-operate with Major Yates commanding on shore for its defence; and any thing you can point out necessary for its safety that can be supplied from hence you shall immediately have it sent. Lieutenant Kellett, with the Arachne’s boats, and thirty seamen in the gun-boats, will be under your orders, and I hope to be able occasionally to visit the post myself. The Hon. Company’s cruiser Teignmouth will remain with you, and I should wish you to keep her at Pagoda Point, when you can do it with probable security.

“Given under my hand this 2d December, 1824.

(Signed)

“H. D. CHADS, Senior Naval Officer.”

“To Captain Ryves, H. M. S. Sophie.”

In April 1825, Commander Ryves invalided, and returned home passenger in a merchant ship. He obtained a Companionship of the Bath in Jan. 1827: married, in June follow-

ing, Charity, daughter of J. Theobald, of Grays, co. Essex, Esq.; and was promoted to the rank of captain, July 22d, 1830.

Agents,—Messrs. Goode and Clarke.

GEORGE WOOLLCOMBE, Esq.

WAS a midshipman of the Tonnant 80, flag-ship of the Hon. Sir Alexander I. Cochrane, on the North American station; and "particularly distinguished himself" in leading a party of seamen to the assault of a battery, whilst serving under the immediate command of Captain Rowland Money, during the operations against New Orleans, Jan. 8th, 1815*. His first commission bears date Feb. 23d, 1815. From June 1816 until Dec. 1817, he served in the Lee sloop, Captain John Pasco, on the Plymouth station; and from Jan. 1819 until Dec. 1821, in the Active frigate, Captain Sir James A. Gordon, attached to the Halifax squadron. In 1823, he was successively appointed to the Windsor Castle 74, Captain (now Sir Charles) Dashwood, one of the guard-ships in Hamoaze; the Bann sloop, Captain John Filmore, fitting out for the African station; and the Owen Glendower frigate, already on that coast. In April 1824, he was made a commander; and on the 21st Aug. following, appointed to the Victor 18, which vessel appears to have been employed, first in the suppression of the slave trade, and afterwards in cruising against smugglers: she was paid off in Aug. 1827.

Captain Woolcombe obtained his present rank July 22d, 1830, previous to which he had commissioned and fitted out the Curlew sloop, destined to the East Indies.

Agents,—Messrs. Maude and Co.

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

THOMAS HASTINGS, Esq.

Is the son of a clergyman, and nephew to the celebrated Warren Hastings, Esq. He passed his examination in Nov. 1809; obtained the rank of lieutenant in Jan. 1810; and afterwards served in the Badger brig, of 10 guns, Captain John Lampen Manley, from which vessel he was removed to the Hyacinth, post-sloop, successively commanded by Captains Thomas Ussher and Alexander R. Sharpe, on the Mediterranean station. For his bravery on many occasions, but more particularly for his highly distinguished conduct at Malaga (April 29th, 1812) and Port Nouvelle (Nov. 9th 1813) he had the honor of being officially mentioned, in terms of the warmest approbation, by the "Undaunted Ussher"; with whom he subsequently served, as first lieutenant of the frigate which conveyed Napoleon Buonaparte to Elba*.

In Oct. 1815, the latter ship, which had then for some time been commanded by Captain Charles Thurlow Smith, was put out of commission, and Lieutenant Hastings was not again called into service until June 1817, when we find him joining the Icarus sloop, Captain the Hon. C. O. Bridgeman, fitting out for the South American station, where it appears he left that vessel, in Jan. 1819. His next appointment was, Oct. 27th, 1821, to be first of the Euryalus frigate, Captain (now Sir Augustus) Clifford, C. B., under whom he served until promoted to the rank of commander, May 9th, 1825. In the beginning of Nov. 1828, he was appointed to the Ferret sloop; and on the 22d July 1830, whilst employed in the Mediterranean, advanced to the rank of captain.

Agents,—Sir F. M. Ommanney and Son.

* See Suppl. Part I. pp. 345—360.

HON. THOMAS BEST.

Son of Lord Wynford, better known as Mr. Serjeant Best. This officer was made a lieutenant into the *Superb* 78, bearing the broad pendant of Sir Thomas M. Hardy, on the South American station, Mar. 6th, 1822; appointed to the *Ranger* 28, Captain Peter Fisher, Dec. 18th in the same year; to the *Aurora* frigate, Captain John Maxwell, Feb. 25th, 1825; to the *Diamond* 46, Captain Lord Byron, May 30th following; and to the *Alligator* 28, Captain William Pitt Canning, Jan. 4th, 1827. He was made a commander April 30th, 1827; appointed to the *Icarus* sloop, fitting out for the Jamaica station, Mar. 1st, 1828; to be second captain of the *William and Mary* yacht, at Woolwich, Jan. 14th, 1830; and promoted to the rank of captain on the 22d July following.

WILLIAM CUPPAGE, Esq.

Lost a leg whilst serving as signal midshipman on board the *San Josef* 120, bearing the flag of Rear-Admiral Sir Richard King, in a skirmish with the French fleet, near Toulon, Nov. 5th, 1813*; obtained the rank of lieutenant in April 1815, and a pension of 91*l.* 5*s.* per annum, April 4th, 1816; served under Captains Sir Archibald C. Dickson, John Brett Purvis, William Paterson, William Holmes, Thomas Forrest, William F. Carroll, and Sir James Brisbane, in the *Rochfort* 74, *Magicienne* frigate, *Minden* 74, *Arab* sloop, *Isis* 50 (flag-ship of Sir Lawrence W. Halsted, on the Jamaica station), *Warspite* 76, *Boadicea* and *Java* frigates; the latter ship, as also the *Warspite*, bearing the flag of Rear-Admiral Gage, on the East India station. He was appointed second captain of the *Java*, Dec. 24th, 1827; and promoted to his present rank, July 22d, 1830.

* See Suppl. Part II. p. 307.

CHARLES RAMSAY DRINKWATER, Esq.

WAS made a lieutenant into the Doris frigate, Captain William J. H. Johnstone, on the South American station, Oct. 29th, 1823; appointed to the Barham 50, Captain Sir John Louis, flag-ship of Vice-Admiral the Hon. C. E. Fleeming, Aug. 21st, 1827; promoted to the rank of commander, April 14th, 1828; appointed to the *Espiegle* sloop, at Jamaica, June 26th in the same year; re-appointed to the same vessel, July 30th, 1828; and advanced to his present rank, July 22d, 1830.

JOHN WILSON (b), Esq.

WAS made a lieutenant in May 1809. We afterwards find him serving under Captain Lord George Stuart, in the Newcastle 58, fitting out for the North American station, but first employed in conveying Louis XVIII. from England to France, in April 1814. He was promoted to the command of the Goree sloop, June 6th, 1815; and on that vessel being laid up at Halifax, he appears to have been appointed, May 1st, 1816, to the Portia of 14 guns, then about to return home for the purpose of being put out of commission. From Aug. 1816 until May 14th, 1828, he remained unemployed; but at the latter date he was appointed second captain of the Victory 104, bearing the flag of Sir Robert Stopford, commander-in-chief at Portsmouth, where he continued until that ship was paid off in May 1830. He obtained his present rank on the 22d Oct. following.

Agents,—Messrs. Goode and Clarke.

CHARLES GRAHAM, Esq.

SERVED as midshipman of the Glasgow frigate, Captain the Hon. Henry Duncan, C. B. in 1815; obtained his first commission, July 9th, 1817; was appointed to the Tartar

42, Commodore Sir George Collier, fitting out for the coast of Africa, Sept. 24th, 1819; and to be flag-lieutenant to the Hon. Sir Alexander I. Cochrane, commander-in-chief at Plymouth, early in 1823. His promotion to the rank of commander took place in April 1824; from which period he remained on half-pay until June 16th, 1829. Since then he has commanded the *Philomel* sloop and *Rattlesnake* 28, having been made captain into the latter ship, on the Mediterranean station, Nov. 4th, 1830.

Agents,—Messrs. Chard.

GEORGE BERKELEY MAXWELL, Esq.

THIS officer served his time as midshipman on board the *Amphion* frigate, under the auspices of the present Rear-Admiral Samuel Sutton and the late Captain Sir William Hoste; was promoted from that ship into the *Bulwark* 74, Captain (now Vice-Admiral) the Hon. Charles Elphinstone Fleeming, Sept. 22d, 1807; and soon afterwards removed to the *Astræa* 32, Captain Edmund Heywood, in which frigate he suffered shipwreck, near the island of Anegada, in the West Indies, May 24th, 1808. His subsequent appointments were, to the *Victory*, San Josef, and *Queen Charlotte*, first-rates, bearing the flags of Sir James (now Lord De) Saumarez, Sir Charles Cotton, and Viscount Keith, commanders-in-chief on the Baltic, Mediterranean, and Channel stations. He was advanced to the rank of commander, June 15th, 1814.

From this period, Captain Maxwell remained unemployed until April 7th, 1829, when he was appointed to the *Herald* yacht. In this ship he conveyed Lady Heytesbury to St. Petersburg; William Turner, Esq. (Envoy Extraordinary) to Carthage; and Lord Aylmer to Quebec, from whence he brought home Lieutenant-General Sir James Kempt, in Nov. 1830; on the 20th of which month he was promoted to the rank of captain.

This officer married, May 10th, 1821, Lætitia, daughter of John Clerk, of Downham House, co. Gloucester; and has several children.

HON. GEORGE JOHN CAVENDISH.

THIRD son of Lord Waterpark, an Irish peer, by Juliana, daughter and co-heiress of Thomas Cooper, of Cooper's Hill and Mullinast Castle, co. Kildare, Esq.

This officer was made a lieutenant into the *Egeria* 26, Captain Robert Rowley, at Newfoundland, July 14th, 1818; removed to the *Tamar* 26, Captain the Hon. John Gordon, Nov. 21st in the same year; and paid off from the latter ship about the end of Dec. 1819. His next appointment was, July 29th, 1821, to the *Tees* 26, Captain Thomas Coe, fitting out for the East India station, from whence he returned home under the command of Captain Frederick Marryat, towards the close of 1825. During the Burmese war, he was sent up the Irrawaddy, with the boats of the *Tees* under his command, to co-operate with the British forces advancing upon Ava; and, as we have stated in p. 81 of the Appendix to Vol. III. Part I. he joined the flotilla just after the capture of Donoobew. His commission as commander bears date Aug. 7th, 1826; he was appointed second captain of the *Winchester* 52, fitting out for the flag of Vice-Admiral (now Sir E. Griffith) Colpoys, Oct. 3d, 1829; and promoted to his present rank, Nov. 25th, 1830.

CHARLES TALBOT, Esq.

THIRD son of the late Rev. Dr. Charles Talbot, Dean of Salisbury, by Lady Elizabeth Somerset, eldest daughter of Henry, fifth Duke of Beaufort. His father was first cousin to the late Earl Talbot.

This officer received his education at the Royal Naval College; and first went to sea, in Dec. 1817, as midshipman on

board the Prometheus sloop, Captain Constantine R. Moorsom, employed on Channel service. From Aug. 1818, until Oct. 1822, he served in the Rochfort 80, successively bearing the flags of Sir Thomas F. Fremantle and Sir Graham Moore, on the Mediterranean station. At the latter date, he was ordered to act as lieutenant of the Dispatch sloop, Captain W. Clarke Jervoise; which appointment was confirmed by the Admiralty, Jan. 7th, 1823. In July following, he joined the Euryalus 42, Captain (now Sir Augustus W. J.) Clifford, C. B., under whom he served until that ship was put out of commission, in May 1825. His next and last appointment, as lieutenant, was, Aug. 10th in the same year, to the Rainbow 28, Captain the Hon. Henry John Rous, with whom he visited every part of the East India station. He was made a commander in April 1827; appointed to the Helicon of 10 guns, May 24th, 1829; removed, in consequence of the defective state of that vessel, to the Algerine, a brig of the same force, building at Chatham, June 27th, 1829; and promoted to the command of the Warspite 76, bearing the flag of Rear-Admiral (now Sir Thomas) Baker, on the South American station, Nov. 25th, 1830.

SAMUEL BURGESS, Esq.

SON of Commander William Burgess, and a native of Cornwall. He entered the royal navy in 1790; served part of his time as midshipman under Captain (now Sir Thomas) Williams; obtained a commission in Nov. 1799; and was senior lieutenant of the Sylph sloop, Captain (now Sir Charles) Dashwood, when that vessel twice engaged and beat off l'Artémise French frigate, of 44 guns and 350 men*. We next find him commanding the Pincher gun-brig, on the North Sea station, where he captured a Danish privateer and a French armed lugger, in 1809 and 1812. He also assisted in expelling the enemy from the town of Gessendorf, and at

* See Vol. II. Part I. p. 453 *et seq.*

the destruction of a formidable battery commanding the mouth of the river Weser, on which occasion he was officially commended for his "indefatigable exertions in forwarding orders to the different detachments" from a squadron under Captain Lord George Stuart*. His subsequent appointments were, Aug. 25th, 1813, to command the Vixen gun-brig;—Mar. 25th, 1815, to be first lieutenant of the Boyne 98, flag-ship of Lord Exmouth;—and, July 3d, 1816, to be flag-lieutenant to the same officer, in which capacity he served at the memorable battle of Algiers. On the 16th Sept. following, he was promoted to the rank of commander; on the 24th Jan. 1827, appointed to the Alert sloop, fitting out for a "particular service;" and on the 27th Nov. 1829, advanced to the command of the Warspite 76, bearing the flag of Rear-Admiral (now Sir Thomas) Baker, on the South American station. The Alert was employed for a considerable time in the Pacific, under the immediate orders of Captain Jeremiah Coghlan, C. B.

On the 25th Nov. 1830, Captain Burgess assumed the command of the Thetis 46, then at Rio Janeiro, from whence she was about to sail for England, with specie to a very considerable amount. Eleven days afterwards he addressed the following report to Rear-Admiral Baker:—

"Cabo du Praia decano, Dec. 6, 1830.

"Sir,—Under the most poignant feelings of grief and distress, it is my melancholy duty to communicate to you the total loss of H. M. S. Thetis, on Cape Frio, last night about 8 o'clock, with every thing belonging to her; the officers, crew, and myself barely escaping with our lives, by being landed through the surf up a precipitous rough rock, which some of the crew had been so fortunate as to reach by jumping upon the first point she struck against. By the shock of the bowsprit being carried away, all three lower-masts fell aft, and killed and wounded several; the former, with the missing, amount to 16. I am sorry that among them are the late Captain Bingham's youngest son, and Mr. Long, the Admiralty clerk. I am just landed, and am anxious to give you as early knowledge of this sad catastrophe as I can, in order to obtain relief for the officers and crew, who, from their cut feet and bruises, are unable to undertake a journey to

* See Suppl. Part III. p. 284 *et seq.*

Rio Janeiro. I trust you will make every allowance for this hurried statement, the causes being more unaccountable than any thing I have ever met with in the whole course of my naval experience; as, from all the precautionary measures taken, nothing but the strongest current, and the thick hazy weather, with hard rain, can possibly be offered in extenuation. I am, &c. (Signed) "SAMUEL BURGESS."

On his return home, in Mar. 1831, Captain Burgess was tried by a court-martial; when it appeared from the evidence adduced, that the loss of the *Thetis* was owing to too much confidence having been placed in the dead reckoning, in consequence of which she had unnecessarily deviated from the usual track of ships bound homeward, without due allowance having been made for the frequent influence of the winds upon the set of the currents on the Brazilian coast; and it was also proved, that under such circumstances the precaution of sounding, so strictly pointed out by the general printed instructions, was entirely neglected. The Court was therefore of opinion, that blame was imputable to Captain Burgess and to Mr. William Gowdy, the master, for their conduct upon the occasion; but in consideration of their former long services, and good conduct subsequent to the loss of the ship, did adjudge Captain Burgess to lose only one year's rank in H. M. naval service, and Mr. Gowdy two years' seniority as master; the remaining officers and ship's company were acquitted of all blame.

Agents,—Messrs. Booth & Pettet.

HENRY EDWARD NAPIER, Esq.

Fellow of the Royal Society.

THIS officer was made a lieutenant in May 1810; appointed to the *Minerva* frigate, Captain Richard Hawkins, Oct. 14th, 1812; promoted to the command of the *Rifleman* sloop, June 7th, 1814; and kept in employment until Aug. 1815. In 1821, and the two following years, he commanded the *Jasur* of 18 guns, on the Halifax station. His commission as captain bears date Dec. 31st, 1830.

Agents,—Messrs. Maude & Co.

THOMAS WREN CARTER, Esq.

NEPHEW to the late Sir John Carter, Knt. of Portsmouth. He obtained his first commission in April 1806; and we soon afterwards find him serving as senior lieutenant of the Halifax sloop, Captain Lord James Townshend, on the North American station. His promotion to the rank of commander took place in July 1815, at which period he had been for a considerable time on half-pay, but was then appointed to the Rinaldo of 10 guns, and subsequently to the Emulous 16, and Carnation of similar force, on the Jamaica station; where he also commanded the Wasp 18, in the years 1819 and 1820. His commission as captain bears date April 25th, 1831.

This officer married, Aug. 17th, 1820, Harriet Jane, eldest daughter of Rear-Admiral Sir Archibald C. Dickson, Bart.

Agents,—Sir F. M. Ommanney & Son.

SIR THOMAS SABINE PASLEY, BART.

ONLY SON of John Sabine, Esq. by Mary, eldest daughter of Admiral Sir Thomas Pasley, who, for his eminent services, particularly on the glorious first of June, 1794, was created a baronet, with remainder to the heirs male of his daughters, successively.

This officer was born in 1804, and succeeded to the title upon the demise of his grandfather, Nov. 29th, 1808. He afterwards assumed, by royal permission, the surname and arms of Pasley. His first commission bears date Mar. 16th, 1824, from which period he was almost constantly employed, on the South American, West India, and Mediterranean stations, until promoted to the rank of commander, Sept. 17th, 1828. His subsequent appointments were,—to the Camelion sloop, of 10 guns, Oct. 31st, 1828;—to the Procris, a similar vessel, Nov. 30th, 1829;—to act as captain of the Rattlesnake 28, in May 1830;—and of the Blonde 46, in Nov. following. He brought home the latter ship from the Mediterranean;

and, on paying her off, was advanced to his present rank, May 24th, 1831.

Sir Thomas S. Pasley married, June 10th, 1826, Jane Matilda Lilly, eldest daughter of the Rev. Montague John Wynyard, rector of Wesh Rounton, and of St. Martin's, Muklegate, Yorkshire.

SAMUEL PRICE, Esq.

SERVED as midshipman under Captain (now Sir John P.) Beresford; passed his examination, at Plymouth, in May 1812; and was promoted into the Edinburgh 74, Captain the Hon. George H. L. Dundas, on the Mediterranean station, July 3d following. At the close of the war with France we find him proceeding to North America, in the Bacchante frigate, Captain Francis Stanfell. His promotion to the rank of commander took place Sept. 18th, 1815; from which period he remained on half-pay until Sept. 16th, 1828, when he was appointed to the Trinculo of 18 guns, on the Cork station, where he continued until the summer of 1831. His commission as captain bears date June 25th in the latter year.

JAMES WALLACE GABRIEL, Esq.

THIRD son of the late Rev. Robert Burd Gabriel, D. D. rector of Haslington and Hanworth, both in co. Middlesex, and many years proprietor of the Octagon Chapel, in Millem Street, Bath; by the inhabitants of which city he was most highly respected for his orthodoxy, and, we may venture to add, universally admired as a popular preacher.

Mr. J. W. Gabriel was born at Hanworth, April 5th, 1783; and entered on the books of the Romney 50, bearing the flag of his godfather, Sir James Wallace, Knt. governor of Newfoundland, in Jan. 1795. From that ship he followed Captain (now Admiral) Sotheron into the Latona frigate,

where he completed his time as midshipman *. Whilst serving under the latter excellent officer, a boat of which he had the command was upset in a heavy gale of wind, between Portsmouth and Spithead, and being unable to swim, he must have perished but for the generous heroism of a tar who hastened to his assistance, and kept him from sinking until the arrival of more effectual aid. As the accident happened close to the *Latona*, the whole of the ship's company witnessed with admiration the exertions of the gallant sailor, and seeing him apparently exhausted, one man sang out "Let go your hold, or you will be drowned :"—to which he characteristically replied, "No—I'll be d—d if I do!—if he goes to h—I, I will go with him." We mention this circumstance merely to shew how assiduously Mr. Gabriel had then laboured to gain the esteem of his inferiors, and what an impression humane and kind conduct will make on the most rude and uncultivated minds. Unfortunately, the preserver of his young officer's life was by no means qualified for any promotion, and therefore a handsome pecuniary reward, together with such little acts of kindness as a midshipman could confer, were all that he received for imminently hazarding his own life, in order to save that of another.

Mr. Gabriel's first commission bears date Mar. 12th, 1800 ; from which we infer, that he had been borne on the books of some other ship previous to his joining the *Romney*. On his advancement to the rank of lieutenant, he was appointed to the *Alecto* fire-vessel, Captain Lenox Thompson, stationed at the Needles ; and we afterwards find him serving successively under Captains the Hon. Thomas Bladen Capel and Robert Barrie, in the *Phœbe*, *Brilliant*, and *Pomone*, frigates. The following extract is taken from the "*Hampshire Courier*" of July 15th, 1811 :—

"Lieutenant Gabriel is the same gallant officer who, a few years ago, made an attack upon a large full-manned ship, in the Mediterranean, with the boats of the *Phœbe*, and having boarded her before the others came up, after a severe and bloody conflict, got temporary possession of her. The

* See Vol. I. Part II. p. 503.

French crew, however, seeing the smallness of the party to whom they had succumbed, soon rallied, and succeeded in driving back their assailants, scarcely one of whom escaped injured."

During this sanguinary conflict, which took place near Civita Vecchia, July 14th, 1803, Lieutenant George Elliot Salter boarded the enemy over the bow, and received a mortal wound: Lieutenant Gabriel was shot through the body and arm, and had his thigh dreadfully lacerated by a pike. The Patriotic Society at Lloyd's soon afterwards resolved, "that a sword of 50*l.* value, and the sum of 50*l.*, should be presented to him in consideration of his gallantry and exertions;" but, unfortunately for him, his distinguished patron, Sir James Wallace, had then recently died, whereby he was deprived of such powerful influence as would otherwise have secured his promotion. The manner in which he conducted himself whilst serving under Captain Barrie will be seen by the following testimonial:

"These are to certify that Commander J. W. Gabriel served under my command for upwards of *six years*, as *first* lieutenant of H. M. ships Brilliant and Pomone; during the whole of which time, he conducted himself in a most exemplary manner. I ever found him a cheerful volunteer on all occasions of danger, and I never entrusted him with the execution of any kind of service, which he did not perform, most completely to my satisfaction, and highly to his own credit. I have communicated to him, at different times, the official thanks of almost every superior officer the Pomone served under, particularly of Sir Richard Keats, for his zealous exertions in burning H. M. brig Atalante in the face of the enemy, when on shore on the Isle St. Martin, after the boats of the Penelope had failed in the attempt; also for his meritorious exertions to save the crew of H. M. cutter Pigmy, when she was wrecked on Isle Rhé.—Of Sir Richard Strachan, for his able and gallant conduct in capturing and destroying, with the boats of the Pomone, &c. &c. sixteen of the enemy's vessels under Sabies d'Ollone*. For this service, and his general conduct, he also received the thanks of Lord Gardner, who strongly recommended him to the Admiralty for promotion.—Of Lord Henry Paulet and Lord Collingwood, for his gallant conduct in cutting out a large French brig from under the guns of the batteries of Oneglin. Lord H. Paulet and his crew, who witnessed this affair, as a mark of their admiration of it, refused to participate in their share of the capture.—He was also publicly thanked

* See Vol. II. Part II. p. 721 *et seq.*

for his spirited conduct in capturing, with the boats of the *Pomone*, the French privateer *le Jupiter*, of twelve 12-pounders and sixty-eight men. I also communicated to him (in common with the rest of the officers and crew of the *Pomone*) Sir Charles Cotton's thanks for, and approbation of, his disinterested conduct in foregoing all claim to the property of Lucien Buonaparte when he was captured by the *Pomone*, though this property was legal prize, but taken under circumstances which the crew of the *Pomone* did not think it would become Englishmen to take advantage of. I likewise conveyed to him Sir Charles Cotton's official thanks for his conduct at the destruction of the enemy's ships and batteries in Sagone Bay; and Sir Charles Cotton, some time after this event, wrote to me, to signify his disappointment and surprise that Lieutenant Gabriel was not promoted for this service: in short, I always found Captain Gabriel, while serving as first lieutenant under my command, not only an active, brave, able seaman, but also an excellent officer, and honorable private gentleman.

(Signed)

"ROBT. BARRIE, Commodore."

The destruction of the *Atalante* was a service of great danger, as the breakers ran so high that Lieutenant Gabriel did not think it prudent to attempt passing through them with the large boats under his orders, and therefore went in the jolly-boat, conducting her with so much coolness and skill as to excite the admiration of every spectator. On the occasion of the loss of the *Pigmy* he was absent from his ship ten hours, the whole time exposed to most severe cold weather, and the fury of a tremendous gale, which, added to extreme fatigue, had such an effect upon his boat's crew, that on their return to the *Pomone* only four of them could walk up her side: of the other persons then with him, fourteen in number, one lost the use of his limbs, and was never again fit for service. The cutting out of the French vessels from the *Sables d'Ollone*, and the destruction of three national ships in Sagone bay, have been officially described in our memoir of Captain Barrie; we shall therefore only repeat, that Sir Richard J. Strachan, on seeing the former towed out by the boats under Lieutenant Gabriel, was so delighted with the success attending the gallant enterprise, that he telegraphed to his squadron, "*the Pomone has great merit.*" The total number of vessels, including two privateers, captured and destroyed by the boats of that ship, under the immediate command of Lieutenant Gabriel, was forty-one; and

ten of these appear to have been taken close under the enemy's batteries. The other services in which he bore a prominent part, have been recorded in pp. 722—727 of Vol. II. Part II. Let us now turn our attention to the internal discipline of the *Pomone*.

"Captain Barrie and his first lieutenant," says our informant, "seems to have been actuated by a perfect unison of sentiment;—can it then be wondered at, that the former should commit to his able assistant the whole internal management of the frigate? The prominent feature in the character of each was humanity, and from it sprung up their wish to diffuse comfort and happiness to all under their controul. In addition thereto, they were both known to be brave and decisive in all their actions. The crew, well aware of their possessing these essential qualifications, paid implicit obedience to all orders, and even felt pleasure in obeying. Mutual confidence was fully established before they had long been together; doubt and suspicion were, of course, as speedily banished from every mind. Caprice and an intoxication of power were never indulged in by the officers; on no occasion had the men cause to lament that what they were taught to consider law on one day would be declared high treason and insubordination the next. It was a gratification of the highest kind, to see the pleasing result of this unanimity of disposition between Captain Barrie and Lieutenant Gabriel, the latter of whom treated the men as children entrusted to his care, but having particular duties to perform, on the prompt execution of which both his and their lives depended, and, what is more to the truly brave, their honor. The crew regarded him as their adopted father; their true friend and watchful protector." The gentleman, now deceased, who furnished us with the particulars of this officer's naval career. "often saw the men approach him on the quarter-deck, with a modest manly confidence, whether to prefer a complaint or to solicit a favor. There was not that awe, strongly allied to fear, which the boldest spirit feels in the presence of a despot who has no other qualifications to demand it but pride and power. They knew that they would be heard with temper, and that if their complaint was well-founded, or their wish refused, they would be dismissed with urbanity, and probably retire fully satisfied with the lieutenant's reasoning in either case. Were this system to be generally adopted in the royal navy, the service would no longer be regarded as the school of despotism; sailors would cheerfully enter; the primary cause of desertion, or, more plainly speaking, cruelty assuming the mask of discipline, would no longer exist; the odious method of manning our ships by impressment would soon become obsolete; and, instead of the proud spirit of British tars being broke down, by the tyranny of an upstart," (as we ourselves have often witnessed), "they would be made happy in their respective stations by the enlivening cordials of humanity and kindness.

"Lieutenant Gabriel's eye was always on the watch, not only to see that every man did his duty, but to increase the comforts of his companions in war: even to their amusements he extended his beneficial exertions when the service admitted of relaxation. In order to unbend their minds and cheer them with variety, they were permitted to amuse themselves with theatrical exhibitions, particularly when they were in harbour, and the ship was reported ready for sea, on which occasions the officers frequently honored them with their presence as spectators. This produced the most salutary effect, by keeping the whole crew in good humour, and worked very powerfully upon them.

"It also was a most delightful sight to pass along the lower-deck when all hands were piped to dinner. Their table-covers, plates, dishes, knives, &c. were equally distinguished for cleanliness; happiness was depicted on every brow, and reflected, as in a mirror, the same pleasing effect on the countenance of their protector, arising from the happy result of the wise system he had adopted. A pleasing silence reigned from stem to stern—no wrangling—no swearing; all was harmony;—decency and propriety were the order of each and every day: it had all the appearance of a well regulated family, under the controul and superintendence of a masterly conductor, who knew how judiciously to correct the dissolute and reward the meritorious.

"I shall here adduce a proof of the mutual confidence which subsisted between the officers and crew of the *Pomone*, the effect of a wise and well regulated indulgence; for it would be an injustice to both, were I to withhold the fact, that, whenever the service would admit of it, one-half of the ship's company were allowed to go on shore daily, and that, so far from desertions often taking place, the liberty-men seldom returned on board unaccompanied by volunteer seamen. How few instances can you, even with your extensive information, bring forward of a plan so liberal, rational, and blended with the purest principles of humanity, having been adopted in the ships of the royal navy during the reign of King George III., the period to which, I find, you intend to confine your particular attention? The important benefits resulting from such a system are beyond the power of the most subtle and ingenious sophistry to subvert, or to prove fallacious and nugatory.

"At the court-martial for the loss of the *Pomone**, the president, Rear-Admiral (now Sir William) Hargood observed that Lieutenant Gabriel did not answer the questions of the court to his satisfaction, upon which the whole of the other members, including the present Sir David Milne, and Captains John Towers and the Hon. George Cologan, declared that they never heard more distinct evidence; adding, that Lieutenant Gabriel appeared to them to have great merit for his conduct on that occasion, where coolness

* See Vol. II. Part II. p. 727.

and exertion were more requisite than in any other situation a ship could possibly be placed in. On hearing the evidence read over, the Rear-Admiral subscribed to the just opinion of his colleagues, by whom it was allowed that the *Pomone's* internal regulations, the appointment of her boats, and the discipline and happiness of her crew, were not to be excelled by any ship in the service. How must the heart of this brave and deserving officer swell with indignation when he contemplates the anxious moments he has passed, the perils he has contended with, and the wounds he has received in his country's cause, to see boys without any extraordinary merit, and possessing no other claim than that afforded by the shadowy appellation of '*honorable*,' pass over his head with the velocity of meteors ! If you analyse the pretensions of the latter, what do they too frequently end in but the visionary vacuum of *exulted* birth.

"Through the spirited and unceasing exertions of Captain Barrie, my friend Gabriel was made a commander in March 1812; since which he has made every effort in his power to obtain employment, but without success. On obtaining a pension for his wounds, he immediately settled its amount upon his mother for her life. As a husband, a father, or a master, his character is equally amiable and affectionate. He married Maria, eldest daughter of William Holbrook, Esq. an eminent solicitor of Ledbury, in Herefordshire, a lady possessing every qualification to make him supremely happy. By her he has one son and one daughter."

The foregoing information was communicated to the author in Sept. 1824, at which period Commander Gabriel occupied a small farm at Newbury, in Worcestershire, and was "enjoying, in the highest degree, the *otium cum dignitate*, visited by many of the most respectable families in the neighbourhood, beloved and esteemed by all for his urbanity, his modesty, and his cheerfulness of temper, and bringing up his offspring in the paths of virtue, integrity, and honor." He subsequently received a letter from Rear-Admiral the Hon. Thomas Bladen Capel, of which the following is an extract :—

"I can enter fully into your mortified feelings at the neglect of your very meritorious services, and be assured that whatever influence I may have shall be most cheerfully exerted in your behalf."

In the ensuing month (Aug. 1827) we find his friend Commodore Barrie addressing Sir George Cockburn as follows :—

"At the request of a very deserving officer whom I am anxious to serve, I enclose a memorial which I will thank you to place before the Lord High Admiral. Of Captain Gabriel I can honestly say to you, that I

never knew a better officer, a better seaman, or a braver man, than he proved himself during six or seven years he served with me as first lieutenant. He is really a most valuable officer."

Although so desirous of being employed afloat, Commander Gabriel did not obtain an appointment until June 1830, when he commissioned the *Columbine*, of 18 guns, fitting out for the West India station. His promotion to the rank of captain took place July 2d, 1831.

This officer's eldest brother, Burd, was educated for the church; but preferring the army, and having a cornetcy given him by H. R. H. the Duke of York, he joined the Queen's Bays, and has risen by his merit alone to the rank of lieutenant-colonel. He was aide-de-camp in the late war to Lieutenant-General Stewart. John, the second son of Dr. Gabriel, was a major in the Hon. East India Company's service, and died in the year 1815, aged 35. Vere, the fourth son of the same worthy divine, received his education at the Royal Naval College, and died whilst serving as first lieutenant of the Active frigate, in the beginning of 1824. Mrs. Gabriel's brother, Thomas Holbrook, Esq. is a commander in the royal navy.

Agents,—Messrs. Stilwell.

ADDENDA

TO POST-CAPTAINS OF 1801.

ALEXANDER WILMOT SCHOMBERG, Esq.

THE Schombergs are a branch of the family of the Duke of Schomberg, who commanded the King's troops, and fell at the battle of the Boyne, aged 80 years. They first came over to England with William III., and are the only family of that name in these dominions.

The subject of the following memoir is the eldest son of the late Captain Sir Alexander Schomberg, R. N. by Mary Susannah Arabella, only child of the Rev. Henry Chalmers, and niece to Sir Edmund Aleyn, Bart. *

MR. ALEXANDER WILMOT SCHOMBERG was born in 1775, and first went to sea, at the age of ten years, in the Dorset yacht, commanded by his father, of whose services we have given a brief account in p. 817 of Vol. II. Part II. In 1788, he joined the Porcupine 24, Captain Lambert Brabazon, stationed on the N. W. coast of Ireland; and in 1789, the Lowestoffe 32, Captain Edmund Dodd, employed in the English Channel. We subsequently find him in the Trusty 50, bearing the flag of Sir John Laforey, commander-in-chief at the Leeward Islands, by whom he was appointed to act as lieutenant of the Nautilus sloop, Captain (now Lord Henry) Paulet, immediately after the capture of Tobago, in April, 1793 †.

On the arrival of the expedition sent from England to re-

* Lady Schomberg was an heiress on her mother's side, and possessed of an estate called the Priory, in Essex.

† See Vol. I. note at p. 514.

duce the other French colonies, Mr. Schomberg, whose appointment had been confirmed in July 1793, was removed by Sir John Jervis into the *Solebay* 32, Captain William Hancock Kelly; and he appears to have been entrusted with the command of fifty seamen, landed from that ship, to co-operate with the army under Sir Charles Grey, during the whole of the laborious and extremely harassing operations against Martinique, St. Lucia, and Guadaloupe*. He also served on shore when an attempt was made to re-conquer the posts in the latter island, which had been unexpectedly and successfully attacked, during the hurricane season, by a republican force under the notorious Victor Hugues †.

In common with most of his companions in arms, Lieutenant Schomberg suffered severely from the effects of such constant exposure, excessive fatigue, and very great privations; and at length he had so violent an attack of yellow fever, that his life was only saved by the commander-in-chief ordering him a passage home in the *Dictator* 64. His next appointment was, in June 1795, to be second of the *Glatton* 56, Captain (now Sir Henry) Trollope, whose celebrated action with an enemy's squadron, consisting of a cut-down 74, five frigates, a brig, and a cutter, July 15th, 1796, we have recorded in Vol. I. p. 147, *et seq.*

During this remarkable combat, which took place in a quarter-less-five fathoms water, close to the Brill light-house, Lieutenant Schomberg commanded on the lower-deck, and, finding that his men were not sufficiently numerous to fight all the guns on both sides, he resorted to Lord Anson's expedient of forming them into small gangs, to load and run out in quick succession, leaving only two picked hands at each gun to point and fire it. His gallant and judicious conduct on this occasion was highly approved and publicly acknowledged by Captain Trollope.

On the *Glatton's* return into port, Lieutenant Schomberg was appointed first of the *Amphion* frigate, Captain (now Sir

* See Vol. II. note at p. 107 *et seq.*; and Vol. I. pp. 19, 711, and 841.

† See Vol. II. pp. 109—113.

Israel) Pellew, as a step towards promotion ; but unfortunately that ship was destroyed by fire, in Hamoaze, whilst he was on his passage to join her. We subsequently find him commanding the Rambler brig, of two hundred tons, mounting 14 long six-pounders, with a complement of 86 men. In July 1797, while cruising on the Dogger Bank, he captured the French brig privateer *Prospère*, of 5 guns and 73 men.

In April 1798, this officer was promoted to the rank of commander, and sent in the Rambler, then registered as a sloop-of-war, to join the squadron under Vice-Admiral Waldegrave (the late Lord Radstock), on the Newfoundland station. Returning from thence, as convoy to the trade bound to Portugal, he encountered, on the Great Bank, a tremendous gale of wind, in which the Rambler was thrown on her beam-ends, and nearly foundered. After getting her before the wind, he succeeded, though not without great exertions, in throwing twelve of her guns overboard, reserving two for signals ; and she was subsequently armed, at his request, with 18-pounder carronades, thereby reducing the dead-weight on deck, and rendering her a more formidable vessel in action. Some time afterwards she pitched away her bowsprit and fore-mast, during another violent storm, whilst in the Race of Alderney.

Captain Schomberg obtained post rank on the 1st Jan. 1801 ; and was appointed to the temporary command of the Windsor Castle 98, off Brest, in 1804. From Oct. 1807 until Aug. 1812, he commanded the Loire frigate, of 48 guns and 300 men.

Early in the spring of 1808, Captain Schomberg was sent, with the *Success* frigate under his orders, to the Greenland seas, for the protection of the fishery ; and although the Loire and her consort were only fitted for common Channel service, he persevered until they got to the northward of Spitzbergen, and reached the main ice of that hemisphere. On the 4th June, the ships were in lat. $77^{\circ} 30' N.$, long. $3^{\circ} 00' E.$ The *Success* was then commanded by Captain John Ayscough, late Commissioner at Jamaica and Bernuda.

Towards the close of 1808, Captain Schomberg escorted a fleet consisting of 168 transports, having on board a fine and gallant army, 14,000 strong, under Sir David Baird, from Falmouth to Corunna, where every ship was safely anchored, without casualty or loss of any description, on the fourth day from England. The only men-of-war in company with the Loire when this important service was so ably, expeditiously, and successfully conducted, were the *Amelia* of 46 guns, and *Champion* 24, Captains the Hon. Frederick Paul Irby and James Coutts Crawford. The *Sybille* 46, Captain Clotworthy Upton, had also been placed under the orders of Captain Schomberg, but was unable to accompany him in consequence of a leak in her magazine.

Captain Schomberg was afterwards employed in co-operation with the Spanish patriots, on the coasts of Galicia, Asturias, and Biscay. He subsequently visited Cadiz, proceeded from thence to the Tagus, and there received on board 100 Russian prisoners of war, for a passage to England. On his return homeward, Feb. 5th, 1809, he captured, after an anxious chase of eight hours, and a short night action, the French national ship *Hebé*, pierced for 34 guns, but mounting only twenty-two 24-pounder carronades and two long 12-pounders, with a complement of 168 men. This little frigate was quite new, and full of stores under hatches, then cruising, but ultimately bound to St. Domingo. She was added to the British navy, under the name of "*Ganymede*."

In the beginning of 1810, after conveying a battalion of the 60th regiment from Spithead to Barbadoes, Captain Schomberg was entrusted with the command of a squadron stationed to windward of Guadaloupe, to intercept any reinforcements or supplies intended for the enemy's garrison; and on the surrender of that valuable island, he was ordered to convey the French "Captain-General" (Ernouf) and his suite to England, where he arrived in the month of March. On the passage home, he encountered a violent hurricane, in which two of the transports under his convoy, full of French prisoners, foundered.

In May, 1810, Captain Schomberg, then on the coast of

Norway, had the good fortune to save H. M. sloop Snake from being captured by eight Danish national brigs; which vessels, however, taking advantage of a sudden calm, effected their escape by sweeping.

During the remainder of that season, the Loire was employed in the Gulf of Finland, watching the Russian fleet; and she subsequently cruised at the entrance of the Cattegat, until obliged by tempestuous weather to bear up for England, having previously parted company with her consorts, the Cruiser and Erebus sloops. After refitting, she accompanied the outward bound West India convoy to the latitude of Madeira.

In 1811, Captain Schomberg commanded a squadron of two frigates and four sloops, stationed in the Sleeve, where he rendered most effectual protection to the Baltic trade. Returning from thence, in December, the Loire providentially escaped the melancholy fate of the Minotaur 74, with which ship she had sailed from Wingo Sound, on the 15th of that month, and kept company until the 19th; when, observing the high land of Camperdown on the lee-bow, and fearing that the wind would not keep to the northward of west, Captain Schomberg prudently resolved to continue no longer on the starboard tack, although the master and pilot of the Loire were decidedly bent upon doing so. The Minotaur, then about seven miles on the weather-quarter of the Loire, persisted in endeavouring to weather the coast of Holland, got embayed, and was wrecked near the Texel, on the night of the 22d; the wind having shifted to S. W. very soon after Captain Schomberg had wore, in order to keep the North Sea open. According to the Dutch official account, only 110 of the Minotaur's officers and men succeeded in reaching the shore: the remainder, including her captain, perished*.

In the spring of 1812, Captain Schomberg once more returned to the Baltic station, and again commanded a light squadron; with which he kept the Danish cruisers so completely blockaded that a single sloop-of-war was sufficient

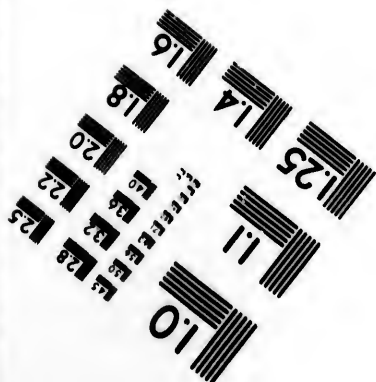
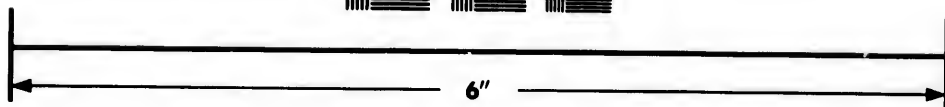
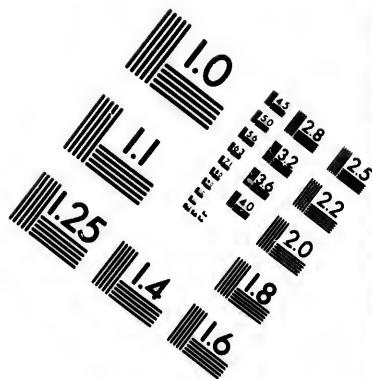
* See *Nav. Chron.* vol. xxv., p. 56; and vol. xxxvii. p. 181.

protection for any fleet of merchantmen crossing the North Sea. In the ensuing summer, he escorted a convoy out of soundings, to the westward; and on the completion of that service we find him appointed to the York 74, then cruising off the Scheldt, but subsequently attached to the Channel fleet, and occasionally employed in the blockade of Rochefort and l'Orient.

After the abdication of Napoleon Buonaparte, in 1814, Captain Schomberg, with the Vengeur 74, Captain Tristram Robert Ricketts, and Erne 20, Captain the Hon. W. J. (now Lord) Napier, under his orders, conducted a body of troops from Bourdeaux to Quebec, each line-of-battle ship carrying out no less than 1000 men, in addition to her proper complement. On his return home, he submitted to Lord Melville and the Board of Admiralty a plan for the future victualling of the seamen and marines of H. M. fleet, wherein he was the *first* to propose the substitution of tea, sugar, &c. for half the usual allowance of spirits; leaving it, however, at the option of captains and other commanding officers, to issue the full allowance of grog whenever they might judge it necessary, in bad weather, &c. &c. This suggestion was highly approved of by Lord Melville, from whom he received a most flattering letter on the occasion; eight or nine years, however, elapsed before a fair trial was made, when the alteration was found to have proved so very acceptable to the crew of the Thetis frigate, commanded by Sir John Phillimore, that a general change in the system of victualling H. M. navy was immediately determined upon. From this much benefit must result in future wars, particularly when troops are embarked, as on such occasions drunkenness, irregularities of every kind, and consequently punishments, have always hitherto been found greatly to increase in consequence of the ease with which sailors could obtain grog from sea-sick and other soldiers, who will now have little or none to dispose of. At the close of the war with America, he commanded a squadron off Cape Clear; and in Aug. 1815, we find him putting the York out of commission.

In 1818, Captain Schomberg printed, for private distribu-





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tion, a tract entitled "Naval Suggestions," and embracing a variety of subjects,—such as the building, classification, arming, manning, and fitting of ships; "with Observations and Remarks in other departments of the Service." These were also most highly approved of by Lord Melville, the Board of Admiralty, and all the officers of high rank, to whom copies were presented; and many things therein proposed have been adopted with success.

Captain Schomberg's next appointment was, Mar. 1st, 1829, to the *Melville* 74, in which ship he was serving, on the Mediterranean station, when advanced to the rank of Rear-Admiral, July 22d, 1830.

This highly meritorious officer married, 1st, Catherine Anna, daughter of the late Stepney Rawson Stepney, of Castle Durrow, King's County, Ireland, Esq.; and, 2dly, in 1804, Anne, youngest daughter of the late Rear-Admiral Richard Smith (an old officer, much beloved and respected), whose mother had the honor of being entrusted with the care of her future revered monarch, King George III., in early life, and was applauded and caressed for the judicious manner in which she acquitted herself of so important a charge. Rear-Admiral Smith was made a post-captain in Nov. 1762, and died at Poulton-cum-Seccombe, in Cheshire, in July 1811. Rear-Admiral Schomberg's eldest son by his first marriage is a lieutenant in the royal navy, which rank he obtained on the 11th Sept. 1827. By his present lady he has had two sons, one of whom, named Charles Frederick, is a midshipman in the navy; and the other, George Augustus, a child at school.

JOHN FERRIS DEVONSHIRE, Esq.

ENTERED the naval service in 1789, as midshipman on board the *Cumberland* 74, Captain John M'Bride; served afterwards in the *Penelope* frigate, Captain Sir John Lindsay, on the Halifax station; and subsequently in the *Trusty* 50 and *Queen* 58, bearing the flags of Sir John

Laforey and the first Lord Gardner, at the Leeward Islands.

In 1794, just twelve months before he had completed the usual period of service as a petty officer, Mr. Devonshire was appointed by Sir John Jervis (afterwards Earl of St. Vincent) to act as ninth lieutenant of his flag-ship, the *Boyne* 98; a distinguished mark of that officer's approbation of his conduct on various occasions, whilst entrusted with the command of the *Berbice* schooner and various other small vessels, but more particularly for his active and successful co-operation with a Spanish brig of war, employed in clearing the coasts of Porto Rico of pirates and French privateers, by which the communication with St. Domingo had been interrupted, and the supplies for the British army at Martinique materially obstructed. His services during an insurrection amongst the slaves in St. Lucia, to which island he had conveyed the late Lieutenant-General Sir William Myers, in the hurricane season, procured him also thanks from General Sir Charles Grey, the military commander-in-chief.

Upon Sir John Jervis resigning the chief command in the West Indies, he appointed Mr. Devonshire a lieutenant of the *Terpsichore* frigate, Captain Richard Bowen, then employed in the important service of defending the British garrison of Fort Matilda, in Guadaloupe. Lieutenant-General Prescott, in one of his official despatches detailing the events of the siege, states, that the duty allotted to the *Terpsichore* was performed in a manner that "beggars all description." The particular share assigned to Lieutenant Devonshire was that of keeping up with the boats the communication between the ship and the garrison, conveying supplies, &c. which it was necessary to do for upwards of two months, under a constant heavy cross fire.

The *Terpsichore* was latterly employed on the Mediterranean station, under the orders of Sir John Jervis, who in a private letter, dated off Toulon, July 27th, 1796, expresses himself as follows:—

"My dear Sir,—Devonshire is every thing that you or his mother can wish him to be, and now first-lieutenant of the *Terpsichore*. Should she

have the good fortune to fall in with a French frigate, I will be responsible for the issue being successful, when he will get promotion off his own bat. It is a lamentable thing that Lord Spencer, in all other respects an unexceptionable man, should have deprived commanders-in-chief on foreign stations of the means to reward merit. Your's sincerely,

(Signed)

"J. JERVIS."

"To John Lemon, Esq."

Captain Bowen's official report to Sir John Jervis, of the subsequent capture of a Spanish frigate, the Mahonesa, has been given at full length in p. 411 *et seq.* of Vol. II. Part I. and will be found to contain the following eulogy on Lieutenant Devonshire's conduct in and after that gallant action:—

"I am unwilling to speak of the particular conduct of any of the officers; but the talents displayed by my first-lieutenant, Devonshire, who was but just out of the sick list, added to his uncommon fatigue in taking care of the prize, and the very able manner in which he conducted and prepared to defend her, entitle him to this distinction, and prove him highly deserving of the recommendation you gave him with his appointment in the West Indies."

The Mahonesa, though entirely dismantled, and otherwise much injured, was soon re-equipped at Gibraltar, and there commissioned by Lieutenant Devonshire, whose conspicuous bravery and zeal did not fail to procure him immediate promotion. After commanding her for four months, he was superseded by a post-captain, at Lisbon, from whence he returned home with despatches. His next appointment was, in July 1800, to the command of the Dart sloop, which vessel he commanded at the memorable battle of Copenhagen, April 2d, 1801.

On this glorious occasion, the Dart was selected by NELSON to board one of the Danish block-ships; but the grounding of the Bellona and Russell 74's, rendered it necessary for her to join the ships opposed to the Crown batteries. Immediately after the battle, her commander was appointed acting captain of the Alcmena frigate; but on the 23d May, we find the great hero thus addressing him:—

"St. George, May 23d, 1801.

"Dear Sir,—I am sorry that it is necessary to send any captain to the Alcmena, which will render it necessary for you to return to the Dart; but, if you will take my advice, make the best of the case; for as it must

he, it is of no use going against the arrangement of the First Lord of the Admiralty. Report says, that Captain M'Kinley is not confirmed post, as the Admiralty consider it as their vacancy, and I think it very possible you may be intended for it. That it may prove so, is the sincere wish of your most faithful servant,

(Signed)

"NELSON & BRONTE."

"P. S. Join me off Rostock."

As Nelson conjectured, so did the Admiralty decide. Captain M'Kinley, a most gallant, intelligent, and worthy officer, was not confirmed; and Captain Devonshire, no less meritorious and brave, received the much-coveted commission, dated April 27th, 1801; from which period he commanded the *Glatton* 56, until she was paid off, in consequence of the treaty of Amiens. His patron, the Earl of St. Vincent, was then at the head of naval affairs, and subsequently wrote as follows:—

"*Rochetts, 7th May, 1811.*

"My dear Sir,—I have great pleasure in bearing testimony to the meritorious services of Captain Devonshire, who obtained the different steps, up to the rank he now holds, by his good and gallant conduct, under the auspices of your very sincere and obedient servant,

(Signed)

"ST. VINCENT."

"*To John Lemon, Esq., 43, Piccadilly.*"

Captain Devonshire's next appointment was, in Jan. 1812, to the *Armada* 74, in which ship he escorted an outward bound East India fleet to a certain latitude, and then proceeded to Cadiz, where he assumed the command of the *St. Albans* 64, and continued until the raising of the siege of *la Isla de Leon*, the principal events of which we have before related.

In Feb. 1813, the *St. Albans* having been paid off, Captain Devonshire was appointed to the *Albion* 74; and during the very severe winter of 1814, we find him, with a frigate and a sloop under his orders, capturing many American merchant vessels, off Nantucket shoals. Unavoidable exposure to the weather during the time that he was thus employed, having brought on frequent attacks of gout in a very aggravated form, he was induced to exchange into the *Sceptre* 74, under orders for England; and, unfortunately, ill health obliged

him to give up the command of the latter ship, soon after her return home. He subsequently received a letter from our present most gracious Monarch, of which the following is an extract:—

“I am glad to have received, and shall keep the detail of your services. Nothing will, in the event of future war, give me more real pleasure than that of having the advantage of your presence under my immediate command.

“*Brighton, Jan. 21st, 1815.*”

In consequence of the order in council of June 30th, 1827, Captain Devonshire, though he had already commanded five rated ships, found it necessary to solicit an appointment to another, in order that he might qualify himself for promotion, agreeably to the new regulations. His applications were at length attended with success, and in Jan. 1829, he assumed the command of the Kent 78, stationed as a guardship in Hamoaze, where he had the honor of displaying a broad pendant during the temporary absence of his commander-in-chief, Admiral the Earl of Northesk.

On the 22d July 1830, a general promotion of flag-officers, &c. took place in honor of the accession of King William IV., when Captain Devonshire was placed on the list of Retired Rear-Admirals, and immediately superseded in his command, the retention of which for about four weeks longer would have fully entitled him to a flag. The hopes he had long and anxiously cherished, of arriving at the highest grade in his profession, to which he considered his devotion to the service for so many years entitled him, were thereby destroyed; and his naval career terminated in a manner most unexpected and distressingly painful. He subsequently submitted his case to the sovereign, urging the very peculiar and unprecedented hardship of being debarred from promotion by the retrospective effect of an order in council, and of being prevented from completing the newly prescribed term of service by an earlier supercession than was customary; but his memorial has not yet met with the favorable consideration which he was once rather sanguine in expecting. We may venture to state, however, that he has

been sympathized with, and much commiserated, by all to whom his merits as an active, brave, indefatigable, and zealous officer are known. His brother, Richard, is a commander in the royal navy.

ADDENDA TO POST-CAPTAINS OF 1819.

SIR GEORGE AUGUSTUS WESTPHAL, KNT.

Is brother to Captain Philip Westphal, R. N., whose descent from a very ancient German noble family we have noticed in p. 139; and, like him, he commenced his naval career under the auspices of the late Duke of Kent. He first went to sea in the Porcupine 24, Captain Andrew Fitzherbert Evans; but very shortly afterwards joined Lord Nelson, with whom he continued until the battle of Trafalgar; on which glorious occasion he was severely wounded in the head by a langrage shot, and laid in the cockpit by the side of the dying hero.

Immediately after this memorable event, Mr. George A. Westphal was rated master's-mate of the Victory; and on the 15th Aug. following, promoted to the rank of lieutenant, in the Demerara sloop, Captain William Patterson, employed at the Leeward Islands. In 1807, he was obliged to invalid, owing to the effects of the climate; and on his passage home he was again badly wounded, whilst most gallantly defending a merchant vessel in which he had embarked, against the persevering and at length successful attacks of l'Alert French ship privateer, of 20 guns and 140 men, afterwards captured by the Blonde frigate, Captain Volant Vashon Ballard*.

The merchantman to which we allude was the Highlander, a large ship mounting 12 carronades, with a crew of 35 fine young men, whom Lieutenant Westphal had daily exercised at their guns, and rendered tolerably expert in the use of

* See Vol. I. Part I. 188.

them. On seeing the enemy approach, they unanimously requested him to take charge of the Highlander during the conflict which they were determined to maintain, and which continued from 10 A. M. until 1-20 P. M. During this period, l'Alert made three ineffectual attempts to board, and sustained great loss in killed and wounded; but unfortunately the fourth assault proved more effectual, and the British were obliged to submit, with the loss of five slain and eight, including Lieutenant Westphal and the gallant mate of the Highlander, wounded. The prize was then carried to Point-à-Pitre, in the island of Guadaloupe; and it having been represented to the French Governor, that little or no resistance would have been offered to the captors had not their principal prisoner taken so active a part, he was instantly ordered into close confinement on board a prison-ship, and there kept on bread and water. Fortunately, however, the commander of a privateer, to whom he had formerly rendered some service at Barbadoes, happened to hear of his situation, and, after vainly interceding in his behalf, informed him that, unless he escaped in the prison-ship's boat, he would certainly be sent to France, "as a punishment for his refractory conduct," in assuming the command of the Highlander. Not relishing the idea of being kept a prisoner until the end of the war, he immediately came to the determination of attempting his escape, and a favorable opportunity soon presented itself. Taking advantage of a dark night, and being joined in the attempt by the mate and two other men of the Highlander, he lowered himself down into a small boat, sixteen feet long, provided with only two oars, a blanket, two bottles of water, and a few biscuits; started for the narrows of the harbour, and when hailed by the fort, answered "bateau pêcheur," which lulled all suspicion and enabled him to gain an offing unmolested; it being the custom at Guadaloupe for fishing boats to pursue their occupations by night as well as by day.

After suffering much from fatigue, hunger, and thirst, Lieutenant Westphal was picked up by an American merchant schooner from Guadaloupe bound to New York; which vessel was detained on the following day by an English

privateer, and carried to Antigua. He shortly afterwards returned home in the *Venus* frigate, and was subsequently appointed to the *Foudroyant* 80, bearing the flag of Rear-Admiral Albemarle Bertie; and *Neptune* 98, commanded by Captain Sir Thomas Williams. The latter ship formed part of the force with which Sir John T. Duckworth pursued a French squadron to the West Indies, in 1808; and in the following year she again proceeded to the same quarter, for the purpose of assisting in the meditated attack upon Martinique.

During the operations against this colony, Lieutenant Westphal, who had previously exchanged into, and become first of, the *Belleisle* 74, was most actively employed on shore, first in erecting, and afterwards in fighting the batteries, under the superintendence of acting Commodore (now Sir George) Cockburn, whose fortunes he ever afterwards followed until his promotion to the rank of commander. The manner in which the *Belleisle* was employed immediately subsequent to the reduction of Martinique will be seen by reference to p. 424 *et seq.* of Suppl. Part I. In p. 208 of Suppl. Part IV. we have stated that Lieutenant Westphal commanded a sub-division of gun-boats at the attack and capture of Flushing, in Aug. 1809; but we should have added, that he was then upwards of fifty hours under the enemy's fire. We are indebted to Brenton's Naval History for the following account of the service in Quiberon Bay, to which we before only partially alluded:—

"The Marquis Wellesley had, in Nov. 1808, returned from Spain, thoroughly acquainted with the disposition of the Spaniards. On one point, alone, he was ignorant. Ferdinand VII. having long before the arrival of the British ambassador at Cadiz, thrown himself a willing victim into the arms of Napoleon and his treacherous generals, was hurried away captive to Valençay. Upon the character and talents of this prince, therefore, the Marquis had not the means of exercising his own judgment; but trusting to the 'vox populi,' he very naturally concluded that no event would be more acceptable to them, than the arrival of their king. The national songs composed at this period were burdened in every couplet with the name of Fernando, frequently associated with that of his gracious Majesty King George III., and they invoked the aid of Heaven, and England, for the restoration of their beloved monarch, at whose presence discord, war, and famine, were fondly expected to cease.

" Lord Wellesley having imparted his sentiments to his Majesty and the cabinet, the release of Ferdinand was determined on. The Baron de Kolli, an intrepid and enterprising foreigner, being honored with the confidence of the British Government, was furnished with a letter from the King of England, written in Latin, and addressed to the King of Spain, signed by George III., and counter-signed by the Marquis of Wellesley. To this letter was added another, written in the same language, and addressed by Charles IV. in 1802, to his Britannic Majesty.

" Early in Feb. 1810, Captain Cockburn was appointed to the command of the Implacable 74, with a frigate* and two small vessels under his orders. He was directed to receive the Baron de Kolli and his friend on board, and to proceed in the execution of his orders, which were to land him in Quiberon bay, and to await his return, and that of Ferdinand, to the sea-shore. Jewellery to the amount of £10,000 was placed in the hands of Captain Cockburn, who, with the assistance of Mr. Westphal, (his first lieutenant,) and the Baron himself, sewed them up in the dresses of the latter. The Implacable sailed from Spithead early in March, and reaching Quiberon bay on the 6th, the Baron was landed on the night of the 7th, by Mr. Westphal, who left the Implacable, after dark, in a gale of wind blowing on the shore, and a considerable sea running, so that the boat had great difficulty in returning to the ship. The spot chosen to disembark at was under the convent of St. Gildas, celebrated for the seclusion of Abelard. It was most particularly enjoined upon the Baron, by Captain Cockburn, that he should not go to Paris: there could be no reason why he should have gone; and his disobedience of this injunction was the most probable cause of his failure. His friend Albert, who accompanied him, whose nerves were none of the strongest, has been accused of betraying him. A Monsieur Ferriet was also most incautiously admitted by the Baron to his confidence: a secret intrusted to three people is seldom a secret long. The Baron, whose papers were admirably well executed, might have reached Valançay in safety; but he chose to take a lodging at the village, or wood of Vincennes, and in the castle of that name he was very shortly a state prisoner, and his papers and jewels confided to the minister of police, the acute Fouché.

" Captain Cockburn having continued in Quiberon bay until he learnt the detection of Kolli, and the abortion of the scheme, returned to Spithead, where, on his arrival, the officers of the ship learnt what had been the object of their mission; a proof, certainly, that the Baron had not been betrayed by any one on board the Implacable†."

Had Lieutenant Westphal been taken by the enemy whilst thus employed, there can be no doubt that he would have met with the same fate which befel the lamented Captain

* Imperieuse, see p. 99.

† Brenton's *Nav. Hist.* Vol. IV. 421—424.

Wright. His subsequent conduct in an expedition from Cadiz, the result of which was the expulsion of the enemy from Moguer (a town on the Huebla river), and the adjacent coast, procured him honorable mention in the London Gazette, as will be seen by reference to p. 209 of Suppl. Part IV. He also commanded the boats of the Implacable in frequent actions with the French batteries between Rota and Puerto-Santa-Maria, both previous to and after this expedition *.

Between Sept. 6th, 1810, and Feb. 18th, 1811, the Implacable was employed in conducting two Spanish first-rates from Cadiz to the Havannah, and in bringing back dollars to a large amount, shipped at Vera Cruz. On the day after the glorious battle of Barrosa, Lieutenant Westphal assisted at the attack and capture of the enemy's works between Catalina and Santa Maria, whilst at the same time his captain was employed in securing and bringing off the prisoners taken by the British army †.

The situation of Spain and her colonies at this period presented a singular spectacle to the world :—the mother country was contending with a powerful and vindictive enemy, for her existence as a nation ; whilst her subjects abroad, taking advantage of her weakness and difficulties, thought it a favorable opportunity to throw off her yoke, and assert their own independence. In this extremity the conduct of England formed a striking contrast to that of Spain in 1778, when she was similarly situated : she not only sent armies and fleets to fight against the invader, but commissioners were appointed to endeavour to effect a reconciliation between Old Spain and her trans-atlantic provinces. This measure originated with the British ambassador and naval commander-in-chief at Cadiz (Sir Henry Wellesley and Sir Richard G. Keats), who considering it most essential to Great Britian, as well as Spain, and indeed to the cause of Europe in general, that some measures should be taken to stop, if possible, the progress of revolt in South America, and to reconcile the colonies to the mother country, so as

* See Vol. III. Part I. p. 127.

† See *id.* p. 139.

to secure their valuable resources for prosecuting the war against France; and it being considered that Captain Cockburn was particularly acquainted with the actual state of those provinces, and the mutual interests of the two countries, it was decided that he should proceed to England, and lay the necessary information upon those subjects before His Majesty's Government. He consequently left Cadiz in the *Druid* frigate, April 21st, 1811; at which period he was nominally captain of the *Alfred* 74, the *Implacable* having been sent to reinforce the fleet off Toulon.

In June following, we find the *Alfred* cruising between Capes Trafalgar and Spatel, commanded, *pro tempore*, by Licutenant Westphal, who was afterwards charged with the equipment of the Spanish ships of war at Cadiz, preparatory to their being sent for security to Minorca. On the completion of this service, he was appointed by Rear-Admiral the Hon. A. K. Legge, to act as commander of the *Columbine* sloop, in which vessel he conveyed part of the Spanish royal family from Cadiz to Portugal.

On the 8th of the ensuing month, the *Princess of Peace*, then at Tavira, in the latter kingdom, addressed a letter to acting Commander Westphal, of which the following is a true translation:—

“I have received with great estimation the attentive letter you have been good enough to direct me, dated the 2d instant, in which you explain to me your having requested the commandant of the British naval forces stationed at the Guadiana, to give me information of any danger that may offer from the vicinity of the enemy; and in such case to arrange that one of the brigs of war under his orders should transport me, with my family, to a secure point. I cannot sufficiently express my gratitude, for a politeness so singular, and so worthy of estimation.

“I have much felt not seeing the gentleman, commandant of the Guadiana forces, who introduced himself to my beloved brother, and to whom he delivered the letter, which he sent, upon finding it was for me, at which time the commandant had departed.

“I repeat to you my most expressive thanks for your repeated politeness, and, with my beloved brothers, remain full of acknowledgments for the benefits and attention you treated us with.

(Signed) “LA CONDESA DE CHINCON, Princesa de Paz.”

“To the Commandant of the *Columbine*, brig of war.”

In Sept. 1811, the *Columbine* was sent to cruise between Rota and San Lucar, from which places small privateers were frequently sent to sea, disguised as fishing boats, and partly manned by deserters from the British squadron at Cadiz. On the last day of that month, acting Commander Westphal planned an attack upon two armed vessels lying under the batteries at Chipiona, from whence they were brought out by Lieutenant Green, of the *Columbine*, whose force consisted of only three small boats, and who had the satisfaction of reporting only one man wounded; whereas on the 20th March preceding, a division of the British flotilla had sustained considerable loss in an unsuccessful attempt to capture the same vessels under the same defences. Respecting this service, Rear-Admiral Legge wrote to acting Commander Westphal as follows:—

“Revenge, Cadiz Bay, 2d Oct. 1811.”

“Sir,—I have to acknowledge the receipt of your letter of the 1st instant, informing me of the capture of two French privateers by the boats of the *Columbine*, and I beg to express my satisfaction at the gallantry displayed by those employed, as well as your zeal and activity in the service upon which you have been employed, and which I have represented, with your letter, to the Lords Commissioners of the Admiralty, by the packet that sailed last night.

(Signed)

“A. K. LEGGE.”

In Nov. 1811, Captain Cockburn hoisted a broad pendant on board the *Grampus* 50, preparatory to his proceeding as one of three commissioners, with the diplomatic rank of envoys extraordinary and ministers plenipotentiary, nominated by the Prince Regent to mediate between Spain and her colonies, and to guarantee whatever might be adjusted on proper and equitable terms. On this occasion, he was rejoined by Lieutenant Westphal, whose late appointment as acting commander the Admiralty would not confirm.

On the 2d April, 1812, Commodore Cockburn and his colleagues, Messrs. Sydenham and Morier, received final instructions for their guidance; on the 21st of the same month they arrived at Cadiz; and on the 4th August following, returned from thence to England, the existing Government of Spain, and the majority of the Cortes, having pertinaciously

insisted upon confining the mediation to particular parts of South America, instead of taking an enlarged and liberal view, with the intention of adjusting the whole of the differences, and entering into a hearty and permanent reconciliation, as was intended and proposed by the British cabinet.

A few days after his return home from this unsuccessful mission, Commodore Cockburn was advanced to the rank of Rear-Admiral, and ordered to assume the command of the squadron at Cadiz. He accordingly once more proceeded thither, in the *Marlborough* 74, taking with him Mr. Westphal, as his first lieutenant. In Nov. following, he was appointed second in command on the Halifax station, where a fresh field for exertion had recently been opened; and on the 3d Mar. 1813, we find him arriving in the Chesapeake with a detached squadron under his orders.

Although the war between Great Britain and the United States of North America had existed since June 1812, the enemy's extensive navigable rivers had hitherto remained unmolested; but Rear-Admiral Cockburn was determined, so far as rested with himself, that this supineness should no longer continue. Immediately on his arrival in Lynhaven bay, he caused the necessary surveys of the channels to be commenced, and then with part of his force penetrated into Hampton roads. From thence, with armed boats, he entered James river, cleared it of vessels, and carried consternation into the heart of Virginia. An American frigate which had been lying at the mouth of Elizabeth river, watching a favorable opportunity to put to sea, was obliged to return up to Norfolk; and to prevent the possibility of her being followed, the enemy sunk a line of ships across the channel of the river between their forts. Rear-Admiral Cockburn then proceeded up the northern branch of the Chesapeake, capturing on his way several armed and other vessels. On the 22d March, he was joined by his commander-in-chief, Sir John B. Warren, with whom he penetrated nearly up to Annapolis. He subsequently proceeded, first in the *Maidstone* frigate, and next in the *Fantome* brig, until he entered the Elk river, at the very head of the Chesapeake waters. The

boats and a detachment of marines were then sent away under Lieutenant Westphal, who drove the enemy out of French Town, destroyed its dépôts of flour, military stores, &c. disabled six heavy guns, burnt five merchant vessels, and returned to the advanced squadron without the loss of a man killed or missing, and with only one wounded. The value of the property destroyed on this occasion was estimated at no less a sum than £500,000. In his official letter to Sir John B. Warren, the Rear-Admiral says :—

“ To Lieutenant G. A. Westphal, who has so gallantly conducted, and so ably executed this service, my highest encomiums and best acknowledgments are due; and I trust, Sir, you will deem him to have also thereby merited your favorable consideration and notice.”

Rear-Admiral Cockburn afterwards anchored off Spesuçie Island, from whence a supply of cattle was obtained for the fleet in Chesapeake Bay. Whilst in the act of anchoring, he observed guns fired, and American colours hoisted at a battery lately erected at Havre-de-Grace, at the entrance of the Susquehanna river. This immediately gave to the place an importance which he had not before attached to it; and he therefore determined on attacking it. On the 2d May, the boats of the advanced squadron were placed under the command of Lieutenant Westphal, and ordered to assemble, at midnight, alongside the Fantome; a detachment of marines, consisting of about 150 men, embarked in them; and the whole proceeded towards Havre, under the direction of Captain John Lawrence, of the above sloop. Lieutenant Westphal led the van, in a rocket-boat, and took his station close to the battery, whilst those in the rear occupied the necessary positions for commencing the attack at dawn of day. Before that time arrived, however, he was discovered and fired upon; to which the advanced launches and rocket-boats gave so warm a return that the enemy soon fled to the furthest extremity of the town. Lieutenant Westphal then landed with his boat's crew, turned their own guns on the fugitives, and, having dismounted and seized an American officer, set out on the captured horse in pursuit of them, forgetting, in the ardour of the moment, that his friends on foot could not

possibly keep pace with him. In a few minutes he found himself surrounded by armed men, who, on discovering that he was an English officer, which he gallantly declared himself to be, demanded his immediate surrender. To this he made no reply, but resolutely dashed through them, firing his pistols right and left, and slashing away with his sword in all directions. Not only did he succeed in extricating himself from so critical a situation, but he also, after receiving a shot through one hand, actually took prisoner, and galloped off with, a captain of the American militia. In the mean time the marines landed to the left of the battery, and the enemy were soon driven from all their lurking places into the neighbouring woods. The houses of those persons who had taken up arms against the British were then burnt, the guns of the battery embarked, and, in the course of the same day, a most valuable cannon foundry, about three or four miles to the northward of Havre-de-Grace, a large store of flour, and five vessels lying in the Susquehanna, destroyed. In concluding his official report of this day's occurrences, Rear-Admiral Cockburn expresses himself to Sir John B. Warren as follows :—

" Of Lieutenant G. A. Westphal, whose exemplary and gallant conduct it has been necessary for me already to notice in detailing to you the operations of the day, I shall now only add, that from a thorough knowledge of his merits (he having served many years with me as first lieutenant) *I always, on similar occasions, expect much from him; but this day he even outstripped those expectations, and though in considerable pain from his wound, he insisted on continuing to assist me to the last moment with his able exertions*; I therefore, Sir, cannot but entertain a confident hope that his services of to-day, and the wound he has received, added to what he so successfully executed at French Town, will obtain for him your favorable consideration and notice, and that of my Lords Commissioners of the Admiralty."

The successful result of an expedition immediately afterwards undertaken against Georgetown and Frederickstown, situated up the Sasafra river, has been officially stated in p. 244 *et seq.* of Suppl. Part III. From May 7th until June 19th, 1813, Rear-Admiral Cockburn, with his flag again on board the Marlborough, was employed in keeping up a gene-

ral blockade of the enemy's coast. On the latter day, the commander-in-chief again joined company from Bermuda, bringing with him a small land-force under Colonel Sir Sidney Beckwith, consisting of the 102d regiment, two small battalions of royal marines, a party of the rocket artillery, and two companies of Canadian chasseurs. With this force, and detachments of seamen and marines from the ships, Sir John B. Warren resolved to make an attack upon Norfolk, a well-fortified naval arsenal and depôt, on Elizabeth river; but after an unsuccessful attempt to obtain possession of Crany Island, June 22d, this design was altogether abandoned: the loss sustained by the British afloat and on shore, amounted to three killed, sixteen wounded, and no less than fifty-eight missing; of which latter number, however, forty-one were Canadian chasseurs, or more properly speaking, Frenchmen who had been taken prisoners and enlisted into the English service, purposely to be employed in America. On the 26th of the same month, Lieutenant Westphal assisted at the attack and capture of Hampton, a fortified town, opposite to Elizabeth river: the naval operations this day were directed by Rear-Admiral Cockburn; and the total loss sustained appears to have been five killed, thirty-three wounded, and ten, including four marines, missing.

On the 1st July, 1813, Lieutenant Westphal followed Rear-Admiral Cockburn into the *Sceptre* 74; on the 8th of the same month, he was promoted by the Admiralty to the rank of commander; and four days afterwards he again distinguished himself as the leader of an advanced division of boats, at the capture of Portsmouth and Ocracoke Island, in North Carolina. On this occasion, he "pulled directly and resolutely" for a large brig, the *Anaconda*, mounting eighteen long 9-pounders, the crew of which vessel abandoned her on his near approach, although supported by a schooner, the *Atlas*, of ten guns *.

The *Anaconda* was immediately purchased into the service, and commissioned by Captain Westphal, whose crew at first

* See Suppl. Part IV. p. 213.

consisted of only sixty men, and those chiefly the bad characters of the fleet, who had been drafted from different ships by order of Sir John B. Warren. When ready for sea, he was directed to escort twelve valuable merchant vessels from Halifax to the West Indies; and while performing this service, he appears to have had a rencontre with two large American privateers, one of which struck after losing her jib-boom and fore-top-mast, but escaped in consequence of his passing on in pursuit of the largest, by whose fire his own fore-top-mast was unfortunately brought down just at the close of day, when to have continued the chase any longer would have subjected his important charge to great danger. On the 10th May, 1814, Rear-Admiral Cockburn, then in the Chesapeake, addressed him as follows :

“ Dear Westphal,—I have just received your letter of the 4th March, and assure you I was very sincerely disappointed when I learnt some time ago from Sir John Warren, that he had transferred *Anaconda* to the Jamaica station, for I had expected, and indeed had received a kind of promise, that you were to come to me, and it is such as you that I want in these waters to keep up Jonathan’s kind disposition towards me, as he is beginning to change his note, to write civilly, and to talk of peace : I am nevertheless as anxiously as ever working him annoyance. * * * I learn with satisfaction that the Admiralty have approved of the purchase of the *Anaconda*, and of your appointment ; you are therefore so far secure in employment. * * * Adieu. Accept my best wishes for your health and success, and believe me always most faithfully and truly yours.

(Signed)

“ G. COCKBURN.”

On the same day, the Rear-Admiral wrote to his protégé’s new commander-in-chief, in the following terms :—

“ Dear Brown,—This note will be delivered to you by Captain Westphal, of the *Anaconda*, who was several years my first lieutenant, and whose zeal and gallantry on many occasions enabled me at last to obtain for him his promotion, and makes me anxious to introduce him to your notice, and to request for him your protection and favor ; as in the late re-division of these stations I understand he has been fixed under your command. From a thorough knowledge of his merits as an officer, I am confident you will be pleased with him, and I therefore only add, that I shall consider as a personal favor to myself any attention or kindness which you

may be enabled to shew him. * * * * *. Believe me always,
dear Brown, with the sincerest regard, most faithfully and truly yours,

(Signed)

" G. COCKBURN."

" To Rear-Admiral William Brown,
&c. &c. &c. Jamaica."

In Mar. 1814, Captain Westphal was sent to cruise off the river Mississippi, under the orders of Captain Clement Milward, of the *Herald 20*; and he appears to have continued on that station until the arrival of Sir Alexander I. Cochrane, with the expedition against New Orleans. The manner in which he was subsequently employed will be seen by the following testimonials:

" This is to certify to the Lords Commissioners of the Admiralty, that Captain George Augustus Westphal commanded H. M. sloop *Anaconda*, under my orders, upon the late expedition against New Orleans, and throughout that service his conduct was highly creditable to himself and entirely to my satisfaction.

" In the endeavours, during those operations, to place the small vessels of war as near as possible to the point of landing, Captain Westphal was particularly conspicuous in his zeal and success towards the effecting of this important object; he having, by the utmost perseverance, skill, and exertion, hove the *Anaconda* * over a bank, nearly five miles in extent (upon which there were only eight feet of water, into Lac Borgne, and there occupied a situation that enabled that sloop to render the most essential aid and protection to the open boats conveying troops and supplies from the fleet to the army; which were frequently rescued by her assistance from the imminent danger to which they were reduced by the severity of the weather.

" Captain Westphal, after stationing his vessel, was landed with a division of her seamen, and served in the naval brigade under the command of Captain Sir E. Thomas Troubridge, who made honorable mention of his exertions. Given under my hand this 25th day of April, 1818.

(Signed)

" ALEX. INGLIS COCHRANE."

" These are to certify the Right Honorable the Lords Commissioners of the Admiralty, that having been witness to the meritorious and indefatigable exertions of Captain George Augustus Westphal, when in the command of H. M. sloop *Anaconda*, at the time the attack was made on New Orleans, in Dec. 1814, I feel it my duty to lay the following statement before their lordships.

" The *Anaconda* was ordered by the commander-in-chief, Sir Alexander

* The largest vessel of her class on the expedition.

Cochrane, alongside the *Ramillies* to be lightened, for the purpose of getting her as near to New Orleans as possible; and by the exertions of Captain Westphal, she was prepared for that service in a very few hours, when she proceeded up Lake Borgne, with the view of co-operating with, and protecting the boats of the squadron destined for the attack of the enemy's gun-vessels. The *Anaconda* was of the greatest service in receiving on board the wounded men after the capture of the flotilla*. By his indefatigable exertions, Captain Westphal forced the brig he commanded over a bank, which extended five miles, with only eight feet water on it, which enabled him to proceed nearly twenty miles more in advance than any other of H. M. armed brigs, and which was of the greatest service to the expedition, as it enabled her to guard the passage of the boats, from the ships to their destination, with supplies for the troops; and I have every reason to believe that many of the boats would have fallen into the hands of the enemy, had it not been for the protection they received from the *Anaconda*. As I was ordered up the lake, I was many days on board the *Anaconda*. I have great pleasure in bearing testimony to the above statement, and cannot too strongly recommend Captain Westphal to their Lordships' protection. He then volunteered his services, with the greater part of his crew, to assist in the batteries before New Orleans. Given under my hand this 20th day of April, 1818.

(Signed)

“T. M. HARDY.”

“Having been requested by Captain G. A. Westphal, late of H. M. sloop *Anaconda*, to state my opinion of the situation in which that sloop was placed at the time the attack was made on New Orleans, in Dec. 1814, I feel it my duty to lay the following observations before the Lords Commissioners of the Admiralty.

“Several of the senior captains of the fleet were directed by the commander-in-chief to occupy various stations on Lake Borgne, for the purpose of forwarding and hastening up troops, provisions, and stores for the army, the whole under the orders of Captain Sir Thomas Hardy. I was directed to take that nearest to the point of debarkation. I found the *Anaconda* about twenty miles farther advanced than any other of H. M. sloops, and placed in such an admirable position as enabled her most effectually to guard the passage of the boats of the squadron, from the ships to their destination against the enemy; as well as to afford them relief when, from the excessive fatigue of their crews, they were obliged to take refuge and protection on board. I therefore deemed it necessary to take up my residence on board that sloop, for the more effectually carrying on the duty entrusted to me. Captain Westphal was then serving on shore with the army, with the greater part of his officers and crew.

“A month's continuance on that service gave me ample conviction of

* See Suppl. Part IV. pp. 4—7.

the great utility afforded the public service by the protection thus given which I attribute solely to the judgment and exertion of Captain Westphal in placing his vessel, and which cannot be better exemplified than by stating, that no accident or capture occurred during that period; but when the *Anaconda* was ordered on another service, and before a suitable force could be sent to occupy her place, several boats were captured on the re-embarkation of the troops, thereby occasioning the loss of many men and stores.

"During the many visits Sir Thomas Hardy paid the *Anaconda*, he constantly expressed to me his satisfaction of her excellent position, and the protection she thus afforded: my opinion is therefore greatly strengthened by the superior judgment of an officer of such merit as Sir Thomas Hardy; and I must take the liberty of adding, that I consider Captain Westphal most highly meriting the protection of their Lordships, for his able conduct on the occasion above alluded to.

(Signed)

"CHARLES DASHWOOD."

"2d May, 1818."

In Feb. 1815, Captain Westphal was sent in the *Anaconda*, from Mobile, with the *Shelburne* schooner under his orders, to cruise off that part of the coast of Florida lying north of the Havannah; on which station he continued until the final cessation of hostilities. He then returned to Jamaica, where his fine brig was surveyed and condemned, in consequence of the injury she had sustained during the operations against New Orleans. In the ensuing summer, we find him coming home as a passenger on board the *Moselle* sloop, Captain John Moberly. He obtained post rank in Aug. 1819.

Captain Westphal's next appointment was, May 27th, 1822, to the *Jupiter* 60, in which ship he conveyed Lord Amherst and suite to Bengal. Soon after his return to England, in Dec. 1823, he received the honor of knighthood; for which, as the Right Hon. (now Sir) Robert Peel informed him, "he had been recommended, more in consideration of his gallant and distinguished services against the enemy, than of his having taken out the Governor-General of India." To this the Secretary of State added, "that other officers, who might hereafter be similarly employed, were not to consider his being knighted as establishing a precedent in their favor." We have now only to remark, that from his first entry into the service, until the conclusion of the war with

America, a period of more than sixteen years, Sir George Augustus Westphal was not on shore altogether six weeks. He has been under the enemy's fire, in engagements of various kinds, upwards of one hundred times; he has been thrice wounded; and his gallant conduct in battle has been eight times noticed in gazetted despatches.

Agents,—Sir F. M. Ommanney & Son.

ADDENDA TO CAPTAINS OF 1830.

PHILLIP PARKER KING, Esq.

Fellow of the Royal and Linnæan Societies; Member of the Royal Asiatic Society of London; and a Corresponding Member of the Zoological Society.

THIS officer's father, the late Captain Phillip Gidley King, R. N., was many years Lieutenant-Governor, and for six years Governor, of New South Wales. He obtained post rank in 1798, and died at Lower Tooting, co. Surrey, Sept. 3d, 1808.

Mr. Phillip Parker King was born at Norfolk Island, in the South Pacific Ocean, Dec. 13th, 1791; and entered the navy as midshipman on board the *Diana* frigate, Captain (afterwards Commodore) Charles Grant, Nov. 25th, 1807. In the following year, he "well-supported" the first lieutenant of that ship, in an attack made by her boats upon a French convoy between Nantz and Rochfort*. In Oct. 1810, he quitted the *Diana*, and proceeded, in the *Hibernia* 120, to the Mediterranean, where he successively joined the *Centaur*, *Cumberland*, and *Armada*, 74's, the latter commanded by Captain Grant, with whom he continued until the completion of his time, when he was received on board the *Caledonia* 120, bearing the flag of Sir Edward Pellew (now Viscount Exmouth) commander-in-chief on that station, who promoted him into the *Trident* 64, guard-ship at Malta, Feb.

* See Vol. III. Part I. p. 187.

14th, 1814; and subsequently removed him to the *Elizabeth* 74, Captain Edward Leveson Gower, from which ship he was paid off in June 1815.

In the beginning of 1817, among the numerous voyages of survey and discovery upon which a part of the navy of Great Britain was so honorably and so usefully employed, the unexplored coasts of Australia were not forgotten. An expedition for the purpose of completing the survey of its north and north-west coast was planned, under the joint direction of the Lords Commissioners of the Admiralty and the Secretary of State for the Colonies, to the command of which Lieutenant King had the honor of being appointed. The arrangements for providing him with a vessel and crew were made by the latter department.

On the 5th Feb., Lieutenant King received his appointment, together with an order for a passage in the hired transport *Dick*, then about to convey H. M. 48th regiment from Cork to New South Wales, where she arrived on the 3d September, after a passage from Ireland of twenty-two weeks, including a fortnight spent at Rio de Janeiro.

The vessel appropriated to Lieutenant King's use was the *Mermaid*, a cutter of 84 tons burden, built of teak, and not quite twelve months old; her length was 56 feet; breadth of beam 18 feet 6 inches; and she did not, when deep-laden, draw more than 9 feet: the total number of her officers and crew was only eighteen, viz. Lieutenant King, commander; Messrs. Frederick Bedwell and John Septimus Roe, master's-mates, both of whom had accompanied him from England; Mr. Allan Cunningham, botanical collector; twelve seamen, and two boys. In addition to this establishment, Lieutenant King accepted the proffered services of Boongaree, a Port Jackson native, who had formerly accompanied Captain Flinders in the *Investigator*, and also on a previous occasion in the Norfolk schooner.

The *Mermaid* could not be got ready to commence her interesting voyage until towards the end of December, when we find Lieutenant King steering for Bass's Strait, with the intention of passing along the southern and western coasts,

and commencing his survey at the N. W. cape of New Holland. A few days after his departure from Sydney Cove, he found that a considerable quantity of bread was already spoiled from damp and leaks, which necessarily obliged the officers and crew to go at once upon a reduced allowance of that article. On rounding Cape Leeuwin, the S. W. extremity of the continent, Feb. 1st, 1818, all hands were attacked, more or less violently, with a bowel complaint, and symptoms of dysentery. On the second day, when it happily began to subside, only four men were able to keep watch. On the 12th of the same month, the *Mermaid* had only one serviceable anchor remaining.

The various parts of the coast between the N. W. cape and Depuch Island were visited before the 6th March; on which day, the westerly monsoon being nearly expended, Lieutenant King stretched off to examine a shoal discovered by Captain (now Sir Josias) Rowley, in the year 1800. He then ran to the eastward, as far as Point Braithwaite, on the north coast; from whence he carried on his survey, westwardly, until May 31st. Whilst employed in watering at one of the Goulburn Islands, Mar. 30th, three of his men were slightly wounded by stones thrown from the brink of a cliff overhanging the beach. "It was, however, fortunate," says he, "that we were not often obliged to resort to fire-arms for a defence, for the greater number of the twelve muskets that we possessed were useless, notwithstanding they were the best that could be procured at Port Jackson when the vessel was equipped."

On the 4th June, the *Mermaid* anchored off the Dutch settlement of Coupang; and during her stay there, the departure of a vessel for Batavia furnished Lieutenant King with an opportunity of acquainting the Admiralty of his progress. His letter arrived in time to contradict a report which reached England, of the *Mermaid* having been wrecked, and that all on board had perished. The receipt of his first report was thus officially acknowledged:—

"Admiralty Office, 8th Dec. 1818.

"Sir,—I have received, and communicated to my Lords Commissioners

of the Admiralty, your letter dated at Timor the 10th of June last, and in return I am commanded by their lordships to acquaint you that they approve of your proceedings, and are pleased to find that you appear to have done so much with such small means, and, they are glad to observe, without sickness or accidents. Their lordships commend your forbearance towards the natives, and they trust you will continue to be very careful of the lives of yourself, your officers, and your ship's company.

(Signed)

"JOHN BARROW."

Soon after leaving Coupang, the crew of the *Mermaid* were attacked by dysentery, brought on by change of diet; and at one time the disease wore a very alarming appearance. On the 9th July, whilst running to the southward, in a heavy gale, her stern-boat was washed away; and on the 24th, just after re-entering Bass's Strait, one of her seamen breathed his last. From the 13th of the same month, on which day she passed the meridian of Cape Leeuwin, until the 26th, when she was again on the east coast of New Holland, her people were constantly wet with the continued breaking over of the sea; and on the latter day, she had only five men capable of duty. On the 29th, at midnight, she anchored in Sydney Cove, after an absence of thirty-one weeks and three days. "Upon reviewing the proceedings of the voyage," says her commander, "the result of which bore but a small proportion to what we had yet to do, I saw, with no little satisfaction, that I had been enabled to set at rest the two particular points of my instructions, namely, the opening behind Rosemary Island, and the examination of the great bay of Van Diemen.

"Upon rounding the N. W. Cape, we had been unfortunate in losing our anchors, which very much crippled our proceedings, and prevented our prosecuting the examination of the coast in so detailed a manner as we otherwise might have done; for we possessed no resource to avail ourselves of, if we had been so unfortunate as to get on shore. A series of fine weather, however, on the first part, and a sheltered coast with good anchorage, on the latter part of the voyage, enabled us to carry on the survey without accident; and nearly as much has been effected with one anchor, as could have been done had we possessed the whole. It prevented, however, our examining the bottom of Exmouth

Gulf, and our landing upon Depuch Island. The latter was a great disappointment to us, on account of the description which M. Peron gives of the island, in his historical account of Baudin's voyage, from the report of M. Ronsard, who visited it.

"On our passage to the north coast, we saw the Impe-rieuse and Clerke's shoals, and also discovered a third, the Mermaid's.

"On the north coast, we found some deep bays and excellent ports, and at the bottom of the great bay of Van Diemen we discovered several rivers, one of which we ascended for forty miles. Mr. Cunningham made a very valuable and extensive collection of dried plants and seeds; but, from the small size of our vessel, and the constant occupation of myself and the two midshipmen, we had neither space nor time to form any other collection of natural history than a few insects, and some specimens of the geology of those parts where we had landed."

"The construction of the charts of the preceding voyage, together with the equipment of the vessel, fully occupied me until the month of December; when, having some time to spare before we could leave Port Jackson on our second voyage to the north coast, in consequence of its being the time when the westerly monsoon prevails, I acquainted His Excellency the Governor, of my intention of surveying the entrance of Macquarie Harbour, which had lately been discovered on the western coast of Van Diemen's Land. To make my visit there as useful as possible to the colony, a passage was offered to Mr. Justice Field, the judge of the Supreme Court, who was at that time about to proceed to Hobart Town, to hold his court; and, as it was probable that his business would terminate about the time of our return, it was arranged that the Mermaid should also convey him back. We left Sydney Cove on the 24th December, but did not clear the heads of the port until the following morning."

On the 14th Feb. 1819, the Mermaid returned to Port Jackson, from whence Lieutenant King sent home an account of his late proceedings, the receipt of which was duly acknowledged as follows:—

"Admiralty Office, 11th Dec. 1819."

"Sir,—I have received the letter which you addressed to me from Sydney on the 23d February last; and, having communicated it to my

Lords Commissioners of the Admiralty, I am commanded to convey to you their Lordships' approbation of your conduct, and their satisfaction at your report of the good conduct of the two midshipmen under your orders.

"It is their Lordships' directions that you should continue the survey, until you shall have completed the whole of the west coast of New Holland, so that your survey shall unite with that of Captain Flinders."

"Their Lordships are aware that a vessel of such small tonnage as the Mermaid is inconvenient for such extensive work; but they trust that the Governor of the colony will do every thing in his power towards fitting and storing her, and removing, as far as his means may extend, the inconveniences of the vessel.

(Signed)

"J. W. CROKER."

Between the period of Lieutenant King's return from Van Diemen's Land and the second week of March, 1819, he was prevented from making any preparation for his second voyage to the north coast by an unusual continuance of the heavy rains incident to that season; which caused three floods on the Hawkesbury and Nepean rivers, and did considerable damage to the ripening crops. This unfavorable weather so retarded the equipment of the Mermaid, that it was the middle of April before she was ready for sea; even then she was not able to complete her crew; but at length she sailed from Port Jackson on the 8th of May.

"As it was my intention," says Lieutenant King, "to take the northerly passage through Torres Strait, I proposed, in my way up the east coast, to examine Port Macquarie; and in order that the governor might be informed of the result of our proceedings as soon as possible, Lieutenant Oxley, R. N., the surveyor-general of the colony, accompanied me in the Lady Nelson, colonial brig. * * * * *. In consequence of the report made by Lieutenant Oxley to the governor, upon the result of the expedition, an establishment has been since formed at this harbour, which, at present, is used only as a penal settlement: hitherto, no settlers have been permitted to take their grants at Port Macquarie; but, when this is allowed, it will, from the superiority of its climate, and the great extent of fine country in the interior, become a very important and valuable dependency of the colony of New South Wales. * * *

"July 24th, at 3-30 P. M., Bligh's Turtle Island was seen, for which we steered; but, attracted by the flattering appearance of an opening in Newcastle Bay, we hauled in to examine it. As we stood towards it, the soundings were very regular until we were within the projecting points of the coast, when the quality of the bottom changed from mud to sand;

and with this the depth began to decrease. The opening trended deeply in to the N. W., and bore the character of a river, with a good port at its *embouchure*; the heads of which were rocky and apparently bold, but the light colour of the water between them, indicated that its entrance was shoal, and would prove both intricate and dangerous to pass. Sooner however than was expected, the water shoaled to three fathoms; and, before it was possible to avoid it, the vessel struck: the helm was put up, but she continued to beat on a hard sandy bottom as her head paid off. Some time elapsed, for it was blowing strong, before the main-sheet could be hauled in to 'gybe' the sail; during which the cutter was running along the shoal or bar in ten feet water, which was not sufficient to float her; for she struck the ground violently every time that the swell passed by. Upon the main-boom being got over, and the vessel's keel touching the ground at the same instant, her head flew up in the wind, and she was very nearly thrown back upon the bank. This was, however, fortunately prevented;—in a few seconds she reached deeper water, and we providentially escaped a danger which had so nearly proved fatal to the vessel and our lives; for had the cutter remained aground on the bank during the night, the sea was so heavy that there would not have been the least vestige of her the following morning. To commemorate this occurrence, I have distinguished the opening with the name of Escape River."

The evening closed in with every appearance of bad weather, and the Mermaid was obliged to bring up in a very exposed situation, without any protection, either from the wind or sea. On the 25th, at 4 A. M., the ring of the anchor broke, and she drifted a cable's length to leeward before another could be dropped. At day-light the wind blew so hard as to render the recovery of the broken anchor impossible; and in the course of the same day the arm of a second broke, owing to its being ill shaped and badly wrought.

"On another occasion," observes Lieutenant King, "this misfortune might have caused the loss of the vessel; but, fortunately, a few hours' day-light, and a clear run before us, enabled us to proceed, and before sunset we passed Booby Island. A remarkable coincidence of our losses upon the two voyages has now occurred: last year, at the N. W. Cape, we lost two anchors just as we were commencing the survey, and now, on rounding the N. E. Cape, to commence our examination of the north coast, we have encountered a similar loss, leaving us, in both instances, only one bower anchor to carry on the survey."

Eleven weeks had now elapsed since the Mermaid left Port Jackson; "during which time," says her commander,

"I had been able to lay down the different projections of the N. E. coast, and our track within the barrier reefs between the Percy Islands and Cape York; besides having surveyed Port Macquarie, examined Rodd's Bay, and constructed a boat at Endeavour River.

"Until we passed Cape Grafton the weather was generally fine, and favorable for our purpose; but, between that cape and Torres Strait, it had been thick and cloudy, with frequent rain; which not only increased the danger of the navigation, but also considerably retarded our progress; and, from the continual dampness of the cabins below, which, from the small size of the vessel, and our not possessing the advantage of a stove to dry them, it was impossible to prevent, occasioned much sickness: but fortunately it was checked by our reaching a more salubrious climate. The attention I was obliged to pay to the invalids, took up a great deal of my time, which ought to have been otherwise and more advantageously employed in the object of the voyage. Sailors, of all other people, are the most incautious and careless in contracting illness; but when attacked, there are none that require more attendance and nursing; besides, they were unwilling, in the first instance, to trust to my ignorance, until increasing sickness obliged them, and then my fear was that, although I might be of service and check the disorder, their complaint was possibly not understood by me, and that eventually, instead of curing, I might destroy my patient. And to these fears my mind was so constantly alive, that on some occasions I thought of little else.

"On our voyage from Torres Strait to the western head of the Gulf of Carpentaria, which is Cape Arnhem, no incident occurred of sufficient interest to be worth recording; but no sooner had we passed Torres Strait, than a very sensible difference was perceived in the temperature; the thermometer was observed to range between 75° and 83°, which was about 3° higher than it did on the south side of the strait: this change produced a drier air and finer weather, and soon restored our invalids to perfect health."

On the 27th Sept. Lieutenant King had to record the death of one of his most attentive and useful men, a native, like himself, of Norfolk Island. This poor fellow, for some time before, and particularly during the last three days of his existence, had been suffering from a dropsical complaint; but his death was occasioned by suffocation, having very imprudently laid down with his head to leeward, while the cutter was under sail in Cambridge Gulf, which is described as a very extraordinary inlet. On the 30th of the same

month, the *Mermaid* had reached Cape Londonderry, a part of the coast which, if we except a few of the islands that front it, Mons. Baudin did not see.

"We should, therefore," continues Lieutenant King, "have commenced its examination with more pleasure had we been in a state better fitted for the purpose; but we were rapidly consuming our stock of water, without any prospect of finding a supply at this season; and this, added to the loss of our anchors, considerably lessened the satisfaction we should otherwise have felt in viewing the prospect before us."

In the space between Cape Bougainville and Cape Voltaire, which he has named the Admiralty Gulf, Lieutenant King determined the positions of at least forty islands or islets. The plan given by Mons. Freycinet of this Archipelago is so defective, that many of his islands could not be recognized.

On the 16th Oct, Lieutenant King again directed his course for Timor, but owing to contrary winds and unfavorable weather, he did not reach Coupang before the 1st of November. On the 12th Jan. 1820, we find him returning to Port Jackson, after an absence of thirty-five weeks and four days.

"The result of our proceedings during this voyage," says he, "has been the survey of 540 miles of the northern coast, in addition to the 500 that were previously examined. Besides which we had made a running survey of that portion of the intertropical part of the east coast, that is situated between the Percy Isles and Torres Strait, a distance of 900 miles, the detailed survey of which had never before been made; for Captain Cook merely examined it in a cursory manner as he passed up the coast. The opportunity, therefore, was not lost of making such observations on our voyage as enabled me to present to the public a route towards Torres Strait infinitely preferable on every account to the dangerous navigation without the reefs, which has hitherto been chiefly used."

On receiving their wages, the whole of the *Mermaid's* crew, with only two exceptions, requested to be discharged; and the middle of June had nearly arrived before she could be re-manned. Mr. James Hunter, surgeon, who had arrived at Port Jackson in charge of convicts, then volunteered his services, which were gladly accepted, and he was accordingly attached to the cutter's establishment. On the 22d of that

month, eight days after her departure from Sydney Cove, she lost her bowsprit by plunging into a head sea; nor was it until the 13th July that her voyage could be resumed. Seven days afterwards she got aground on the south side of Port Bowen, and received very serious damage. On the 24th of the latter month, the Under Secretary of State for the Colonies wrote to Lieutenant King as follows:—

"Sir,—I have laid before Lord Bathurst your letter of the 26th Feb. 1820, transmitting the charts of your first voyage of survey on the coasts of New Holland, and a brief account of your second voyage; and I am directed by his lordship to acquaint you that the manner in which you have, up to the period from which your letter is dated, discharged the duty entrusted to you, has been highly satisfactory to him. I am, &c.

(Signed)

"HENRY GOULBURN."

On the 16th Aug. 1820, the Mermaid reached Booby Island, in Torres Strait; and on the 5th Sept., passed Cape Voltaire, at which point the preceding year's survey had terminated. To the westward of this position, Lieutenant King counted twenty-three islands, the northernmost of which he supposes to be the Montalivet Isles of Baudin: another group, near a fine harbour which he entered on the 20th Sept., and named Port Nelson, he called the Coronation Islands. The state of the Mermaid at this period is thus described in his journal:—

"Notwithstanding we had constantly experienced, since the period of our leaving the east coast, both fine weather and smooth water, yet the leaky state of the vessel had been gradually increasing; leading me to fear that the injury received at Port Bowen had been much more serious than we had then contemplated. Having the advantage of smooth water and a fair wind during our passage up the east coast, the damage had not shewn itself until we reached Cairncross Island: after this it was occasionally observed, but with more or less effect according to the strength and direction of the wind, and the state of the sea. At the anchorage off Booby Island, being exposed to a swell, she made four inches of water in an hour; and, in passing round Cape Torrens, the vessel being pressed down in the water from the freshness of the sea-breeze, it gained as much as nine inches in one hour and twenty minutes. From the alarming increase of the leak, it became absolutely necessary to ascertain the full extent of the damage, in order that we might, if possible, repair it, so as not to prevent the further prosecution of the voyage, or at least to ensure our return to Port Jackson.

"We were fortunately upon a part of the coast where the tides had a sufficient rise and fall to enable us to lay her on shore without difficulty; but the beaches in York Sound and Prince Frederick's Harbour were all too steep for the purpose. The spring tides were now at hand; and, it being on this account very important that it should be done as speedily as possible, I left the cutter the following morning in search of a convenient place, in which I was fortunately very soon successful; for, at the bottom of the port (Nelson) in which we had anchored, we landed on the sandy beach of a bay which, to my inexpressible satisfaction, was found in every way suitable for the object we had in view. Deferring, therefore, any further examination for a more convenient opportunity, I hastened on board, and, in the course of the morning (Sept. 21st), anchored the cutter close to the beach. The sails, being sent on shore, were suspended to trees and converted into tents, for the preservation of our provisions and stores, and for habitations for the officers and crew. The following day all our wet and dry provisions, our wood and guns, were landed, and the greater part of the crew slept on shore. The next morning, at high tide, the vessel was warped and secured as far up the beach as the water would allow, preparatory to her taking the ground, which event we awaited with considerable anxiety. When the tide left her dry, we proceeded to examine her bottom; and having stripped the copper off the stern-post, the full extent of the injury she had sustained was detected, and found to be greater even than our fears had anticipated. The after-part of the keel was rent for two feet in an horizontal direction, and its connexion with the stern-post and garboard streak so much weakened that, at the first impression, there was every reason to fear we could not remedy the defects sufficiently to ensure even an immediate return to Port Jackson; but when the full extent of our means were considered, it was thought not only possible to repair the injury, but to do it so effectually as to permit our completing the voyage according to our original intention.

"In order to connect the keel and stern-post, both of which were almost separated from the frame of the vessel, two bolts, each twenty-four inches long, were driven up obliquely through the keel, and two of the same size horizontally through the stern-post, into the dead wood; besides which, they were also united by a stout iron brace, which was fitted under the keel, and up each side of the stern post; by which method the injury appeared to be so well repaired, that we had no fears for our safety if the weather should be but moderately fine.

"These repairs were completed by the 28th; but, just as we were congratulating ourselves upon having performed them, a fresh defect was discovered, which threatened more alarming consequences even than the other: upon stripping off some sheets of copper, the spike nails, which fastened the planks, were found to be decaying; and many were so entirely decomposed by oxidation, that a straw was easily thrust through the vacant holes. As we had not nails enough to replace the whole of the copper, for

that was now our only security, we could not venture to remove more than a few sheets from those parts which appeared the most suspicious, under all of which we found the nails so defective, that we had reason to fear we might start some planks before we reached Port Jackson, the consequence of which would unquestionably be fatal to the vessel and our lives. All that we could do to remedy the defect, was to caulk the water-ways and counter, and to nail an additional streak of copper a foot higher than before. This further temporary repair was finished by the 30th; but we were detained until the 5th of October before the tide rose high enough to float the cutter. By the 8th, every thing being embarked, we made preparations to quit this place (Careening Bay), which had afforded us the means of repairing our damage, and stopping for the present the progress of an injury which had been every day assuming a more serious aspect.

"Oct. 11th,—Our people were now all laid up with sores upon their feet and legs, from cuts and bruises received in scrambling over the rocks; and several were affected by ophthalmia. Besides this, the rainy season was approaching; it commenced last year about the 13th of October, and as the weather was now close and sultry, and daily getting more unfavorable, the change was evidently at hand. We therefore determined upon quitting the coast as soon as possible. In beating out of the river (Prince Regent's) the cutter leaked a good deal, which shewed that our late repair at Careening Bay had not placed us without the pale of danger. This made me decide upon instantly returning to Port Jackson: but it was with great regret that I found it necessary to resolve so; for the land to the westward appeared so indented, as to render the necessity of our departure at this moment particularly vexatious.

"Dec. 2d,—We were off Mount Dromedary; and the wind blew strong from the east, the weather assuming a threatening appearance. The next day we passed the heads of Jervis Bay, at the distance of three or four leagues, and the course was altered to North and N. b. W. parallel to the coast. At noon, an indifferent observation for the latitude, and a sight of the land, which for a few minutes was visible through the squalls, shewed that our situation was very much nearer to the shore than we had expected, a circumstance that was attributed to a current setting into the bight to the northward of Jervis Bay. The wind from the eastward was light and baffling, and this, added to the critical situation we were in, made me very anxious to obtain an offing before night, for there was every appearance of a gale from the eastward.

"Dec. 4th,—From an unusually westerly current, we found ourselves, very nearly to our destruction, considerably out of our reckoning. At 2-40 A. M., by the glare of a flash of lightning, the land was suddenly discovered close under our lee: we hauled to the wind immediately; but the breeze at the same moment fell, and the swell being heavy, the cutter made but little progress. Sail was made as quickly as possible, and as the cutter headed N. N. E., there was every likelihood of her clearing the

land ; but a quarter of an hour afterwards, by the light of another flash, it was again seen close to us, stretching from right a-head to our lee-quarter, and so near, that the breakers were distinctly seen gleaming through the darkness of the night. A third flash confirmed our fears as to the dangerous situation we were in ; and as there was not room to veer with safety, the helm was immediately put a-lee ; but, as was feared, the cutter refused stays. We were now obliged to veer as a last resource, and the sails being manœuvred, so as to perform this operation as quickly as possible, we fortunately succeeded in the attempt, and the cutter's head was brought to the wind upon the other tack, without her striking the rocks : we were now obliged to steer as close to the wind as possible, in order to weather the reef, on which the sea was breaking, within five yards to leeward of the vessel : our escape appeared to be next to impossible : the night was of a pitchy darkness, and we were only aware of our situation from time to time as the lightning flashed : the interval, therefore, between the flashes, which were so vivid as to illumine the horizon around, was of a most awful and appalling nature, and the momentary succession of our hopes and fears, which crowded rapidly upon each other, may be better imagined than described. We were evidently passing the line of breakers very quickly ; but our escape appeared to be only possible through the interposition of a Divine Providence ; for, by the glare of a vivid stream of forked lightning, the extremity of the reef was seen within ten yards from our lee-bow ; and the wave which floated the vessel, the next moment broke upon the rocks with a surf as high as her mast-head : at this dreadful moment the swell left the cutter, and she struck upon a rock with such force, that the rudder was nearly lifted out of the gudgeons : fortunately we had a good seaman at the helm, for instantly recovering the tiller, by a blow from which he had been knocked down when the vessel struck, he obeyed my orders with such attention and alacrity, that the sails were kept full ; so that by her not losing way, she cleared the rock before the succeeding wave flowed from under her, and the next moment a flash of lightning shewed to our almost unbelieving eyes that we had passed the extremity of the rocks, and were in safety !

“ It was now doubtful whether we could clear the point under our lee which we first saw ; but as the next flash shewed that we were between the heads of Botany Bay, and that the point on which we had nearly been wrecked was, according to Captain Hunter's plan, Cape Banks, its northern head, we bore up, and, in half an hour, were safe at anchor. On the 6th, H. E. the Governor was informed of our arrival, and of our intention to go round to Port Jackson as soon as the weather cleared up ; but we were detained by it until the 9th, when with some difficulty we cleared the entrance of the bay. At noon, the anchor was once more dropped in Sydney Cove, after an absence of twenty-five weeks and three days.”

As soon as an opportunity offered, the *Mermaid* was laid

on shore and surveyed. Upon stripping the copper off the bottom, the tide flowed into her, and proved that to the sheathing alone her officers and crew were indebted for their safety. In consequence of this, a brig of 170 tons burden was purchased, and, at the suggestion of Governor Macquarie, named the "Bathurst."

"By this change," says Lieutenant King, "we gained a great addition to our comforts; and, besides increasing the number of our crew, were much better off in regard to boats; for we now possessed a long boat, large enough to carry out and weigh an anchor, or save the crew, if any accident should happen to the vessel,—a resource which we did not possess in the *Mermaid*. A further addition was made to our party by the appointment of Mr. Perceval Baskerville, midshipman; but Mr. Hunter, the surgeon, was superseded by Mr. Andrew Montgomery, who had lately arrived in charge of a convict ship."

The Bathurst's establishment consisted of 33 officers, men, and boys, including a volunteer native, named Bundell, who proved to be not only a more active seaman, but was of much greater service to Lieutenant King, than his countryman Boongaree had been. Nor was this man the only person who voluntarily encountered the perils attending the circumnavigation of New Holland; for Lieutenant King informs us, that on the 30th May, 1821, three days after his departure from Port Jackson, a girl, not more than fourteen years of age, was found concealed among the casks in the hold, which had been locked ever since the 26th.

"She had secreted herself," he says, "in order to accompany the boatswain to sea, and when brought upon deck, she was in a most pitiable plight, for her dress and appearance were so filthy, from four days' confinement in a dark hold, and from having been dreadfully sea-sick the whole time, that her acquaintances, of whom she had many on board, could scarcely recognise her. Upon being interrogated, she declared she had, unknown to all on board, concealed herself in the hold the day before the vessel sailed, and that her swain knew nothing of the step she had taken. As it was now inconvenient to return into port to put her on shore, and as the man consented to share his ration with her, she was allowed to remain; but in a very short time she heartily repented of her imprudence, and would gladly have been re-landed, had it been possible.

"Upon reaching Cairncross Island (June 30th), as we were in the act of letting go the anchor, Mr. Roe, who was at the mast-head, holding

thoughtlessly by the fore-topmast-stay-sail-haliards, was precipitated from a height of fifty feet, and fell senseless on the deck. This unfortunate event threatened to deprive me of his very valuable assistance for some time, a loss I could but very ill spare, particularly when upon the point of returning to the examination of so intricate a coast as that part where we last left off.

"At 10-30 p. m. during a very heavy squall, the cable parted; but the brig happily drifted with her head to starboard, and passed clear both of the Dick and San Antonio" (two merchant vessels then in company); "the chain-cabled anchor was then dropped, which brought her up in fifteen fathoms, mud, in which berth she appeared to ride much easier than before. I was now very anxious about the lost anchor; and, having expressed a wish to inform Mr. Harrison" (the master of the Dick) "of our situation, and to request him to recover our anchor in the morning if the weather would permit, Mr. Bedwell volunteered to go on board that ship, which, although a service of danger, was, if possible to be effected, absolutely necessary. The boat shoved off; but as the crew were unable to pull it a-head, I called her on board again, which was most fortunate, for shortly afterwards the chain-cable parted also, and the brig drove with her head towards the shore. An attempt was made to veer; but, from the weight of the chain at the bow, this manœuvre could not be effected: fearing, therefore, to drift any more to the westward, in which direction we were making rapid way, I was under the necessity of slipping the chain, by which we lost one hundred fathoms of cable. Being now freed from this impediment, the brig's head was placed off shore; and after making sail, we fired several muskets and shewed lights, as signals to the Dick, who, it afterwards appeared, kept a light up for our guidance; but the weather was so squally and thick, with almost constant rain, that it was not seen by us. At day-dawn we were joined by our companions; and, as it was not possible, from the state of the weather, to regain the anchors we had lost, made sail towards Turtle Island, on our way to which we passed Escape River. Both of these places reminded us of former perils; but the recollection of our providential preservation on those occasions, as well as on many others during our former voyages, increased the grateful feelings which we now felt for our safety and protection during the last night, the anxieties and circumstances of which can never be obliterated from our minds. At 4 p. m. (July 1st), we passed Booby Island, and steered W. b. S. across the Gulf of Carpentaria."

On the 7th July 1821, Lieutenant King was advanced to the rank of commander. On the 25th, he again entered Prince Regent's River, and there completed his fuel and water. On the 7th August, Mr. Montgomery was speared in

the back by a native, and several days elapsed before he considered himself out of danger.

"On the 20th," remarks Commander King, "we were beginning to feel the effects of this fatiguing duty. One-fourth of the people who kept watch were ill with bilious or feverish attacks, and we had never been altogether free from sickness since our arrival upon the coast. Mr. Montgomery's wound was, however, happily quite healed, and Mr. Roe had also returned to his duty; but Mr. Cunningham, who had been confined to the vessel since the day we arrived in Careening Bay (July 23d), was still upon the sick list. Our passage up the east coast, the fatigues of watering and wooding, and our constant harassing employment during the examination of the coast between Hanover Bay and Cape Levêque, had produced their bad effects upon the constitutions of our people. Our dry provisions had suffered much from rats and cockroaches, and this was not the only way these vermin annoyed us, for, on opening a keg of musket-ball cartridges, we found, out of 750 rounds, more than half the number quite destroyed, and the remainder so injured as to be useless.

"Aug. 26th.—As the wind now blew constantly from the S. W., or from some southern direction, and caused our progress to be very slow and tedious; and as the shore for some distance to the southward of Cape Latouche-Treville had been partly seen by the French, I resolved upon leaving the coast. The want of a second anchor was so much felt, that we dared not venture into any difficulty where the appearance of the place invited a particular investigation, on account of the exposed nature of the coast, and the strength of the tides, which were now near the springs: upon every consideration, therefore, it was not deemed prudent to rely any longer upon the good fortune that had hitherto so often attended us in our difficulties. Accordingly, we directed our course for Mauritius."

After re-fitting at Port Louis, the Bathurst proceeded to King George the Third's Sound, where she remained, in amicable intercourse with the natives, from Dec. 23d, 1821, until the 6th Jan. 1822. Between Jan. 14th and 29th, the whole of the west coast of New Holland, from Rottnest Island to the N. W. cape, with the exception of Shark's Bay, was examined; and on the 8th Feb. we find Commander King again off Cape Levêque. Another remarkable escape is thus recorded in his journal:—

"It was my intention to have brought up under the lee of Point Swan, where Dampier describes his having anchored in 29 fathoms, clear sandy ground; but, upon rounding the projection, the wind suddenly fell, and, after a light squall from S. W., we had a dead calm; the depth was thirty

fathoms, coral bottom, and therefore not safe to anchor upon: this was unfortunate, for the sudden defection of the wind prevented our hauling into the bay out of the tide, which was evidently running with considerable rapidity, and drifting us, without our having the means of preventing it, towards a cluster of small rocks and islands, through which we could not discover any outlet, and which were so crowded, that in the dangerous predicament in which we found ourselves placed, they bore a truly awful and terrific appearance. At this time, I was at my usual post, the mast-head, directing the steerage of the vessel; but, as the brig was drifting forward by a rapid sluice of tide towards some low rocks, about a quarter of a mile off, that were not more than two feet above the water's edge, and upon which it appeared almost inevitable that we must strike, I descended to the deck, under the certain conviction that we could not escape the dangers strewed across our path, unless a breeze should spring up, of which there was not the slightest appearance or probability. Happily, however, the stream of the tide swept us past the rocks without accident, and, after carrying us about half a mile farther, changed its direction to S. E., drifting us towards a narrow strait, separating two rocky islands, in the centre of which was a large insulated rock that seemed to divide the stream. The boat was now hoisted out and sent a-head to tow, but we could not succeed in getting the vessel's head round. As she approached the strait, the channel became much narrower, and several islands were passed, at not more than thirty yards from her course. The voices of natives were now heard, and soon afterwards some were seen on either side of the strait; we were so near to one party, that they might have thrown their spears on board. By this time, we were flying past the shore with such velocity, that it made us quite giddy; and our situation was too awful to give us time to observe the motions of the Indians: for we were entering the narrowest part of the strait, and the next moment were close to the rock, which it appeared to be almost impossible to avoid. It was more than probable that the stream it divided would carry us broadside upon it, when the consequences would have been truly dreadful. The current, or sluice, was setting past the rock at the rate of eight or nine knots, and the water being confined by its intervention, fell at least six or seven feet; at the moment, however, when we were upon the point of being dashed to pieces, a sudden breeze providentially sprung up, and, filling our sails, impelled the vessel forward three or four yards;—this was enough, but only just sufficient, for the rudder was not more than six yards from the rock. No sooner had we passed this frightful danger than the breeze fell again, and was succeeded by a dead calm; the tide, however, continued to carry us on with a gradually decreasing strength, until one o'clock, when we felt very little effect from it."

The Bathurst returned to Port Jackson on the 25th April, 1822; sailed for England, Sept. 25th; and, after touching

at the Cape of Good Hope, St. Helena, and Ascension, arrived at Plymouth, April 23d, 1823. Commander King concludes his journal with the following observations upon what he had then effected, and what yet remains to be done upon the northern coasts of Australia:—

“Beginning with the north-eastern coast, I have been enabled to lay down a very safe and convenient track for vessels bound through Torres Strait, and to delineate the coast line between Cape Hillsborough, in $20^{\circ} 54' S.$, and Cape York, the north extremity of New South Wales; a distance of 690 miles. As my instructions did not authorize my delaying to examine any part of this coast, I could not penetrate into the many numerous and extensive openings that presented themselves in this space; particularly in the neighbourhood of Capes Gloucester, Upstart, and Cleveland; where the intersected and broken appearances of the hills at the back are matters of interesting inquiry and research.

“My instructions at first confined me between Cape Arnhem and the N. W. cape, but were subsequently extended to the western coast. The examination of the northern and part of the north-western coasts, from Wessel Islands to Port George the Fourth, a distance of 790 miles, has been carefully made, and, with a few exceptions, every opening has been explored. Those parts in this interval that yet require examination are some inlets on the south side of Clarence Strait, and one of more considerable size to the eastward of Cambridge Gulf, trending in to the S. E.; otherways, the coast comprised within those limits has been sufficiently examined for all the purposes of navigation.

“The coast between the N. W. cape and Depuch Island, containing 220 miles, has also been sufficiently explored; but between the latter island and Port George the Fourth, a distance of 510 miles, it yet remains almost unknown. The land that is laid down is nothing more than an archipelago of islands fronting the mainland, the situation of which is quite uncertain. Our examinations of these islands were carried on as far as Cape Villaret; but between that and Depuch Island the coast has only been seen by the French, who merely saw small detached portions of it. At present, however, all is conjecture; but the space is of considerable extent, and if there is an opening into the interior of New Holland, it is in the vicinity of this part. Off the Buccaneer's Archipelago, the tides are strong, and rise to the height of 36 feet. Whatever may exist behind these islands, which we were prevented by our poverty in anchors and other circumstances from exploring, there are certainly some openings of importance; and it is not at all improbable that there may be a communication at this part with the interior for a considerable distance from the coast.

“The examination of the western coast was performed during an almost

continued gale of wind, so that we had no opportunity of making any very careful observation upon its shores. There can, however, be very little more worth knowing of them, as I apprehend the difficulty of landing is too great ever to expect to gain much information; for it is only in Shark's Bay that a vessel can anchor with safety."

On the 11th Aug. 1825, the secretary of the Admiralty wrote to Commander King as follows:—

"Sir,—I have received, and communicated to my Lords Commissioners of the Admiralty, your letter of the 22d of last month, reporting the final completion of the service upon which you have been employed since the year 1817, in regard to the survey of the coasts of New Holland, the subsequent arrangement of the charts, and the preparation of a set of sailing directions; and I am commanded by their lordships to express to you their approbation of your labors. I am, &c.

(Signed)

"J. W. CROKER."

Commander King's "Narrative of the Survey of the Intertropical and Western Coasts of Australia," was published by Murray in 1826; and his "Atlas," by the Hydrographical Office at the Admiralty. Of the latter, the following review appeared in the United Service Journal:—

"The work before us is contained principally in eight sheets, comprising the north-east, the north-west, and the western coasts of Australia; the former of which was so nearly fatal to our great circumnavigator Cook. The first sheet commences with the Northumberland Islands; and includes the coast between lat. 21° 50' S. and 18° 40' S. The second from lat. 19° S. to lat. 14° 30' S.; and the third contains the north-eastern extreme of Australia and Torres Strait. The anxiety of Captain Flinders to examine the great Gulf of Carpentaria, induced him to defer for another opportunity the survey of this part of the coast, although it is by far the most dangerous of the whole continent. The shores of this extensive country on either side, from their southern extreme, are bold and comparatively free from dangers. But no sooner are the warm latitudes entered, than they become fringed with coral reefs. From Hervey's Bay on the east, in the latitude of 25° S., to the mouth of Shark's Bay on the west, in nearly the same parallel, the coral reefs prevail, to the terror and disquiet of the navigator. Mount Warning and Cape Tribulation, so aptly named by Cook, prepares him and introduces him among them.

"Although no pains seem to have been spared by Captain King in laying down all the reefs that came in his way, the time when we shall see complete charts of the intertropical coasts of Australia is yet very far distant. The charts are given on the scale of six inches to the degree of longitude. Much, however, remains to be added to them, although the

interior limits of the great Barrier Reefs are pretty clearly defined, and the passage is given within it, which is the principal benefit resulting from the survey of this part of the coast. Hitherto vessels bound to the northward, and through Torres Strait from Port Jackson, had invariably adopted the passage outside the reefs, and had endeavoured as much as possible to avoid them. By this route they increased their difficulties as they advanced to the northward, where the reefs become more numerous as well as extensive, and where it is necessary to enter them in order to pass through Torres Strait. Captain King seeing the danger attending this, and aware that Captain Cook had merely passed along this part of the coast, directed his attention towards finding another passage, and succeeded in discovering a route towards Torres Strait, which he says, 'is infinitely preferable on every account to the dangerous navigation without thereefs.' The only river which falls into this part of the coast, and which in itself is a trifling stream, is Endeavour River, in lat. $15^{\circ} 27' S.$, famous for being visited, and receiving its name from Captain Cook. The coast about Cape Bowling-green, on the N. E. part of Australia, presented the appearance of a river being there, but was not explored by Captain King.

"The Gulf of Carpentaria, which received its name from James Carpentier, a Dutch commander, who explored it in 1627, had been examined by Captain Flinders. The coast line in his chart is not connected, but his track is sufficiently near it to set aside the possibility of any great error in the contour of the gulf, and Captain King recommences his survey at Cape Arnhem, its western limit. We now come to that part of Australia which had been discovered by the Dutch navigators, and we find the names of the various discoverers retained in the charts of the coast. The earliest of these is that named Endracht's Land, which was visited in 1616 by the ship of that name, signifying the Concord, commanded by Dirk Hartog; an island on the west coast, lying in $25^{\circ} 30'$, and forming Shark's Bay, still bears the name of this commander.

"Arnhem's Land of 1618, extending from the meridian of 129° to $137^{\circ} E.$ occupies the fourth sheet of Captain King's survey. The principal features in it are Arnhem's Bay and Van Diemen's Gulf, with Melville and Bathurst Islands. A low sandy point projecting from the former of these at its N. W. extreme is Cape Van Diemen. The Dutch charts represented these two islands as being connected with the continent; but Captain King found them separated from it by a strait, to which he gave the name of Apsley Strait.

"The Liverpool and Alligator rivers, are the principal that fall into this part of the coast. The mouth of the former, situated in long. $134^{\circ} 15' E.$, is about four miles wide. This was explored to about forty miles within its entrance, where it was found to diminish gradually to an inconsiderable stream. The banks of it are flat and muddy, and found by Captain King to be infested with alligators, though not so large as those of

the Alligator rivers. These consist of three rivers lying close to each other, and falling into Van Diemen's Gulf, in long. $132^{\circ} 30'$ E. The south river, or middle one of these, is the most considerable, and navigable for vessels of 100 tons, to a distance of thirty-six miles from its mouth, where it assumes the same appearance as the Liverpool. The tide was found to ebb off from their banks, leaving a considerable space between high and low water marks. They seem to afford nothing of importance, and, as their names indicate, are rather a retreat for alligators than likely to prove of any beneficial purpose.

"Formal possession was taken of this part of the coast in 1824, by Captain Bremer, of H. M. S. Tamar. The ceremony was first performed at Port Essington; but from its not affording water, the settlers were removed to Melville Island, and the foundation of a town established on the borders of Apsley Strait, which separates Bathurst from Melville Islands. We are indebted to Lieutenant Roe, the present surveyor-general of the settlement at Swan River, for a very useful survey of Port Cockburn, the harbour of the settlement. In this chart, which includes Apsley Strait, the entrance to Port Cockburn is very clearly defined, as well as the limits of the extensive flat, called the Mermaid's shoal, extending to the west from Cape Van Diemen.

"The portion of coast lying between the meridians of 122° and 130° E., is contained in the next sheet of Captain King's survey. This presents a far more interesting, and varied appearance, than the foregoing. Several portions of it are given in separate plans on a larger scale, the first of which is Cambridge Gulf. This is an inlet about sixty miles in depth, and eleven in width, terminating in a narrow creek, but entirely destitute of fresh water, and, like much of the preceding coast line, is incomplete in that particular. Vansittart Bay, Admiralty Gulf, and the Buccaneer's Archipelago, form three distinct and separate portions of this chart. The latter of these was so named by Captain King, from its having been visited by Dampier in 1688, and Point Swan commemorates the name of his commander. In each of these charts there is much wanting in the coast line to complete them, and a considerable opening of fifteen miles in width remains entirely unexplored.

"The principal rivers of the north-west, and indeed of the whole coast of Australia, are found here. A very remarkable circumstance is presented in Prince Regent's River, by its running in a strait line a distance of forty-nine miles between high precipitous cliffs. It was explored to this extent by Captain King, and amply repaid him the trouble by its magnificent scenery. The cliffs on each side rise to the height of three and four hundred feet, and a magnificent cascade was found on one of its banks, of a hundred and forty feet in height; the further examination of this river was abandoned for want of time. Roe's river, and another falling into Port Warrender, are also considerable streams, which fall into the coast near Prince Regent's river. To the south-west of this latter river, are some

extensive openings, which may be the mouths of other rivers, but were left unexamined.

"The succeeding portion of coast, extending to the meridian of 117° E. is contained in the next sheet. It is mostly taken from the survey made by Captain Baudin in the French expedition to these parts, and this was only seen by them at a distance. The coast between Forestier's Islands and Cape Latouche Treville, an extent of about 250 miles, is laid down in this manner.

"The coast between Forestier's Islands and Cape Cuvier is better defined on the last sheet of the north-west coast. Dampier's Archipelago in 117° E. longitude, as well as Exmouth Gulf, at the north-west extremity of the continent, are given on an extended scale in separate charts. The former of these was named by M. Baudin, Rosemary Island, being generally supposed to be that on which Dampier landed. The eastern coast of Exmouth Gulf still remains to be examined.

"The whole western coast of the continent is contained in one sheet, and is the last of Captain King's charts of Australia. Although on a very limited scale, the nature of the coast generally is not such as to require it much larger, if we except Shark's Bay, the adjacent harbours, and Swan River, of which places we should have been glad of particular plans. A misplaced reliance on the surveys of the French, induced Captain King to leave these places, and it is no less remarkable than true, that although we have of late established a colony at the entrance of Swan River, we do not possess a plan of it which can be depended on as accurate; and although we know something of the localities of Cockburn Sound, our chart of it is far from being complete. The deficiency has been in some degree made up by a plan of the entrance to this Sound, published at the Admiralty, from a survey by Lieutenant Roe, the surveyor-general of the colony, to whom we have before alluded. It is intended principally to show the entrances to the Sound, between Carnac Island (formerly Isle Berthoulet) and Buache Island. So far it is sufficient for navigation, but requires many soundings, as well as the approaches to Swan River, to complete it. We sincerely hope, that for the benefit of navigators, as well as for the new settlement, that this will be shortly followed by a chart of the southern half of the Sound, and a good plan of Swan River.

"A survey of the entrances of Macquarie Harbour in Van Diemen's Land, by Captain King, remains yet to be noticed, as well as an elaborate and very useful plan of Port Jackson, by Lieutenant Roe. The former of these two presents an intricate channel into a spacious harbour, the channel being rendered narrow and difficult to navigate, by extensive flats of sand projecting from each shore. That of Port Jackson, by Lieutenant Roe, contains all the various branches of this noble harbour, and extends up to Paramatta.

"The above surveys are accompanied by some elaborate and very useful

descriptions of those parts of the coast that were visited by Captain King, which will always prove a useful reference to future navigators.

"In concluding our remarks on these surveys, we cannot but lament with Captain King, the necessity there was for leaving the charts in their imperfect and unfinished state. He repeatedly regrets his inability, from the nature of his orders, to examine the various openings he passed, some of which he concludes, from their appearance, might be the mouths of considerable rivers. This will no doubt hereafter prove to be the case, particularly with those about Cape Bowling-green on the north-east, and Collyer's Bay on the north-west coast. Their general character may, perhaps, be better estimated from his own opinion of them, which we find as follows :—'As it was not intended that I should make the survey of this extensive tract of coast, I did not feel myself authorised to examine in any very detailed way, the bottom of every bay or opening that presented itself; but merely confined myself to laying down the vessel's track, and the various positions of the reefs that were strowed on either side of it; and also to fixing the situations of the headlands. In doing this, enough has been effected to serve as the precursor of a more particular examination of the coast, the appearance of which, from its general fertile and mountainous character, made me regret the necessity of passing so hastily over it *.'"

At the commencement of the next instructions which Commander King received from the Admiralty, we find the following paragraph :

"Whereas we think fit that an accurate survey should be made of the southern coast of the peninsula of South America, from the southern entrance of the Rio Plata round to Chiloe, and of Tierra del Fuego, and whereas we have been induced to repose confidence in you from your conduct of the surveys in New Holland, we have placed you in the command of H. M. surveying vessel the *Adventure*, and we have directed Commander Stokes of H. M. surveying vessel the *Beagle* to follow your orders."

During this voyage, Commander King surveyed the coasts of South America from Cape Blanco, on the Atlantic side, lat. $47^{\circ} 15'$ S., round Cape Horn, and through the Straits of Magalhaens, up to Cape Tres Montes, on the Pacific, lat. 47° ; also the archipelago called Tierra del Fuego, and the islands on the S. W. coast. The commencement of this survey is thus described by an officer of the *Adventure* :—

* United Service Journal, Dec. 1830.

" Monte Video, April 25th, 1827.

" We have just returned from our first cruise to the southward, after an absence of nearly six months; and, as a knowledge of our proceedings may not be wholly uninteresting, I will briefly relate the particulars of the voyage.

" On the 19th Dec. the ships entered the Straits of Magellan, having anchored at two places only on the east coast of Patagonia, viz. Port St. Elena and near Cape Fairweather, at neither of which were any traces of natives observed. In the latter end of December several rather severe gales of wind were experienced, by which our progress was somewhat retarded, and we did not reach Port Famine until the 6th Jan. The Beagle having been there completed with provisions, &c. proceeded to the western extremity of the Straits, and our decked boat, dignified with the name of the Hope tender, was hoisted out, and equipped for service with all expedition. During the three months we remained at Port Famine, a considerable extent of coast was explored by means of the Hope, and she proved to be admirably adapted for the service. Many deep sounds and inlets on the Fuegian side (some of which were formerly imagined to be channels) were examined, and the straits as far as Cape Forward may, with a few exceptions, be said to be completed. The supposed channel of St. Sebastian still remains a problem; but I believe it will be solved early next season. There is reason to suppose no channel exists in that direction, as low land has been distinctly seen, stretching across the opening, from the summit of a mountain near Port Famine.

" The Beagle rejoined us in the beginning of March, having fixed the positions of Cape Pillar, Cape Victory, the Evangelists, &c. and performed other important services; and, early in April, both vessels left Port Famine, to return here for supplies.

" We have not experienced the bad weather we anticipated; on the contrary, we found it as fine as what might have been expected in the same parallel of north latitude. The Beagle, however, was not so fortunate, having met with a great deal of rainy and squally weather.

" At the Bay of St. Gregory, between the first and second Narrows, we communicated with a tribe of Patagonians, consisting of upwards of 100 people, and found them a quiet and inoffensive race, anxious apparently to cultivate our friendship. I wish it was in our power to confirm the accounts given by former navigators, of the gigantic stature of these people; the tallest we met with did not exceed six feet two inches, and the majority were certainly considerably under six feet. They are, however, remarkable in having a very broad and full chest, and their frame is unquestionably exceedingly large; but their limbs are not in the same proportion, being somewhat smaller than the average of Europeans. They were well provided with horses, equipped in the manner of Buenos Ayres, and several spoke tolerably good Spanish; from which it may be inferred that they communicate occasionally with the Rio Negro and other civilized

nations.—Horses and guanacoes appear to afford them all the necessities of life. They subsist entirely on the flesh, and the skins are used both for clothing and shelter. In hunting they make use of two or three balls, attached to thongs of hide, which, after having been swung several times round the head, to acquire a sufficient impetus, are thrown with unerring certainty at the animal's legs, and entangle them in such a manner, that it is utterly impossible for the creature to extricate itself, and it consequently falls an easy prey.

"We also met with several families of Fuegian Indians, who form a striking contrast with the Patagonians, being in every respect a very inferior race of people. They derive their subsistence entirely from the sea, the flesh of the seal affording them food, whilst their skins are converted into clothing. They appear to drag on a miserable existence in their cold and inhospitable climate, strangers to every comfort, and their condition is certainly the lowest on the scale of human degradation.

"The only unfortunate circumstance that occurred during the cruise, was the loss of a boat in crossing the Straits near Port Antonia. By this unhappy event the master and two seamen were drowned. In the death of poor Ainsworth the service has lost a valuable officer, and his fate will be long and sincerely deplored by every one attached to the expedition. It is curious that humming birds and parrots should be found so far south as the Straits of Magellan; but such is the fact. The existence of the latter has been noticed by most of the previous voyagers; but we are not aware of humming birds having been observed. Several were seen by the Beagle at Port Gallant, one of which was shot, and is in the possession of Captain King. Two curious documents were also found at that place, on the summit of a mountain—one the copy of a paper left by Cordova, the other a paper deposited by Bougainville, both in Latin, and descriptive of the objects of their several voyages."

The only other information which we are at present enabled to promulgate respecting this very interesting voyage, is derived from the Literary Gazette, Oct. 30th, 1830:—

"The particular object of the survey appears to have been to obtain an accurate account of the straits of Magalhaens, with the view of ascertaining how far that navigation might be adopted, instead of the passage round Cape Horn. And the result of this investigation proves, that the name of *Cabo Tormentoso*, bestowed by the first discoverers on the Cape of Good Hope, may be with much more reason applied to its corresponding point on our globe, the bleak and barren termination of the new world. Of the continent of South America, the southern part is justly described as a region of storms, cold, and rain.

"The Spanish surveys have been found by Captain King to be very near the truth; a remark which is, we believe, generally applicable to the

hydrographical works of that nation. The strong prevailing currents in the straits, running from the west, renders it unlikely they will ever be frequented, except by vessels on sealing voyages. On the subject of the passage round Cape Horn into the Pacific, the opinion of Lord Anson is decidedly confirmed by modern navigators, with the exception of his recommendation not to pass through the Straits of Le Maire. He says, that 'all ships bound to the South Seas, instead of passing through the Straits of Le Maire, should constantly pass by the eastward of Staten Land, and should be invariably bent on running as far as the latitude of 61° or 62° south, before they endeavour to stand to the westward; and ought then to make sure of a sufficient westing in or about that latitude, before commencing a northern course.' This is now proved to be precisely correct in all but one point, which is, that vessels should pass through the Straits of Le Maire for the following reasons, and we trust our readers will excuse us if we use a little nautical phraseology in the explanation of so important a point.

"It is well known that westerly and south-westerly winds are the most prevalent in this part of the world; a vessel, therefore, by keeping as close to the coast as is proper, has the advantage of being considerably to the westward, and consequently to windward, when she meets with the westerly winds on opening the cape, and can therefore stand down to the southward ready to take advantage of a slant to the northward, which another vessel passing to the eastward of Staten Land could not do.

"By the expedition under the command of Captain King, the numerous creeks and inlets of the south-west coast have been all examined to their termination, which has led to the discovery of the Otway (named, we presume, after the gallant and worthy admiral, Sir Robert) and Skyring waters; two very extensive salt-water lakes which nearly intersect the continent. The innermost parts of the various creeks were found to extend into valleys with glaciers forming magnificent terminations to the water. Much of the country about the Gulf of Penas is low and flat, and in most parts little better than mere bog.

"The *Béagle* being detached on the examination of the Islands of Tierra del Fuego, and to ascertain the position of Cape Horn, Captain (Robert) Fitzroy, with Lieutenant (James) Kemp, one of his officers, visited the celebrated promontory, of sonorous name, and erected a pile of stones, twelve feet high on it. The observations for the latitude differed very little from those made by the Spaniards.

"The vessels have brought home various specimens, carefully preserved, of the animals, minerals, and plants, of the districts which they have visited, and which will prove an interesting addition to our South American collections. Captain Fitzroy has also brought to England two men, with a boy and a girl, natives of Tierra del Fuego, whom he proposes, after having them instructed in various matters which may tend to the civilization of their country, to send back again. These people were

at first detained as hostages for some seamen, who, with the master of the Beagle, were forced to remain on shore, in consequence of the boat in which they had landed having been stolen by the natives; and until a rude canoe was constructed by the master, which enabled the whole party to get on board, they were without the means of rejoining their vessels.

"Four officers and seven men of the expedition have died since the Adventure and Beagle left England. Amongst the former is Captain Stokes, who commanded the Beagle when she sailed from this country, and of whose melancholy death, as well as of other events connected with the sailing and progress of this expedition, we have from time to time given accurate accounts in the *Literary Gazette**. In this expedition the perseverance of Captain King, under most difficult and trying circumstances, cannot be too highly spoken of. We have heard the names of two young officers, Lieutenants (William George) Skyring and (Thomas) Graves, particularly mentioned, for their zeal and activity in promoting the objects of the survey. The former, who was placed in command of a small vessel, named the Adelaide, attached to the expedition as a tender, surveyed nearly all the coast, from the Gulf of Penas to the southward of the Guanaco islands, where it is supposed the unfortunate crew of the Wager, one of Lord Anson's ships, were cast away in 1744.

"It was found, on making this survey of the Gulf of Penas, and that portion of the shore designated Tres Montes, that the latter was joined to the mainland by a neck of land, called the Isthmus of Offaqui. We have no doubt, from the indefatigable exertions of Captain Beaufort, the hydrographer of the Admiralty, that the details of this important addition to our maritime knowledge, will speedily be made known to the public."

Commander King was promoted to the rank of captain, Feb. 25th, 1830. On the 25th April and 9th May, 1831, "some observations upon the geography of the southern extremity of South America, Tierra del Fuego, and the Strait of Magalhaens," made by him during his recent survey, and accompanied with a map, were read before the Geographical Society of London. His wife is Harriet, sixth daughter of Christopher Lethbridge, of Launceston, co. Cornwall, Esq., and, we believe, that he is already the father of seven sons.

* Commander Stokes, who had for some time been apparently labouring under an aberration of intellect, terminated his existence early in Aug. 1828, and was succeeded in the command of the Beagle by Lieutenant Skyring.

COMMANDERS.

 [In order to expedite the progress of the remaining portion of this work, and thereby be the sooner at liberty to resume the more active occupations of his youthful days, the Author has determined to deviate so far from his original plan, as not to abide by the seniority list of Commanders].

WALTER CROKER, Esq.

SON of the late Edward Croker, of Lisnabrin House, near Tallow, co. Cork, Esq., by Thomasine, daughter of the Rev. Charles Philips, Rector of Magoorney, in the same county. He is collaterally descended from one of the old Saxon families, settled at Lynham (or Lineham) Hall, in Devonshire, long before the Norman conquest *. Two of the younger sons of that house, both of whom were officers of rank in the army, went over to Ireland in the reign of Queen Elizabeth; the eldest of them settling at Ballinagar, co. Limerick; and the other (Hugh Crocker) uniting himself in marriage to Lucretia, daughter and sole heiress of Sir Walter Coppinger, of Lisnabrin, whose ancestors had possessed that property for several centuries. From Hugh Crocker, the subject of this memoir is lineally descended. His great-grandfather, Colonel Richard Croker, (who, we believe, was the first that ceased to use the middle letter in the patronimic of his forefathers, retaining, however, the same arms and crest), was likewise possessed of the noble estate of Nadrid, and another called Rovesmore, both in the county of Cork, of which he was twice High Sheriff, in very troublesome times.

* See "Prince's Worthies of Devonshire,"

From the houses of Ballinagar and Lisnabrin, are probably descended, however distantly, every one of the name of Croker, who is entitled to wear the arms and crest of the ancient Crocker family: the latter mark of distinction, we should observe, was given by King Edward the Fourth, to his cup-bearer, Sir John Crocker, Mayor of Exeter.

Mr. WALTER CROKER was born on the 9th Mar. 1784, and commenced his highly honorable career early in 1798, as midshipman, on board the *Galatea* frigate, commanded by Captain George Byng *, under whom he served for a period of four years. During the peace of Amiens, we find him in the *Culloden* 74, Captain Charles Henry Lane (afterwards Commissioner at Antigua); and in Mar 1803, joining the *Plantagenet* of similar force, Captain (now Sir Graham Eden) Hamond, from whom, at a subsequent period, he received the following testimonial of his early gallantry and zeal:—

“Dear Sir,—In answer to yours of yesterday, requesting I will give you a certificate of an occurrence that happened while you were under my command in the *Plantagenet*, I beg to say, that although it is so long ago, I have a perfect recollection of it, which I believe is nearly as follows:—In the month of July, 1803, I captured (after a very arduous chase) *l’Atalante*, a ship privateer of Bourdeaux, of 22 guns and 120 men. The night coming on, together with a gale of wind, one boat load of prisoners could only be received on board the *Plantagenet*, and Lieutenant Batt, yourself, and another midshipman, with about fifteen seamen and marines, remained on board the privateer; you parted company in the night, and I never saw the *Atalante* again. After your parting from the *Plantagenet*, the French crew, then consisting of upwards of a hundred, rose upon you, more than once, and nothing but great courage and perseverance on the part of yourself, Lieutenant Batt, and the few men he had with him, succeeded in getting the privateer into Falmouth; from whence a detachment of soldiers from the garrison of Pendennis Castle, were given to assist your taking the privateer to Plymouth.

“Lieutenant Batt, in reporting the circumstance to me afterwards, made high comments on your personal gallantry, and the assistance he received from you on the occasion.

* The recently deceased and much lamented Viscount Torrington.

"I hope this statement will sufficiently answer your purpose: for dates, I have nothing by me to refer to. I remain, dear Sir, yours very faithfully,
(Signed) "GRAHAM E. HAMOND."

L'Atalante was captured on the 27th of July, and Mr. Croker and his companions continued seven days and nights in the perilous situation described by Sir Graham E. Hamond. One morning, an enemy's lugger was seen at some distance; but most fortunately she was deterred from approaching nearer, by the prize's head being instantly put towards her, although the numerous Frenchmen below were then trying at every hatchway to gain the deck.

The Plantagenet was subsequently commanded by Captain (afterwards Admiral) the Hon. Michael De Courcy, under whom Mr. Croker completed his time and servitude as midshipman, and in whose own hand writing we find it stated, on his leaving that ship to pass the usual examination at Somerset House, that he had "always conducted himself with great activity, vigilance, and correctness; shewing himself forward for any enterprise, and setting an admirable example to those around him."

In 1804 and 1805, Mr. Croker was successively appointed to act as lieutenant of the *Topaze* 36, Captain W. T. Lake; *Amsterdam* 32, Captain William Ferris; and *Centaur* 74, Captain Murray Maxwell; the two latter ships employed in the West Indies, to which station he had been sent out on promotion.

On the 29th July, 1805, the *Centaur*, then commanded by Captain Henry Whitby, and in company with a squadron under Captain De Courcy, sent from Jamaica to join Lord Nelson in his pursuit of the combined fleets of France and Spain, encountered one of the tremendous hurricanes which commence so suddenly, and increase to such dreadful violence, in those seas. Of the squadron, the *Centaur* suffered most from its destructive rage, in consequence of her having recently run on shore in the West Indies. She was thrown on her beam-ends; her masts all went, one after the other, like mere twigs; her boats were all stove and washed overboard; her rudder was carried away; and for sixteen hours,

the chain-pumps could scarcely keep her from foundering, the wreck of the mainmast having caused a most alarming leak, by starting a butt-end under the starboard quarter. In order to save this mast, Lieutenant Croker had exerted himself to get the wreck of the top-mast cut away; but he had not descended from the main-top above five minutes before it went by the board. By the mercy of Providence, however, the fury of the wind and waves at length abated, a thrummed sail was got under the ship's bottom, as well as hawsers to frap her shattered frame together, and in this state, with only about a dozen guns remaining, she was safely towed to Halifax by the Eagle 74, Captain David Colby.

Upon the above occasion, the crew of the Centaur afforded a striking proof of their high state of discipline; one man only was guilty of resorting to liquor,—either to drown his apprehensions of approaching death, or to gratify with impunity a strong propensity to drunkenness. When prayers and thanksgivings were offered up to the Almighty for their signal deliverance from the waves, the officers, seamen, and marines, almost to a man, were dissolved in tears. But for this hurricane, they would, in all probability, have been amongst the foremost at the battle of Trafalgar.

On her approaching Halifax harbour, the Centaur was supposed to be a French 74, captured by the Eagle, and numerous yachts and boats were soon seen coming out, to welcome the captors of so noble a prize. The first person who got on board the dismasted ship was Commissioner Inglefield, whose miraculous escape from the wreck of the old Centaur, in 1782, we have recorded in Vol. II. Part I., and whose feelings on this occasion may be much more readily conceived than described. He had no sooner reached the quarter-deck, and cast one hasty look around him, than he burst into tears, raised his hands to his forehead, and rushed into Captain Whitby's cabin, exclaiming "*my* poor Centaur, at the moment when I left her, presented the same appearance." Captain Whitby, than whom a better officer was scarcely ever to be found, had not long before been promoted to post rank for saving the Santa Margaritta frigate, under similar cir-

cumstances. An attachment now soon took place between him and the commissioner's youngest daughter, which led to their union about the close of the same year*.

On his return home in the *Centaur*, then commanded by Captain (now Sir John) Talbot, Mr. Croker was promoted into the *Active* frigate, Captain (now Rear-Admiral) Moubray, by commission dated Feb. 6th, 1806. The high opinion entertained of him by that distinguished officer is shewn in a recently written letter, of which we happen to have a copy:—

"My dear Sir,—I have much pleasure in complying with your wish, that I should state my opinion of your services, whilst you were a lieutenant in the *Active* under my command, since I can, with truth, declare they were such as did you infinite credit. Your eagerness on all occasions to be employed on enterprises of danger, gave me the highest satisfaction; and your gallant conduct, immediately under my eye, in leading the boarders when the Turkish frigate was destroyed by the *Active* in the Dardanelles, strongly impressed me with a sense of your cool, intrepid character in action.

"I beg to assure you that I shall be extremely glad to hear of your promotion to the next most desirable step, and that I am ever, my dear Sir, yours most faithfully,

(Signed)

"R. H. MOUBRAY."

"To Commander *Walter Croker*, *R. N.*"

The Turkish frigate here spoken of was a fine noble ship of 56 guns, and had on board at least 450 men. She formed part of the squadron attacked and destroyed by the rear division of the force under Sir John T. Duckworth, at the forcing of the passage of the Dardanelles, Feb. 19th, 1807. Having cut her cables and run over from Point Pesquies to the European side, she was instantly followed and soon driven on shore by the *Active*; but still she would not strike her colours, and persisted in occasionally firing a gun. In order to obtain possession of and destroy her, Captain Moubray at length sent all his boats under Lieutenants Willes and Croker the latter of whom was the first person who boarded, and had the honor of cutting down the Ottoman colours with his own hand. The Turkish crew resisted until the last moment,

* See *Nav. Chron.* xxviii, 270.

and even pelted the boats with shot by hand. Two days after this event, Lieutenant Croker commanded a party of the *Active's* seamen employed in completing the demolition of the formidable battery on Point Pesquies, under the orders of Lieutenant Carroll, of the *Pompée 74*. He subsequently obtained the following testimonial from Admiral Sir W. Sidney Smith:—

“These are to certify that Lieutenant Walter Croker being detached from His Majesty's ship *Active*, which ship formed part of my division, destined by Vice Admiral Sir John Duckworth to destroy the Turkish men of war defending the passage of the Dardanelles, February 19th, 1807, succeeded with the boats of that ship in boarding and burning the Turkish frigate which ran on shore on the European side, shewing on this occasion the greatest intrepidity, intelligence, and skill, and performing the service committed to him by Captain Moubray, to my entire satisfaction.

“Given under my hand, at Paris, this 27th day of March, 1827.
(Signed) “W. SIDNEY SMITH, Admiral of the Blue.”

In the beginning of 1808, Lieutenant Croker joined the *Thames* frigate, commanded by his most revered and deeply-lamented friend, the late Captain Bridges Watkinson Taylor, a truly amiable and noble-minded officer, with whom he had before served on board the *Galatea*. The following is the copy of a letter from Captain Taylor to the senior officer in the *Adriatic*, dated off Manfredonia, Feb. 27th, 1808:—

“From the rendezvous off Sansego, we the 23d instant chased and captured a large *trabaccolo*, with oil and almonds, from Barrie to Trieste; returning the following day, recaptured an Austrian brig from Messina, then another *trabaccolo* (Papal) from Zara, with wool; the latter led us near Ancona. I intended carrying these vessels to the rendezvous, but on the morning of the 25th a most heavy gale came on from the N. E.; the first had parted for the night, and, I trust, then ran for Malta, otherwise, although a fine new vessel, I fear those on board perished, or, my only hopes are, that she bore up into an enemy's port; the brig I ordered to Malta, being able to weather Ancona. The other *trabaccolo* broke her rudder, had her bow and quarter stove in, and was sinking; the sea being tremendous: under these circumstances, we tried to get her alongside to save the people (as we doubted our boats living), but without effect. Then Lieutenant Croker, with six good men, volunteered attempting it in the cutter, and it is with the most heartfelt gratitude I acquaint you, that all were saved by their exertions,—a woman, child, six of the *Thames's*, and four Romans; the vessels drifted so fast whilst this was performing, that we had

to wear six times under fore stay-sails only; the hazard ran in happily effecting the above, induces me to wish the commander-in-chief may be acquainted with it; and besides Lieutenant Croker, I beg you will have the goodness to mention the men whose names are in the margin, for their great humanity on this occasion *.

"In accomplishing the above we got so far to leeward, that, on the following morning, it was only by the great mercy of Providence we escaped being wrecked near Ancona; we weathered it by carrying a press of sail without topsails, and were driven along a lee shore as far as Manfredonia, off which place we anchored to gammon the bowsprit, which had given way in the gale. I have the honor to be,

(Signed)

"B. W. TAYLOR.

"To Captain Campbell, H. M. S. Unité."

On this occasion the officers of the Thames were all consulted, and, with the exception of Lieutenant Croker, they were unanimously of opinion, that no boat could possibly live in the tremendous sea then running. Even the gallant fellows who accompanied him began to give way to despair, long before the trabaccolo could be closely approached, but were again rallied by the animating example and exhortations of their humane and intrepid officer, whose conduct on the 25th Feb. 1808 was truly deserving of a civic crown. The time spent in saving the lives of so many people, under such extremely dangerous circumstances, was at least three hours and a half, during which the main-stay-sail of the Thames, although scarcely ever before set, was actually blown out of its bolt-rope.

Some time after this event, the Thames and a sloop of war (Minstrel, Commander John Hollinworth) were employed in blockading two French frigates, lying in the harbour of Corfu. During a heavy gale, the sloop telegraphed, that her hanging ports were stove in, and that she must bear up. The storm being very violent, Captain Taylor, suggested thereto by Lieutenant Croker, resolved to seek shelter at the mouth of the harbour of Cephalonia, the only anchorage which he could pos-

* Samuel Baker and William Brown, boatswain's mates; J. Fordyce, captain of the fore-castle; J. Clarke and Benjamin M'Clean, captains of tops; and George Brown, fore-castle-man.

sibly obtain without altogether abandoning his station. There the Thames and Minstrel brought up under French colours, within range of the enemy's batteries, and succeeded in outwitting the garrison, by making pretended signals with some new flags recently found on board a prize.

On the second day after their arrival at this anchorage, Lieutenant Croker discovered, from the mast-head, a large ship at the very head of the harbour, and hauled as close as possible to the shore. He immediately volunteered his services to bring her out; and soon after midnight, the barge and large cutter of the Thames, and the Minstrel's pinnace and cutter, the whole containing about fifty men, left the frigate, under his command. The sea was still running high, and nearly three hours elapsed before he got near the enemy. On being hailed by the batteries at the entrance of the harbour, he intimated that his boats were employed in fishing; but, to the challenges received from the sentinels on board his intended prize, he returned only a few hearty cheers. She was then promptly boarded, instantaneously carried, and triumphantly brought out, under a heavy fire from the batteries. Soon after day-light, the Thames and Minstrel were joined by the ship thus gallantly captured, and which proved to be laden with provisions and military stores for the garrison of Cephalonia.

In April 1809, Captain Taylor was removed to the Apollo 38, on which occasion he did all that delicacy would permit, to induce the first lieutenant of that ship to exchange with Mr. Croker; but the officers of the Apollo were too sensible of their new commander's worth, to leave him on any terms whatever. Failing in his endeavours, Captain Taylor was obliged to content himself with writing a strong recommendatory letter to the Admiralty, at the same time giving Mr. Croker a private one to his brother, the present Sir Herbert Taylor, and presenting him with a drawing of the perilous situation in which he had so voluntarily placed himself on the 25th Feb. 1808: this drawing Captain Taylor had executed with his own hand.

The Thames returned home under the command of Captain

the Hon. G. G. Waldegrave (now Lord Radstock), and Lieutenant Croker was soon afterwards sent out to the West Indies, on the Admiralty list for promotion. He there served in the *Melampus* frigate, under the command of Captain Edward Hawker; and was with that officer when he captured the *Beauharnois* of 16 guns and 109 men, laden with flour and warlike stores, from Bayonne bound to Guadaloupe. The commander of this French ship, Mons, Mont-Bazon, was a truly gallant fellow, and did not surrender until it became utterly impossible for him to effect his escape: during a close running fight of twenty minutes he kept up a most spirited fire from his stern-chasers; occasionally yawing his vessel and giving the *Melampus* a broadside of grape. On surrendering his sword he said, partly in his own language and partly in broken English, "If my scoundrels had done their duty, you would not get this from me."

After assisting at the reduction of Guadaloupe, Mr. Croker was appointed first lieutenant of the *Papillon* sloop, Captain James Hay, by which vessel some important despatches were subsequently brought to England. We next find him proceeding to the East Indies, as second of the *Leda* frigate, Captain (afterwards Rear-Admiral) George Sayer; from which station he returned, in ill-health, first of the *Diomedé* 50, Captain Hugh Cook. In the beginning of Nov. 1811, he was appointed senior lieutenant of the *Furieuse* frigate, Captain William Mounsey, who spoke highly of his conduct at the reduction of Ponza, an island near the Neapolitan coast, Feb. 26th, 1813*. He had previously assisted in capturing two French privateers, each mounting four guns; and the subjoined documents will shew, that he afterwards commanded the boats of the *Furieuse*, at the capture and destruction of a national xebec, two gun-boats, a land battery of two long 24-pounders, an armed merchant vessel, and thirteen settees deeply laden with valuable cargoes.

"H. M. S. Furieuse, off Orbitello, May 7th, 1813.

"Sir,—I have the honor to inform you of the capture of the French

* See Suppl. Part II. p. 5 *et seq.*

national xebec la Conception, with two long 9-pounders, mounted and pierced for twelve guns, by the boats of H. M. ship under the command of Lieutenant Walter Croker (1st) and Lieutenant Williams Sandom (2d) of this ship. Nothing could surpass the undaunted and determined spirit with which she was boarded and hove off the shore, and towed out from under a most galling fire of musketry, and from a battery of eleven 24-pounders, which she had run under. This service was most arduous, and could not be performed without a loss (comparatively small), viz. Mr. John Webb (midshipman), a most promising young officer, shot through the body (since dead), and five seamen badly wounded. Lieutenant Croker" (who had both lappels of his coat shot away) "has reported to me, in the strongest terms of praise, the very gallant support he received from Lieutenant Sandom, and every petty officer, seaman, and marine, employed under his command. I have the honor to be, &c.

(Signed)

" WILLIAM MOUNSEY."

"To Captain the Hon. Henry Duncan,
H. M. S. *Imperieuse* *."

"H. M. S. *Furieuse*, at Sea, Oct. 8th, 1813.

"Sir,—I beg leave to acquaint you, that on the 4th instant, running along the coast to the Island of Ponza, at one P. M., I observed a convoy of nineteen vessels in the harbour of Marinello (about six miles to the eastward of Civita Vecchia), protected by two gun-boats, a fort of two long 24-pounders, and a strong fortified castle and tower; and it appearing practicable to cut them out, as the wind was fair for that purpose, Lieutenants Croker and Lester, with Lieutenants Whylock and Davies, R. M., gallantly volunteered to storm the fort on the land side, with the whole of the marines and boats' crews, whilst the ship anchored before it, which service was promptly performed; and, after a few broadsides, I had the satisfaction of seeing the battery carried and guns spiked by our gallant party on shore.

"The enemy retreated and took the strong positions of the castle and tower overlooking the harbour, where they kept up a constant fire of musketry, through loop-holes, without the possibility of being dislodged; although I weighed and moved in, so that the whole fire of the ship was directed against it, nothing could damp the ardour of the party on shore, who, together with Lieutenant Lester in the boats, lost not a moment in boarding and cutting the cables of sixteen vessels, under a most galling fire; two of which were sunk in the entrance of the harbour, and fourteen got out.

"I have to regret the loss of twelve brave men, killed and wounded,

* The above is an exact copy of the letter written by Captain Mounsey, but which was much curtailed in the London Gazette. See Captain WILLIAMS SANDOM.

which is less than might have been expected, as more than 500 regular troops arrived from Civita Vecchia; but were kept in check in coming along, and forced to take a circuitous route, by a well directed fire from the ship, which allowed sufficient time for all our men to embark.

"It is now a pleasing duty to pay a just tribute of praise to the very gallant and determined conduct of Mr. Croker, first lieutenant, whose zeal on this and on every other occasion, merits my warmest commendation; and he speaks in the highest terms of admiration of the determined bravery of Lieutenants Lester, Whylock, and Davies, the petty officers, seamen, and royal marines, under his command.

"The whole of this service was most successfully accomplished in three hours, and fourteen vessels, deeply laden, got clear off, which I was obliged to take in tow, as their sails had all been unbent and taken on shore, to prevent our getting them out. I have the honor to be, &c.

(Signed)

"WILLIAM MOUNSEY."

"To Captain the Hon. Henry Duncan,
&c. &c. &c."

The vessels sunk were two gun-boats, each armed with one long brass 24-pounder and four swivels. The loss sustained by the British consisted of two men killed, three dangerously wounded, and seven very severely.

The *Furiuse* formed part of the squadron under Sir Josias Rowley, at the unsuccessful attempt upon Leghorn, in Dec. 1813. The following is an extract of that officer's official despatch, reporting the capture of Fort Santa Maria and the other sea defences of the Gulf of Spezzia, in March, 1814:—

"To Captain Flin, Lieutenants Bazalgette, Mapleton, Croker, and Molesworth, Mr. Glen, master of the *America*, and Mr. Breary, mate of the *Edinburgh*, who had the direction of the guns in the batteries, much credit is due: the condition of the fort on its surrender plainly evinced the effect of their fire."

Lieutenant Croker also assisted at the reduction of Genoa and its dependencies, in the month of April following*. His promotion to the rank of commander took place Nov. 2d, 1814; on which occasion he was appointed to the *Wizard* sloop, in the Mediterranean: and soon after the flight of Napoleon Buonaparte from Elba, we find him re-

* See Vol. II. Part I. pp. 424—430.

ceiving a letter to the following effect from his commander-in-chief, dated at Palermo, Mar. 28th, 1815 :—

“ Sir,—In acknowledging your letter of the 24th instant, communicating your transactions in the execution of my order of the 12th, I have great satisfaction in expressing to you my entire approbation of your proceedings, and of the very clear and satisfactory manner in which you have collected and conveyed to me much interesting and important intelligence. I am, &c.

(Signed)

“ C. V. PENROSE, Rear-Admiral.”

About this period, Captain Croker detained seven French vessels, some of them under Buonapartean colours; but, at the particular request of the Duc d'Angoulême, they were liberated by him about a month previous to the battle of Waterloo. He likewise embarked the Dauphin's principal aide-de-camp, the Marquis (afterwards Duc) de Rivière, with the whole of his suite, whom he had on very particular service for several weeks. This nobleman subsequently requested Lord Exmouth, then at Marseilles, to promote Captain Croker, and was gratified with a favorable answer. Instigated, however, by feelings of the most benevolent nature, the commander of the *Wizard* sacrificed his private interest, for the purpose of making known to the world the miserable situation of many hundreds of his fellow Christians at Algiers, whose liberation might then have been effected with very trifling loss compared to that which was afterwards sustained by the combined squadrons under his lordship's orders. On the 7th Aug. 1815, he received a letter from the commander-in-chief, of which we here give an extract :—

“ I am very sorry your brig is so defective, as I shall be sorry to lose your personal services, having every reason to be satisfied with your good conduct. I have ordered her to be surveyed at Gibraltar, and sent home, if found as represented, of which there is, however, no doubt. You will go as soon as our letters are ready. Believe me, dear Sir, your very faithful humble servant,

(Signed)

“ EXMOUTH.”

Five days previous to the date of this communication, Captain Croker, then returning from Algiers to Marseilles, drew up a memoir on the subject of the sufferings of the

Christian slaves in Barbary, and addressed it to "a Member of Parliament." As we believe this memoir to have been the very origin of the expeditions afterwards sent to Algiers, we cannot, in justice to the author, refrain from giving the principal part of it a place in our pages.

After describing a rencontre between a Dutch squadron and an Algerine corvette, which took place in his presence, on the 25th of the preceding month, Captain Croker proceeds as follows :—

"I have finished that part of my letter which, from a professional spectator, I presume will not be unacceptable to you. The subject and descriptions I now would treat of, deserve, indeed, a more able pen, and, though I must here fall short, yet, when I remember the few opportunities likely to offer to men of greater talent, to witness and describe the scenes of horror which I have lately seen, I humbly hope that my faithful relation of these facts will not be considered presumptuous, nor proceeding from any other motive than the fulfilment of a duty, which I feel that I owe to my poor suffering fellow-creatures, and to the honor of my country. It will also be an excuse, if excuse be necessary, that my feelings were called into action by a circumstance which rather singularly happened, only the day after my arrival at Algiers. On inquiry into the purport of a paper which I saw in the hands of the vice-consul, I found it to be a subscription for the relief of nearly three hundred Christian slaves, just arrived from Bona, after a journey of many days; and who, after the usual ceremony of bringing them to the Dey's feet, were ordered to their different destinations: such as were able to go to their *bani*, or prison, were sent there; but the far greater number were found objects for the hospital, which Spain, in her better days, humanely established for the relief of Christian slaves at Algiers; it is the only one in that city.

"I naturally wished to know the particulars of the capture of those wretched persons. The Christians in Algiers, who are not slaves, are very far from numerous, being only the consuls of the Christian states, at peace with Algiers, and their families, with a very few dependents on their different protection: on the authority of them all, I learnt, that these last Christian slaves, three hundred and fifty-seven in number, were taken by two Algerine pirates, which presumed to carry the English colours, and, by so doing, decoyed those unhappy beings within their reach.

"They were landed at Bona, whence they were driven to Algiers like a herd of cattle. Those who were no longer able to walk were tied on mules, and if they became still more enfeebled, they were murdered. On their journey, fifty-nine expired, and one youth fell dead at the very moment they brought him to the feet of the Dey. Since their arrival, an interval of only six days, near seventy more have died!

"I was, on a subsequent day, at the public quarries, and saw the Christian slaves and the mules driven promiscuously to the same labor, by their infidel masters. I at once anxiously and patiently heard the melancholy tales of their misery. I tasted of their bread, and, I must own, I tasted of sorrow. You will conceive, Sir, my sad surprise, when many of them referred me to our own consul, to prove that they were actually made slaves while under English passports, and for the very purpose of supplying our armies with grain!

"The second instance I shall introduce to your attention, is one in which the honor and the faith of the British nation have been most notoriously insulted by those detestable pirates.

"When the island of Ponza was added to the conquests of the British arms, the great addition of the English garrison, and our squadron, occasioned considerable anxiety for the means of maintenance of the inhabitants themselves, as well as of the necessary refreshments and supplies for their new masters and benefactors, as they called us. It was also a consideration of such moment to the commanding officer of our forces, that he encouraged the spirit of commerce, which had already shewn itself in the natives, by requesting English passports to different places, for grain, for the use of the island. These passports were not only willingly granted, but an intended support was also given them; namely, a permission to wear the British flag.

"Some of these poor unfortunate men, returning from one of their little enterprizes, were, within sight of their own island, boarded by six boats belonging to two Algerine pirates;—the colors which they vainly looked to for protection, were, by these assailants, torn in pieces and cast into the sea, and the unhappy crew were dragged to slavery. Such was the fate of poor Vincenzo Avelino, and his unoffending crew of eleven or twelve men, who surely were as much entitled to English protection as the inhabitants of any other island which wore the English colors!

"You will judge what an English officer's feelings must have been, when surrounded by these miserable men, who, with tears, inquired, if England knew their fate? or if they were to expect any mercy from our all powerful nation?

"I own I cannot but wish that some of those English gentlemen who travel in search of pleasure in the Mediterranean, would pay Algier a visit, even for one week; I am sure they could not fail to feel, like me, the degradation to which the Christian name is exposed, and to endeavour, on their return home, to exert their abilities and influence in a cause which no one doubts to be meritorious; but which actual inspection would make every man feel to be a solemn, religious, and moral duty.

"I should add, that on the arrival of these new slaves, our consul sent his interpreter to the *bani* and hospital, to find out if any of them had claims on the English protection. The infidels would not permit him to enter either place. All I have told you, and ten times more, will be con-

firmed by your taking the trouble to inquire into it, and there are two gentlemen who will attend in person, if it be necessary.

"Our own consul, a worthy man, confirmed all I had heard from these people, and gladly gave me every information on the subject; and I plainly saw that he had used all his influence to effect their release, but to no purpose; his influence, which is much greater than that of the consul of any other nation, extends to being able to avoid insult to his person and house, and barely that. A short time ago, a Turk came to rob his garden—Mr. M'Donald had him secured until he heard from Algiers respecting it. The next day an order arrived for all the consuls to leave their country-houses, and only to be allowed to live in the city! This they promptly refused doing, saying, that nothing but force should make them leave their habitations.

"The Danish consul, a respectable and amiable man, was once actually taken to the bani, and irons put on him, until his nation paid some tributary debt! The Swedes are obliged to furnish artists for making gunpowder for them. The French government have sent them a builder for their navy: he told me so himself! The Spanish vice-consul either of Bona or Oran I myself saw in heavy irons, working with the other slaves! Thus, these infidels trample equally on all the rights of nations and of nature.

"The next case is that of the two Messieurs Tereni; they are brothers, and were respectable inhabitants of Leghorn, taken by these pirates, made slaves of, and two thousand pounds worth of property taken from them, although in possession of a passport from General Oakes, and returning from England to their own country. Their history has long been known to our government, and, by command of the secretary of state, our consul has endeavoured to use his influence for their release; but he has been many times refused, and all he has been able to obtain for them, is permission for their living under his protection, on condition that they pay a dollar per month for not working in the mines. This is the very greatest indulgence which consular influence is able to obtain at Algiers. With great satisfaction I bear witness that the English, Danish, and Swedish consuls, treat Christian slaves with the utmost humanity, I might almost say, politeness.

"The very many other cases I could state of insult to the English nation, by treating the passports of her governors with contempt, &c. I will reserve for your farther information, should you require it; but one recent and flagrant insult I must here mention. There are at this moment, in irons and in slavery at Algiers, the captain and crew of a Gibraltar trader. Their little vessel was taken and confiscated, and our consul has been many times refused their release, although proofs of their being English subjects have been as many times offered by him.

"Permit me now to give you a description of the bani, or prison, the only house they have, and of the hospital. I visited them both, in com-

pany with the surgeon of this sloop, another officer, and an amiable man who resides with our consul.

"The hani, or bagnio, is in one of the narrow streets of Algiers, has nothing remarkable in its outside appearance, but inside it is the most remarkable house of misery imagination can conceive. On entering the gate, there is a small square yard for the slaves to walk about in; there they are, on every Friday, locked up, and, as they do not work on that day, they are allowed nothing but water from the Algerine government. We then ascended a stone stair-case, and round the galleries were rooms with naked earthen floors, and damp stone walls. They have an iron grated window, and a strong door; two of these rooms have, in each of them, twenty-four things, like cot-frames, with twigs interwoven in the middle. These are hung up, one above another, round the room, and those slaves, who are able to pay for the luxury of such a bed, are alone admitted.

"I am happy in wanting a comparison in any part of the world where I have been, for this abominable prison, and those deadly cells; but, if they had a little more light, I think they would most resemble a house where the negroes of the West India islands keep their pigs. I must add, that the pestilential smell made Mr. Stanburg so ill, that he nearly fainted, and Doctor M'Connell and myself were not much less affected.

"The food of the slaves consists of two black loaves, of half a pound each, which are their daily bread: neither meat nor vegetables do they ever taste, those excepted who work at the Marina, who get ten olives per day with their bread; and others in the Spanish hospital, which the Spanish government to this day supports, as well perhaps as it is able. In visiting this hospital, the floors of which were covered with unhappy beings of every age and either sex, I saw some men who looked almost sixty, and some children, who could not be more than eight years old; the whole of them had their legs swelled and cut in such a horrid manner, that we all thought they could not recover. There also we saw some young Sicilian girls, and some women. One poor woman burst into tears, told us that she was the mother of eight children and desired us to look at six of them who had been slaves with her for thirteen years. We left these scenes of horror, and, on going into the country, I met the slaves returning from their labor. The clang of the chains of those who were heavily ironed, called my attention to their extreme fatigue and dejection; they were attended by infidels with large whips.

"During my stay at Algiers, I employed every moment in gaining information as to the practicability of any attack upon that place; and, having taken the opportunity of examining all the forts, batteries, and every possible means of defence, both internally and externally, I will mention some particulars on this head.

"The state of Algiers is divided into four governments; viz. Constantine, a town and its environs, about forty miles inland from Algiers; Tittery,

another very small inland town, &c.; Bona, its eastern government and sea-port; and Oran, the westernmost. The entire population of all these places, as well as the adjacent parts of the country, and the eighty thousand Moors, Arabs, and Jews, which are the population of the city of Algiers, are kept in subjection by, at the utmost, four thousand Janizaries: indeed, no other armed force is allowed, except in cases of the greatest emergency, when the Arabs and Moors are called to their support. From among the Janizaries, the Dey is chosen, or rather put on the throne by the strongest party of them: and, so far from the office being hereditary, the sons of the Dey are no more than common soldiers. As a yet stronger proof of the insignificance of this government, the Cabailes, or resident Arabs, are in possession of their own independent state, which is in sight of Algiers, and they make the subjects of the Dey pay them tribute; so you will see that it is not the natives of Algiers who commit these tyrannical horrid crimes, but only as many Janizaries as there are in the state. As for its sea defence, it has nothing but the formidable appearance of its white washed batteries, which have too long been the bugbear of Europe, to prevent its being razed to the ground in a very short time, by any power which sends a proper force. The Tunisians are at war with Algiers, which never yet was so weak as at this moment; so that if England only command them to release the Christian slaves, and not to make any more, I have no doubt, from what I have heard and seen, that it will be immediately complied with: it is surely worth trying.

"I have read their new treaty with the Americans: it is certainly, in all respects as good as America could wish, save and except the emancipation of all the Christian slaves. The captured Algerine frigate and brig were restored, not by that treaty, but at the humble request of the Dey, to save his head.

"I have found myself obliged to make this letter much longer than was my intention, and I hope I may have excited some interest on a subject, which ought, I think, to be even nearer to the heart of a Christian than the abolition of the African slave trade. I have the honor to subscribe myself, &c.

(Signed)

"WALTER CROKER, Commander, R. N."

"P. S. It is but justice to the memory of one humane Turk, that I add this postscript, to state that before he died, he left his whole fortune for the purpose of providing one small loaf for each christian slave in the *bani*, on Friday, the day they get nothing to eat from the Algerine government.

"W. C."

In Sept. 1815, this memoir was sent to the gentleman for whom it was originally intended, who then held an important office under Government, and who undertook to lay it before His Majesty's ministers; observing at the same time, that it might "*possibly be conducive to the accomplishment of the*

great object its writer had in view." On the 2d Jan. 1816, but not until then, he acquainted Captain Croker, that it had been received by Government, and that he had "*every reason to believe that it was favorably considered.*"

Chagrined at the delay which had already taken place, and fearing that his representations were not likely to be attended to by those in power, Captain Croker now determined to publish his memoir of Algiers, which was no sooner done than the present Lord High Chancellor made use of it in the House of Commons, declared it to be "a clear, substantial, and authentic document;" and succeeded in eliciting from Viscount Castlereagh an assurance that the case of the Christian slaves was actually under consideration. On the 21st March, 1816, Lord Exmouth, then off Port Mahon, informed the fleet under his command, that he had "been instructed and directed by H. R. H. the Prince Regent to proceed to Algiers, and there make certain arrangements for *diminishing* at least the piratical excursions of the Barbary States, by which thousands of our fellow creatures, innocently following their commercial pursuits, have been dragged into the most wretched and revolting state of slavery."

After considerable hesitation on the part of the Dey, who boasted much of the strength of his "warlike city," a treaty was at length concluded, but which failed of giving general satisfaction. Even the philanthropic Mr. Wilberforce, in a letter to Captain Croker, expressed his decided opinion, that the liberation of the Christians then in slavery should have been effected rather by "cannon balls" than by the "payment of a single piastre" as ransom. This gentleman was one of the first to whom a copy of Captain Croker's pamphlet had been sent; and after perusing it, he declared that the author "had kindled, even in the mind of such an old stager as himself in politics, a flame, which, he trusted, would never be extinguished, till the evils which, to the disgrace of the great European powers, and more especially of Great Britain, had been so long tolerated, were at an end." The glorious results of Lord Exmouth's second visit to Algiers is well known, and we have only to deplore the policy which

restrained that determined officer from inflicting upon the barbarians an equally signal chastisement at a period when it might have been done with much less sacrifice of British blood and treasure, instead of allowing them a full year (from the date of Captain Croker's memoir) to prepare for a more sanguinary conflict.

On its being determined to send a second expedition against Algiers, *with orders to fight if negociation failed*, Captain Croker made an instant tender of his services, but had the mortification to find his applications for employment utterly disregarded. He even followed the fleet from Portsmouth to Plymouth, in the vain hope of being allowed to embark as a volunteer: the necessary permission was withheld; and he consequently returned to his home in disgust, at such neglect and treatment as he was quite conscious of not deserving. Since then, he has, at various periods, used every exertion in his power to obtain an appointment, but always without success. Early in the spring of 1827, he proceeded to Paris, for the purpose of requesting a recommendation from the Duc d'Angouleme to Viscount Melville, when his Royal Highness was pleased to give him an autograph letter addressed to Prince de Polignac, and desiring that nobleman, who was then Ambassador at the British Court, to make an application in his favor. On this occasion, although twelve years had elapsed since they last met, the Duc de Rivière did not fail to remember and most heartily welcome his old friend, whom he informed, that the Dauphin had commanded him to be entertained at the table of the Duc de Bourdeaux, during his stay at Paris. The following is the translation of a letter which he received immediately on his arrival in that capital:

"My dear Captain,—I have spoken to the Dauphin; and I have the little word (*petit mot*) which you are desirous of. Come and dine with us, at six o'clock to day, and I will give it you, as also a letter for Prince de Polignac. A thousand caresses from, yours sincerely,

(Signed)

"DUC DE RIVIERE."

"Thursday, 22d March."

The letter written by the Duc d'Angouleme was presented

to Viscount Melville, who expressed a wish to retain it, and promised that attention should be paid to the wishes of H. R. H. On his lordship going out of office, in 1827, Captain Croker was naturally anxious to have it restored to him, in order that it might be laid before H. R. H. the Lord High Admiral; but he was informed by the Viscount himself, as well as by his private secretary, that it had been sent to Scotland in one of many chests of papers, and could not be got at for a considerable time. Finding this to be the case, he paid Paris a second visit, and returned from thence with another letter for Prince de Polignac, of which we now give the translation :

“ 24th May, 1827.

“ My dear Prince,—His Royal Highness the Dauphin formerly authorized you to recommend Captain Walter Croker to Lord Melville, and also directed me to request you to exert your best efforts with his lordship in favor of the captain, he having evinced much zeal in our King's cause, whilst His Royal Highness was at Barcelona, and also released, at the request of the Dauphin, seven vessels, which he had detained and sent into Port Mahon, before the battle of Waterloo. The Dauphin desires that you, dear Prince, will repeat the same efforts with H. R. H. the Duke of Clarence, if you see no objection; the same, I say, which you have used with Lord Melville, so that Captain Walter Croker's object may at length be accomplished. Receive, dear Prince, the assurance of my devotedness.

(Signed)

“ DUC DE RIVIERE,

Governor to H. R. H. the Duc de Bourdeaux.”

“ *To the Prince de Polignac.*”

Together with this letter, the French Ambassador forwarded to the Lord High Admiral a certificate, as follows :

“ I certify, that the expressions above mentioned are the same as those in the original paper, now in the hands of Lord Melville; and that the Duc de Rivière communicated to me, by command of the Dauphin, his Royal Highness's desire, that the interest which he has condescended to take in the advancement of Captain Walter Croker should reach the knowledge of His Royal Highness the Duke of Clarence.

(Signed)

“ THE PRINCE DE POLIGNAC.”

“ *Portland Place, 30th May, 1827.*”

At an interview with which Captain Croker was subsequently honored, the Lord High Admiral was most graciously

pleased to signify his intention of promoting him; which promise was afterwards repeated in a letter from his private secretary, and undoubtedly would have been fulfilled had His Royal Highness remained in office. His Majesty has recently been pleased to receive a second memorial of Captain Croker's services, and it will be seen by the subjoined letter, that the same is now under the consideration of the Admiralty. We have only to add, that Captain Croker, previous to the late French revolution, possessed so much interest at that Court, that, had not his wishes been confined to the attainment of promotion in a service of which he is so great an ornament, he might have almost commanded any mark of distinction or other favor which the then Dauphin could possibly have obtained for him.

"Windsor Castle, Aug. 29th, 1831.

"Sir,—I have not delayed to submit your memorial, and the accompanying papers, to the King, who has honored me with his commands to refer them for the consideration of Sir James Graham. I shall be happy to hear that your application has been successful. I have the honor to be, &c.

(Signed)

"H. TAYLOR."

"To Capt. Croker, R.N."

Captain Croker is the present possessor of his paternal estate, Lisnabrin, and also of one-half of Rovesmore. He married Mary, daughter of the Rev. Ponsonby May Carew, rector of Ardmore, co. Waterford, and has had issue five children, of whom four are now living. Two of his brothers are physicians, and another a captain on the half pay of H. M. 84th regiment. One of his sisters, now deceased, was married to Counsellor Walter Giles.

Agents.—Sir F. M. Ommanney and Son.

JAMES ELLIS, Esq.

Lieut 10 Jan 1771

Was first lieutenant of the *Arethusa* 32, Captain Samuel Marshall, and wounded in her celebrated action with the

French frigate Belle Poule, July 17th, 1778 *. He obtained the rank of commander on the 19th Nov. in the same year; and the out-pension of Greenwich Hospital Sept. 22d, 1806. His demise took place Sept. 7th, 1824, at which period he was in the 79th year of his age.

DAVID MACKAY, Esq.

Was made a commander in Sept. 1781, and granted the out-pension of Greenwich Hospital, in July 1807. He died in the year 1823.

GOODWIN COLQUITT, Esq.

Was promoted to the command of the Echo sloop in Jan. 1783; and granted the out-pension of Greenwich Hospital in Sept. 1806. He died at Bath, Jan. 2d, 1826, aged 78 years.

STEPHEN PETER MOUAT, Esq.

Was educated at the maritime school, Chelsea; and advanced to the rank of commander in Dec. 1787. His daughter was married, in 1814, to Captain J. A. Briggs, of the Hon. East India Company's service.

HENRY DEACON, Esq.

OBTAINED his present rank in Dec. 1787, and the out-pension of Greenwich Hospital in May 1814. During the latter part of the late war he regulated the impress service at Waterford.

* See Vol. I. Part II. p. 499.

COMMANDERS.

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JOHN EDWARDS (a), Esq.

Was made a commander in Dec. 1787.

SAMUEL KEMPTHORNE, Esq.

Commission as commander dated Aug. 26th 1789.

*L. 11 August
1778*

GEORGE MAXWELL, Esq.

Was one of twenty lieutenants who received their first commissions prior to the conclusion of the year 1780, and were made commanders on the 21st Sept. 1790; as was also

SAMUEL FEATHERSTONE, Esq.

RICHARD BOGER, Esq.

OBTAINED the rank of commander in Sept. 1793; and the out-pension of Greenwich Hospital in Sept. 1806. He died at Brompton, co. Middlesex, May 6th, 1824, aged 84 years.

CHARLES ROBINSON, Esq.

Was made a commander in April 1794; and had the misfortune to be captured in the Scout sloop, by two French frigates, on the Mediterranean station, in the month of August following.

PETER M'KELLAR, Esq.

SERVED as second lieutenant of the Royal Sovereign, first rate, bearing the flag of Admiral Thomas Graves, at the defeat of the French republican fleet, June 1st, 1794; and subsequently commanded la Renommée troop-ship, on the

Mediterranean station, where he received the Turkish gold medal for his services during the memorable Egyptian campaign. In 1807, we find him employed in the *Lady Warren*, hired armed ship, on Channel service. He obtained the rank of commander in July 1794; and died in June 1830, at the advanced age of 81 years.

WILLIAM BURGESS, Esq.

Was senior lieutenant of the *Impregnable* 98, flag-ship of Rear-Admiral Benjamin Caldwell, on the memorable first of June, 1794; and promoted to his present rank July 5th following. He afterwards held a command in the *Sea-Fencible* service, on the southern coast of Cornwall. His son, Samuel, is a captain in the navy.

JOHN LARKAN, Esq.

BROTHER to Captain Robert Larkan, of the Royal Hospital at Greenwich. He was first lieutenant of the *Pandora* 20, Captain Edward Edwards, when that ship was despatched to Otaheite, in quest of the ill-fated *Bounty**; and he also served in the same capacity on board the *Defence* 74, Captain (now Lord) Gambier, at the battle of June 1st, 1794. His promotion to the rank of commander took place on the 6th of the following month; from which period, we believe, he was never employed afloat. During the late war he held an appointment in the Irish *Sea-Fencible* service; and he appears to have died at Athlone, in 1830, aged 84 years.

GEORGE LUKE (a), Esq.

Was second lieutenant of *la Nympe* frigate, commanded by the present Viscount Exmouth, at the capture of *la Cleo-*

* See Vol. II. Part II. p. 767 *et seq.*

patre, a French national ship of superior force, off the Start Point, June 18th, 1793, on which occasion he appears to have been wounded whilst leading a division of the boarders. He afterwards served on board the Impregnable 98, flag ship of Rear-Admiral B. Caldwell; and we have been told by one of his messmates, now a peer of the realm and a flag-officer, that he frequently amused himself and the inmates of the wardroom, by saying "Here am I, George Luke, the son of an ironmonger, who don't care a d——n for any of you." He was promoted to the rank of commander in Nov. 1794; subsequently employed in the Sea Fencible service; and granted the out-pension of Greenwich Hospital, Jan. 15th, 1812.

Commander Luke died in 1824; previous to which one of his daughters was married to Captain Dale, of the 84th regiment; and another to G. C. Tucker, LL.D. of Ashburton, co. Devon.

THOMAS DALBY, Esq.

WAS made a lieutenant in 1778; a commander in Dec. 1794; and appointed to the Sea-Fencible service, in Hampshire, April 3d, 1793.

HENRY WRAY, Esq.

COMMANDED the Advice cutter, on Channel service, during the Spanish armament, in 1790; and the Flora hired armed ship, employed in convoying the trade to and from Ireland in 1794. He obtained the rank of commander in June 1795; and was soon afterwards appointed to the Seagull sloop, in which vessel he continued, on the North Sea and Channel stations, for nearly five years. He died in 1825.

JOHN EDWARDS (b), Esq.

WAS made a commander in June 1795; and granted the out-pension of Greenwich Hospital, in Sept. 1822: he died on the 15th Jan. 1823.

GEORGE ROBINSON, Esq.

OBTAINED his first commission in 1790, and lost a leg whilst serving as second lieutenant of the *Thames* 32, Captain James Cotes, in an action with the French frigate *Uranie*, of far superior force.

This combat took place on the 24th Oct. 1793, in lat. 47° 2' N. long. 7° 22' W., and was continued with great spirit on both sides, from about 10-30 A. M. until 2-20 P. M., when the enemy hauled off to the southward, making all the sail she could, and leaving the British ship in too crippled a condition to pursue her, as will be seen by the following enumeration of her damages and loss, taken from Captain Cotes's official letter, dated at Gisors, in France, April 9th, 1795:—

The bowsprit, all three lower masts, and the main-top-mast, badly wounded in a number of places; the bol-stays, bowsprit-shrouds, jib-stay, and haliards, all the standing and spring-stays, most of the lower and top-mast rigging, and the fore part of the mizen-top, shot away; the main-top-sail-yard cut through in the slings; the fore and main-yards rendered unserviceable, the former left hanging by the trusses alone, and nearly half way down to the deck, the latter having neither lift nor brace remaining; the courses and all the after sails completely riddled; the gangways and that part of the main-deck before the main-mast, from the waterway to the hatchways, torn up; the bitts demolished; three guns dismounted; almost every breeching and tackle carried away; the gaff obliged to be lowered, to prevent the mizen-mast going over the side; nine shot between wind and water; and 34 officers and men, out of 134, the total number, including boys, on board, killed and badly wounded.

The *Thames* mounted thirty-two long twelve and six-pounders, without a single carronade; her opponent twenty-eight long eighteens, twelve long eights, and four thirty-six-pounder carronades, with a complement of at least 330 men.

The condition of the French ship can be judged of only from her appearance after the action had ceased, when several men were seen over her sides, busily employed in stopping shot-holes, and it was evident that all her pumps were at work.

In the course of the same day, the Thames was obliged to surrender to a French squadron, consisting of three large frigates and a corvette, under the command of Monsieur Allemand, by whom the Uranie had been sent in chase of a brig about forty-eight hours before. Previous to their being landed at Brest, the whole of the British prisoners were completely pillaged by the republican crews, over whom their officers had little or no control: it is, however, but fair to state, that the latter did all they could to mitigate the sufferings of their captives.

On the 23d June 1795, Lieutenant Robinson was promoted to the rank of commander; and in Jan. 1796, he obtained a pension of £91 5s. *per annum*; which, May 8th, 1816, was increased to £200.

HENRY HUTCHINGS BIRKHEAD, Esq.

Was made a lieutenant in 1783; promoted to the rank of commander in Nov. 1795; and granted the out-pension of Greenwich Hospital in Sept. 1806.

GEORGE DAVEY, Esq.

Was made a lieutenant in 1780; advanced to the rank of commander in Jan. 1796; and employed, during part of the late war, in the Alkmaar store-ship. He died at Polbarth, co. Cornwall, in 1829.

JAMES GODENCH, Esq.

OBTAINED his first commission in 1779; and was promoted to the rank of commander for his "bravery and good

conduct" as senior lieutenant of the *Alexander* 74, in an action with a French squadron, of which we find the following official account:—

"On board the Marat, at Brest, Nov. 23d, 1794.

"Sir,—The arrival of the *Canada* must long since have informed their lordships of my misfortune, in losing *H. M. S. Alexander*, late under my command, having been taken by a squadron of French ships of war, consisting of five 74's, three large frigates, and an armed brig, commanded by Rear-Admiral Neilly: farther particulars I herewith transmit you for their lordships' information.

"We discovered this squadron on our weather bow, about 2-30 A. M. on the 6th instant, being then in lat. 48° 25' N., long. 7° 53' W., the wind at west, and we steering N. E. I immediately braced sharp up, with the larboard tacks on board, and without signal, the *Canada* being close to us. We passed the strangers a little before four o'clock, the nearest of them only about half a mile distant, but could not discover what they were. Shortly after we bore more up, let the reefs out of the top-sails, and set steering-sails. About 5 A. M., perceiving, by my night-glass, the strange ships to stand after us, we crowded all the sail we could possibly set, as did the *Canada*, and stood still more to the eastward. About day-break the *Canada* passed us, steering more to the northward than we did. Two ships of the line and two frigates pursued her, and three of the line and one frigate chased the *Alexander*. About 7-30 the whole of them hoisted English colours. About 8-15 we did the same. Upon which they hauled down the English and hoisted French. At 9 or shortly after, observing the ships in pursuit of the *Canada* draw up with her, I made the signal to form a-head for mutual support (being determined to defend *H. M. ships* to the last extremity), which signal she instantly answered, and endeavoured to put in execution; but the enemy seeing her intentions, hauled more to starboard to cut her off, and thereby obliged her to steer the course she had done before. We continued firing our stern-chasers at the ships pursuing us, from 8-30 till near 11 A. M., when the three 74's came up, and brought us to close action, which we sustained for upwards of two hours. During this period, the *Alexander* had become a complete wreck; the main-yard, spanker-boom, and three top-gallant-yards were shot away; all the lower-masts shot through in many places, and expected every minute to go over the side; all the other masts and yards wounded, more or less; nearly the whole of the standing and running rigging cut to pieces; and the sails torn into ribands: her hull was much shattered, and, making a great deal of water; she was with difficulty floated into Brest.

"At 1 P. M., the other ships had quitted the *Canada*, and were coming fast up with us; the shot of one of them soon afterwards passed over us. Thus situated, and cut off from all resources, I judged it advisable to

consult my officers, and accordingly assembled them all on the quarter-deck; when, upon surveying and examining the state of the ship (engaged as I have already described), they deemed any farther resistance would be ineffectual, as every possible exertion had already been used to save her, and therefore they were unanimously of opinion, that to resign her would be the only means of saving the lives of a number of brave men. Then, and not till then, I ordered the colours to be struck; a measure which, on a full investigation, I hope and trust their lordships will not disapprove. Hitherto I have not been able to collect an exact list of the killed and wounded, as many of the former were thrown overboard during the action, and when taken possession of, the people were divided and sent on board different ships; but I do not believe they exceed forty, or thereabout. No one above the rank of boatswain's-mate was killed. Lieutenant Fitzgerald, of the marines, Mr. Burns, the boatswain, and Mr. M'Curdy, pilot, were wounded, but they are in a fair way of doing well.

"The cool, steady, and gallant behaviour of all my officers and ship's company, throughout the whole of the action, merits the highest applause; and I should be deficient in my duty, as well as in what I owe to those brave men, were I to omit requesting you will be pleased to recommend them in the strongest manner to their lordships' favor and protection; particularly Lieutenants Godenich, Epworth, Carter, West, and Darracott; Major Tench, and Lieutenants Fitzgerald and Brown, of the marines; Mr. Robinson, the master; together with the warrant and petty-officers, whose bravery and good conduct I shall ever hold in the highest estimation. I have hitherto been treated with great kindness and humanity, and have not a doubt but that I shall meet with the same treatment during my captivity. I am, &c.

(Signed)

"RICHARD RODNEY BLIGH."

"To Philip Stephens, Esq.

Secretary of the Admiralty."

At the period of her capture, the *Alexander* was returning to England from the coast of Spain, whither she had escorted a convoy, in company with the *Canada 74*, Captain Charles Powell Hamilton. The latter ship escaped through superior sailing, and her commander had the pleasure of witnessing the recapture of the *Alexander*, off l'Orient, June 23d, 1795 *. According to the French papers, two of their 74's were very much disabled, and sustained between them a loss in killed and wounded amounting to 450 officers and

* See Vol. I. Part I. p. 100.

men. Rear-Admiral Neilly, it appears, had sailed from Brest purposely to intercept two valuable British convoys, then expected from the Mediterranean; and had he not been obliged to return into port with his crippled squadron, it is probable that he would also have fallen in with the Victory, first-rate, bearing the flag of Lord Hood, who was then returning home, unaccompanied by any other ship. On the 27th May, 1795, the gallant commander of the *Alexander* (who had been made a Rear-Admiral previous to his captivity) having got back to England, was tried by a court-martial, and, as may well be supposed, most honorably acquitted. The infamous treatment experienced by his officers and crew after they were landed at Brest, and the manner in which his first lieutenant escaped from the ferocious republicans, have been described in p. 702 of Vol. II. Part II.

The subject of this article obtained the rank of commander in May 1796; and died at Fishbourne, near Chichester, Jan. 6th, 1825, aged 72 years.

GEORGE HARISON, Esq.

ENTERED the royal navy June 1st, 1781, as midshipman on board the *Royal Oak* 74, commanded by his friend, Captain H. P. Hardisoif, and employed on the North American station. He obtained his first commission in Nov 1793; served as senior lieutenant of the *Santa Margaritta* frigate, at the capture of *la Tamise*, a much larger French ship of war, in June 1796; and, for his conduct on that occasion, was immediately afterwards made a commander. The following is an extract of his captain's official letter, addressed to Vice-Admiral Kingsmill.

" Santa Margaritta, at sea, June 11th, 1796.

" Sir,—I have the honor to inform you, that on the 7th instant, being in company with *H. M. S. Unicorn*, 18 leagues west of Scilly, we discovered, at 2 A. M., three ships about a mile on our lee-beam; and, as the day opened, we perceived them to be frigates belonging to the French nation, which I communicated to Captain Williams, who immediately made sail to join me, and our signal to pass within hail, for the purpose of

giving him information of the enemies' force. The statement of their superiority encouraged him in his eager pursuit, and he said that he would attack the largest ship, desiring me to engage the next in strength. This noble example inspired every person with confidence of success, and each ship steered for her opponent; but the enemy, determining to evade an action, steered away large under a press of sail, the smallest ship, at the same time, making off to windward. At 11-30, by our superior sailing, we arrived within gun-shot of the enemy; but as they appeared to close for the mutual support of each other, and the Unicorn being some distance astern, I judged it prudent to postpone our attack till she was sufficiently advanced to occupy the attention of the French commodore. At this time they commenced a fire from their stern-chase guns. At 1 P. M., having approached them within three-quarters of a mile, we fired our bow-guns whenever a favorable opportunity presented itself, the enemy at the same time yawing to discharge their broadsides. At 2 o'clock, the Unicorn being on our weather beam, we made sail, keeping up a running fight till 4-15 P. M., when the sternmost ship, finding it impossible to escape, put her helm a-port, and endeavoured to rake us; but she was fortunately baffled in this effort, which afforded us an opportunity of placing ourselves abreast of her within pistol-shot, when a quick and well-directed fire compelled her to surrender in less than twenty minutes. She proved to be *la Tamise**, commanded by Mons. Fraden, mounting 36 guns, with a complement of 306 men."

We should here observe, that *la Tamise* mounted six brass 36-pounder carronades, in addition to twenty-six long 12 and ten 6-pounders. Her loss consisted of 32 persons killed and 19 wounded. The *Santa-Margaritta*, although measuring 337 tons more than her opponent, mounted only the same number of long guns, 12 and 6-pounders, and four 32-pounder carronades, with a complement of 237 men, two of whom were slain and three wounded. The other French ships, the largest of which was captured by the Unicorn, after a pursuit of 210 miles, were *la Tribune*, of 44 guns and 337 men, and *la Legère*, an 18-gun corvette †.

"It is with extreme pleasure," continues the captain of the *Santa-Margaritta*, "that I seek the present opportunity of testifying my gratitude to the officers and ship's company for their active zeal and steady unanimity at all times and in all situations, but more particularly in the capture of *la Tamise*, on which occasion their courage and exemplary conduct is

* Formerly the British 32-gun frigate *Thames*; see p. 252.

† See Vol. I. Part I. p. 388.

worthy of the greatest praise. The readiness of Mr. Harison the first lieutenant, and his prompt execution of my orders, did essentially facilitate our success." (Signed) "T. BYAM MARTIN."

The officer thus highly praised, and whose immediate promotion to the rank of commander we have already noticed, obtained the out-pension of Greenwich Hospital in Mar. 1807; and died at Edgcombe, near Launceston, co. Cornwall, Aug. 17th, 1831.

EDWARD KILLWICK, Esq.

Was made a lieutenant in 1782; and commanded the Sardinian sloop, on the Mediterranean station, in 1796. From Mar. 1798 until the peace of Amiens, he held an appointment in the Suffolk district of Sea-Fencibles. In the years 1806 and 1807, he commanded the Howe store-ship, and was successively employed at the Cape of Good Hope and in South America. In the summer of 1809, we find him appointed to the Princess, receiving ship at Liverpool; and about a year afterwards, the following paragraph appeared in the Naval Chronicle:

"On Friday and Saturday, May 11th and 12th" (1810) "a court-martial was held on board the Salvador-del-Mundo, in Hamoaze, for the trial of Lieutenant William Archbold, late of the Princess; that officer having requested that he might have a public opportunity of vindicating his character from the odium thrown upon it by Captain Killwick. The Court, after having examined Captain Killwick and many of his officers, and duly considered their evidence, agreed, that the conduct of Lieutenant Archbold had been most officer-like and correct during the whole of the time he had served in the Princess, and did therefore most fully acquit him."

In consequence, we believe, of this sentence, the Princess was immediately placed under the command of another officer, whose predecessor does not appear to have been again employed afloat. He, however, obtained the out-pension of Greenwich Hospital, in Dec. 1814. His son, Lieutenant John Arthur Killwick, R. N. had the honor of presenting an address to King George IV., from the borough of Southwold, at a levee held on the 23d Feb. 1821.

JOHN DAVIES (*a*), Esq.

WAS first lieutenant of the *Heroine* frigate, Captain Alan Hyde Gardner *, at the reduction of Trincomalee, and other Dutch settlements in the island of Ceylon. After the surrender of Columbo and its dependencies, he was sent to England, by the route of Suez, Alexandria, and Trieste, with a despatch, of which the following are extracts :—

“Heroine, Columbo Road, Feb. 16th, 1796.

“Sir,—Having received directions from Sir George Keith Elphinstone, to take under my orders the ships of his Majesty, and those of the Honorable East India Company, named in the margin †, and to co-operate with Colonel James Stuart, commander of the land forces, in the reduction of Columbo, it is with peculiar satisfaction I announce to you the surrender of that fortress, with the remaining possessions under the Dutch authority in Ceylon, on the 15th instant. I have the honor to transmit herewith the terms on which these places have become part of H. M. dominions * * * * *. It becomes me, and is a very pleasing part of my duty, to make known to you, for H. M.’s information, the zeal and activity which have actuated every description of officers and men employed under my orders; and I am happy to inform you, that three seamen of the *Swift*, wounded, are the only casualties of the siege. First Lieutenant Davies, of the *Heroine*, an officer of great merit, who has given me every assistance on this service which his relative situation enabled him to do, will have the honor of delivering to you this despatch; and I beg leave to recommend him to your favorable notice and protection. I have the honor to be, &c. (Signed) “A. H. GARDNER.”

*“To the Right Hon. Henry Dundas,
&c. &c. &c.”*

After meeting with many impediments, including a detention of forty days in the lazaretto at Boco di Cattaro, Lieutenant Davies arrived in England, and was immediately promoted to the rank of commander, by commission dated Aug. 16th, 1796. He obtained the out-pension of Greenwich Hospital, on the 8th Dec. 1818; and died at Stonehouse, near Plymouth, Jan. 30th, 1830.

* The late Viscount.

† Rattlesnake, Echo, and *Swift*, sloops, Captains Edward Ramage, Andrew Todd, and John Sprat Rainier; three of the H. C.’s cruisers, and two Indiamen.

HENRY PROBYN, Esq.

OBTAINED his first commission in 1791, and the rank of commander in Aug. 1796; held an appointment in the Sea-Fencible service, under Captain (now Sir Charles) Tyler, at the renewal of the war with France, in 1803; and afterwards commanded, for short periods, the Blossom and Bonetta, ship-sloops.

THOMAS DICKINSON (a), Esq.

COMMISSION as commander dated Dec. 5th, 1796; died in 1828.

ROBERT PEARSON, Esq.

OBTAINED his first commission in 1781; the rank of commander Dec. 6th, 1796; and the out-pension of Greenwich Hospital, in Sept. 1806. He died at Bath, about Mar. 1827, after a lingering illness of more than two years.

RANCEFORD TOOKEY, Esq.

WAS made a lieutenant in 1782; and promoted to the command of the Assurance 44, armed *en flûte*, on the Mediterranean station, Dec. 6th, 1796.

CHRISTOPHER NEVILE, Esq.

WAS made a lieutenant in 1790; served as third of the Orion 74, Captain John Thomas Duckworth, at the great battle of June 1st, 1794; and obtained the rank of commander in Jan. 1797.

JACOB JAMES, Esq.

RECEIVED his first commission in 1784; served as senior lieutenant of the Victory, first rate, bearing the flag of Sir John Jervis, at the battle off Cape St. Vincent, Feb. 14th, 1797; and was promoted to the rank of commander on the 7th March following.

WILLIAM BEVIANS, Esq.

SON of lieutenant William Bevians, who commanded the Surprise cutter at the close of the American war, in 1783; and was drowned with his boat's crew, and a lady passenger, in returning to the Insolente gun-brig, after receiving orders from the Prince de Bouillon, in 1801.

Mr. William Bevians, *junior*, was first lieutenant of the Irresistible 74, Captain (now Sir George) Martin, at the battle off Cape St. Vincent, Feb. 14th, 1797; and obtained his present rank 8th March following. In 1801, he commanded the Earl of Oxford, hired armed ship; and in 1803, served as agent of transports, afloat. His last appointment was to the Lyra brig, of 10 guns, which vessel we find attached to the fleet under Lord Gambier at the memorable attack upon a French squadron in Aix Road, April 11th, 1809. On the following day, one of her boats was captured by two luggers, whilst employed in burning the enemy's ships*. The out-pension of Greenwich Hospital was granted to Commander Bevians in April, 1823. His brother, James Montagu, is a major in the royal marines.

JOHN LUCE, Esq.

WAS made a lieutenant in 1793, and served as first lieutenant of the Orion 74, Captain Sir James Saumarez, at the

* See Vol. III. Part I. p. 273.

battle of Cape St. Vincent; on which occasion he took possession of the Spanish 3-decker *Salvador-del-Mundo*. The following is appended to a biographical memoir of Sir James Saumarez, published in 1801:—

“The mind shrinks with horror in relating the accumulated sufferings which the wounded on board that ship endured. There were no less than 52 lying on the decks with wounds that required amputation. The Spanish surgeon, after dressing the other wounded men below, came upon deck and began the butchery; after having separated the limb, he omitted to tie up the arteries. Bleeding returned as soon as the circulation was restored, and in a few minutes the victims bled to death. Such was the indignation felt by the English sailors towards the surgeon, that it required some efforts on the part of their officers, to prevent them from throwing him overboard. He was, however, stopped in his bloody career.”

Lieutenant Luce obtained the rank of commander Mar. 8th, 1797; married, in 1799, Miss Jane Scarville, of Newport, in the Isle of Wight; and died at Walworth, co. Surrey, May 8th, 1827, aged 70 years.

EDWARD WILLIAMS (a), Esq.

WAS made a lieutenant in 1779; and commanded the *Advice* cutter, at the close of the American war in 1783. We next find him commanding the *Speedwell*, a vessel of the same description, in which he captured le *Braave*, French privateer, off the Isle of Wight, Aug. 22d, 1796. His promotion to the rank of commander took place in Mar. 1797. During part of the late war he held an appointment in the *Sea-Fencible* service; and on the 13th Aug. 1810, he obtained the out-pension of Greenwich Hospital.

MATTHEW WRENCH, Esq.

OBTAINED his first commission in 1790; and distinguished himself, as lieutenant of the *Vulcan* fire-ship, Captain Charles Hare, at the destruction of the arsenal and shipping at Toulon, under the immediate direction of Sir W. Sidney Smith, Dec. 18th, 1793. He was promoted to the command of the *Lace-*

demonian sloop, on the West India station, Mar. 27th, 1797; and captured by the French, but under what circumstances we know not, in the month of May following. He died at Widcombe House, near Bath, June 7th, 1831.

JOHN GASCOYNE, Esq.

BROTHER to General Gascoyne, late M. P. for Liverpool.

This officer was made a lieutenant in Nov. 1790; and served as such under Captains John M'Dougal, John Bazely, and George Wilson, in the Vestal frigate, and Alfred and Bellona, 74's; from which latter ship he was promoted, by an Admiralty commission, to the command of the Pelican 18-gun brig, Mar. 27th, 1797.

The Bellona was then employed at the Leeward Islands, from whence Commander Gascoyne proceeded to the Jamaica station, where he assisted at the capture of la Republique Triomphante, a French national vessel, of 14 guns. He shortly afterwards had a very severe attack of yellow fever, which obliged him to go to sick-quarters at Cape Nichola Mole, and ultimately, in Jan. 1798, to exchange into the Thorn, ship-sloop, then about to return to England. In the latter part of the same year, we find him escorting some vessels from Liverpool to the Orkneys; then proceeding to Cuxhaven; and there taking charge of the homeward bound trade. On his arrival at Sheerness, the Thorn was docked, found to be no longer sea-worthy, and consequently put out of commission. His next appointment was to the Sea-Fencible service, on the Kentish coast; and after the breaking up of that establishment, in 1810, he appears to have been employed in raising seamen at Limerick and Swansea, until the final cessation of hostilities, in 1815.

Commander Gascoyne married, in Oct. 1799, Charlotte, youngest daughter of the Rev. C. E. De Coetlogon, rector of Godstone, co. Surrey.

WILLIAM M'GWIRE, Esq.

A son of the late Arthur M'Gwire, of Clonca Castle, co. Waterford, Esq.

This officer was born in 1766; and entered the royal navy, at the age of thirteen years, as midshipman on board the *Egmont* 74, in which ship he served under Captains John Carter Allen and Robert Fanshawe, on the Channel and West India stations, until the end of 1781. He had scarcely been a year at sea before he experienced a most dreadful hurricane, which spread desolation over the whole of the Carribean Islands and Jamaica; and in which the *Egmont* was totally dismantled*.

During the remainder of the American war, we find Mr. M'Gwire in the *Proselyte* frigate, Captain John Brown, on the Leith station; and for three years after the termination of hostilities, in 1783, he served as midshipman and master's-mate, under Caaptain Thomas Wilson, in the *Racehorse* sloop, on the African, Halifax, and North Sea stations. He next joined the *Centurion* 50, fitting out for the flag of Rear-Admiral Philip Affleck, commander-in-chief at Jamaica, by whom he was appointed to the command of the *Advice* cutter, with an acting order as lieutenant, in 1792.

Mr. M'Gwire's first commission, appointing him to the *Helena* sloop, Captain William Charleton, on the same station, was signed in Jan. 1793. He subsequently served on board the *Vestal* 32, Captain John M'Dougal, in the North Sea; and removed from that frigate into the *Invincible* 74, Captain the Hon. Thomas Pakenham, of which ship he was second lieutenant at the battles of May 29th and June 1st, 1794†; and became first, on the promotion of his senior officer, the present Sir Henry Blackwood.

In the spring of 1795, Lieutenant M'Gwire followed Captain Pakenham into the *Juste* 80, attached to the Channel

* See Vol. I. pp. 68, 105, *et seq.*

† See Suppl. Part I. p. 318.

fleet; and he appears to have continued as first of that fine ship until his advancement to the rank of commander, May 22d, 1797. During the remainder of the French revolutionary war, the whole of the gun-vessels employed in protecting the Irish coast were under his command.

Captain M'Gwire's next appointment was, on the renewal of hostilities in 1803, to the Sea-Fencible service in Ireland, between Cork Head and Youghall; and after the breaking up of that establishment, in 1810, he superintended the impress service at Waterford, for a period of four years.

This much-neglected officer's eldest son, a fine youth, died of the yellow fever at Jamaica, whilst serving as midshipman of the Ferret sloop, commanded by his maternal uncle, the present Captain William Hobson. He has still four children surviving; and we are informed that two of his brothers are in the church.

HENRY CAREW, Esq.

Was first lieutenant of the Repulse 64, Captain James Alms, previous to the mutiny in the North Sea fleet; and obtained the rank of commander for his meritorious conduct on that trying occasion. The following is the substance of an official letter which he addressed to the above officer on surrendering to him the command of the Repulse, after having succeeded in escaping with her from the rebellious fleet at the Nore, to Sheerness harbour; dated June 9th, 1797:—

"Sir,—It is with much satisfaction I inform you, that a plan I this day laid, in conjunction with the other lieutenants, the master, purser, marine officer, boatswain, all the gentlemen of the quarter-deck, and the loyal part of the ship's company, for the purpose of regaining the command of the Repulse, has fully succeeded.

"I did not intend to carry this plan into effect until 11 p. m.; but the Leopard was no sooner perceived under weigh, than our party took fire thereat, caught the moment, and carried our point: unfortunately, however, it happened to be low water; and the ship, soon after getting under sail, took the ground, remaining immovable for nearly two hours, under a heavy fire from the Monmouth, Director, Grampus, and Ranger. I am sorry to state, that the second lieutenant, George Augustus Delanoe, lost

Lieutenant

1 Feb 1799

This letter appeared in the Naval Chronicle Vol. 8 pp. 23

his leg in this business, but from the nature of such a service it will strike you with astonishment, that this was the only casualty, although the hull, sails, and rigging was very much damaged. I am, &c.

(Signed) "HENRY CAREW."

We have already intimated, that the Admiralty, from a high sense of Lieutenant Carew's officer-like conduct and spirited exertions, were pleased to grant him promotion. His advancement to the rank of commander took place June 27th, 1797, at which period he had been eighteen years a commissioned officer. He was then appointed to the Swan sloop, on the North Sea station; where, in August following, he captured the Dutch privateer Goede Verwatging, of 8 guns and 28 men.

Commander Carew's next appointment was, in 1800, to the Pheasant sloop, on the Halifax station; from whence he returned home with despatches, Aug. 22d, 1803. In the summer of the ensuing year, ill health obliged him to retire from active service; and the out-pension of Greenwich Hospital was granted to him, in Dec. 1819.

This officer married Elizabeth Maria, eldest daughter of the Rev. Thomas Fownes, of Kittery Court, co. Devon; which lady died on the 4th Aug. 1831, in her 65th year.

Died at Barnstaple 27 October 1840 aged 82

NICHOLAS KEMPE, Esq.

ENTERED the royal navy in 1769; obtained his first commission in 1780; and served as second lieutenant of the *Inflexible* 64, Captain the Hon. J. Chetwynd, in the last action between Sir Edward Hughes and Mons. de Suffrein, fought off Cuddalore, June 20th, 1783*. He was promoted to the command of the *Princess* 26, on the Cape of Good Hope station, July 14th, 1797; and lastly employed in the Sea-Fencible service, between Flamborough Head and the River Tees. He appears to have died in the summer of 1829.

* See Vol. I. Part II. last par. of note at p. 425.

SIR JOHN FORBES DRUMMOND, BART.

Was the second and youngest son of Robert Forbes, of Corse, in Banffshire, N. B., by Anne, daughter of John Abernethy, of Corskie, Esq.; but he assumed the surname and arms of "Drummond," in addition to those of his own family, upon his marriage with Mary, daughter of Dr. Ogilvie, and heiress, by special settlement of her cousin, Barbara, only daughter and heiress of William Drummond, of Hawthornden, co. Mid-Lothian, Esq. He obtained a patent of baronetcy in Feb. 1828, and died at Midfield, May 23d, 1829; at which latter period he had held the rank of commander nearly thirty-two years. His only child having married Francis, eldest son of the late James Walker, of Daley, in Mid-Lothian, that gentleman has succeeded to the baronetcy, and likewise assumed the additional surname and arms of Drummond.

HENRY SAMUEL BUTT, Esq.

SERVED as midshipman on board the Crown 50, bearing the broad pendant of Commodore the Hon. William Cornwallis, in the East Indies; obtained a lieutenant's commission in 1792; and was promoted to the command of the Explosion bomb, in Aug. 1797. We next find him conducting the Falcon fire-vessel into Dunkirk roads, in the night of July 7th, 1800*; and subsequently commanding the Inspector and Raleigh sloops. The out-pension of Greenwich Hospital was granted to him May 31st, 1826.

died 1838

Can 1826 1797

EDWARD HUTCHINSON, Esq.

Was made a commander in Oct. 1797; and subsequently employed as an agent for transports and prisoners of war.

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

THOMAS HALTON, Esq.

Was first lieutenant of one of the ships engaged at the battle of Camperdown, Oct. 11th, 1797; and obtained his present rank on the 2d Jan. 1798.

JOHN MATHIAS SPREAD, Esq.

Was made a lieutenant in 1790; and promoted to the command of the Ratler sloop, on the Jamaica station, June 21st, 1798. He there captured a French privateer of 10 guns and 42 men, in 1799; and a Spanish gun-vessel, in 1800. On the 11th June, 1802, he arrived at Portsmouth with despatches.

JOHN ROBERT LEA, Esq.

Was made a commander in Sept. 1798, and died in 1824.

JOHN WHIPPLE, Esq.

Commanded the Leopard gun-vessel in 1796; served as first lieutenant of the Alexander 74, Captain Alex. J. Ball, at the glorious battle of the Nile; obtained the rank of commander in Oct. 1798; held an appointment in the Irish Sea-Fencible service, during part of the late war; and was granted the out-pension of Greenwich Hospital, in June 1824.

JOHN JONES, Esq.

Was made a commander in Oct. 1798, and died in 1824.

WILLIAM MOORE, Esq.

Was promoted to the command of the Transfer sloop, Dec. 24th, 1798; and subsequently appointed to the Vesuvius bomb. He died in 1830.

GEORGE JONES, Esq.

SERVED as first lieutenant of the Leviathan 74, Commodore John T. Duckworth; and brought home that officer's despatches announcing the reduction of Minorca, for which he was made a commander, Dec. 24th, 1798. During part of the late war, he held a command in the Swansea district of Sea-Fencibles.

HENRY COMPTON, Esq.

A native of Limerick, and son of Francis Compton, Esq., by Miss Widenham, one of whose brothers was an alderman of that city.

This officer was born in 1774, and received the naval part of his education at an academy near Deptford, conducted by Lieutenant Lane, who had accompanied the immortal Cook in one or two of his voyages round the globe. Amongst his school-fellows were the present Vice-Admiral Fleeming and the late Captain James Moutray, who was killed in a battery at the siege of Calvi.

Mr. Compton entered the service as midshipman on board the Cumberland 74, Captain (afterwards Admiral) Macbride, but first went to sea in the Actæon 44, armed *en flûte*, commanded by the present Vice-Admiral Joseph Hanwell, and employed in conveying troops to and from the West Indies. On the breaking out of the French revolutionary war, he joined the Romulus 36, Captain John Sutton, then about to sail for the Mediterranean, where he arrived in time to witness the occupation of Toulon; after which he was obliged

to come home, in la Melpomene prize-frigate, for the recovery of his health. We next find him serving on board the *Mino-taur* 74, bearing the flag of his early patron, Vice-Admiral Macbride, and attached to the Channel fleet. He subsequently returned to the Mediterranean, in the *Blonde* 32, Captain William Pierrepont; taking with him a strong recommendation to Vice-Admiral Hotham, by whom he was received on board the *Britannia* 110, early in 1795.

On the arrival of Sir John Jervis, to assume the chief command in that important quarter, Mr. Compton was removed by him into his flag-ship, the *Victory*, where he continued until appointed a lieutenant of the *Agamemnon* 64, commanded by the heroic Nelson, in Jan. 1796. On the 25th April following, he displayed great gallantry in a successful attack upon four French vessels, lying under the batteries of Loäno, near Voltri, on the coast of Italy; and on the 31st May, he again distinguished himself at the capture of two national vessels and five transports, the latter laden with battering cannon, &c. for the siege of Mantua*.

Shortly after the performance of this important service, Commodore Nelson, then in the *Captain* 74, to which ship Lieutenant Compton and many other of the *Agamemnon*'s officers had also removed, was about to enter the harbour of Genoa, from whence he had sailed in pursuit of the enemy's convoy; but to his great surprise, when near the mole-head, he was fired upon by all the sea-batteries. The Captain and the other ships of Nelson's little squadron, were instantly cleared for action, and the unexpected warlike salute returned with considerable effect. In the midst of the firing, Lieutenant Compton received a message to attend the Commodore, whom he found in his cabin, deliberately writing a letter of remonstrance to the Doge, against what he considered such an unjust attack. "Be seated until my letter is ready," said the hero, "and in the mean time a boat shall be hoisted out." The despatch was soon sealed and handed to Lieutenant

* See Vol. II, Part II. p. 566, and Vol. I. Part II. p. 519.

Compton, with instructions to proceed immediately on shore and deliver it. On landing, he found the city in the greatest consternation, a strong column of French troops having gained admittance, and taken possession of all the sea-defences: his boat's crew were soon seized and imprisoned, but he himself succeeded in reaching the residence of the English consul, whose house was then completely closed, with a strong guard in front of it to protect him from threatened violence. He then proceeded, in company with that gentleman, to the palace of the Doge; and on his presenting Nelson's letter, it was determined that the senate should immediately be summoned. After some time spent in deliberation, Lieutenant Compton was informed that a representation of the whole matter should be made to the English minister at Turin; and he was also given to understand, though in an indirect way, that his detention had been resolved upon. He then returned home with the consul, who immediately decided upon endeavouring to get him off in a fishing-boat, could any native be found who would undertake so dangerous a service: his first efforts proved ineffectual, but at length he succeeded in finding a man who was in the habit of going out every night the weather permitted, and who, for a large sum of money, agreed to meet his wishes; which promise he most faithfully fulfilled.

On the following morning, at day-break, not one of the squadron was to be seen, and it became a subject of deep and anxious solicitude with Lieutenant Compton, whether to return to Genoa or to proceed in an open boat to Leghorn. He resolved upon going to the latter place, where he expected to find the *Agamemnon*; but it required the exertion of all his persuasive powers to bring the boatmen into the same way of thinking. A strong N. W. gale now began to blow, and drove him considerably to the southward of his intended course; it proved, however, the most fortunate circumstance that could have happened, for on the evening of the second day after his escape from Genoa, he had the infinite satisfaction of re-joining the *Agamemnon*, off Capreja, an island belonging to the Genoese republic, and which Nel-

son was then about to take possession of, in return for his late unwelcome reception*.

The truly glorious part borne by the officers and crew of the Captain at the memorable battle off Cape St. Vincent, Feb. 14th, 1797, on which day they boarded and carried one ship of 112 guns and another of 84, has been fully noticed in Vol. I. Part II. p. 774 *et seq.* and Vol. II. Part II. pp. 567—569.

In the month of May ensuing, Lieutenant Compton followed Sir Horatio Nelson into the Theseus 74; and after the unsuccessful attack on Santa Cruz, we find him returning home with his wounded chief, in the Seahorse frigate, Captain T. F. Fremantle. In Dec. 1797, he joined the Vanguard 74, fitting out for the flag of the great hero, and under which he bore a part at the memorable battle of the Nile. On the first anniversary of that glorious event, Nelson wrote to the Admiralty as follows:—

"Foudroyant, Naples Bay, 1st Aug. 1799.

"Too much praise cannot be given to Captain Troubridge, for his wonderful exertion in bringing about these happy events" (the expulsion of the French from Naples, Capua, and Gaeta†). "Captain Hallowell has also the greatest merit. Captain Oswald, whom I sent to England, is an officer most highly deserving promotion. I have put Lieutenant Compton, who has served with me as lieutenant since January 1796, into the command of the Perseus, and beg leave to recommend him as highly meriting promotion."

In Sept. following, the Perseus was employed on the Roman coast, under the orders of Commodore Troubridge; and on that officer being recalled by Nelson, after obtaining possession of Civita Vecchia‡, he addressed the following order to her commander:—

"H. M. S. Culloden, Sept. 30th, 1799.

"Sir,—Having received directions from the Right Hon. Lord Nelson, K.B. to leave the fulfilling the solemn engagement which I entered into with the French General commanding the troops of that nation in the Papal States to a discreet officer, and to join him myself immediately, with all the force which can be spared from this service, off the west end of

* See Suppl. Part IV. p. 133.

† See Vol. I. Part II. p. 475 *et seq.*

‡ See Vol. II. Part. II. p. 830.

Sicily; you will therefore remain here with H. M. ship under your command, and proceed to carry the articles of capitulation entered into with the French General into effect, conducting the transports in which his troops will embark, to Toulon, whence you will immediately proceed to Palermo, and, after communicating with H. M. Ambassador at that Court, join Lord Nelson, according to the best information which you may receive there of his lordship's movements.

(Signed) "T. TROUBRIDGE."

Commander Compton was subsequently sent by Nelson to Alexandria, in Egypt; and on his return from thence he appears to have been employed in the blockade of Malta, a service for which the *Perseus* was but badly calculated, she being an old ship, and in a very crazy condition. On her passage from off Malta to Naples, with despatches, she encountered a severe gale of wind, and sustained so much damage, that Commander Compton, instead of returning to his former station, was under the necessity of proceeding to Gibraltar; where, it being found impracticable to repair the *Perseus* sufficiently for active service, he received orders from Lord Keith to return home with a number of merchant vessels and transports under his protection. After leaving the rock, he encountered a series of most violent gales, and the ship had frequently from four to five feet water in the hold: his convoy was dispersed, and he reached England in a state of great distress; but had soon the satisfaction to learn that every vessel was safe in port. The *Perseus* was then ordered round to Woolwich, and put out of commission early in 1801.

After this, Commander Compton's health became so bad, owing to the fatigues of service, that he was obliged to refrain from soliciting active employment. He married, in 1807, Miss Molloy, niece to Edward Molloy, of Oporto, Esq., and has issue four sons and one daughter. One of his brothers, William, obtained the same naval rank as himself, commanded the *Lilly* sloop, and was slain in action with a French ship of superior force, on the Halifax station, July 15th, 1804. His other brother, Francis, an officer in the 68th regiment, fell a sacrifice to the yellow fever, while serving at one of the West India islands. One of his sisters



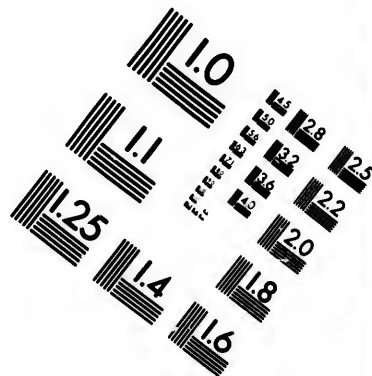
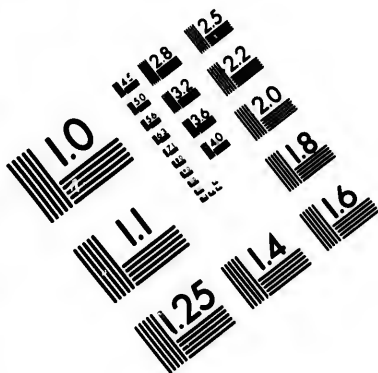
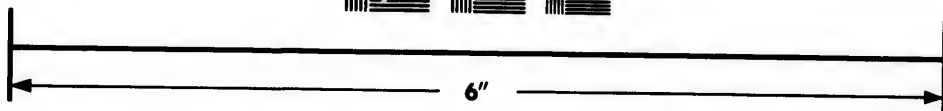
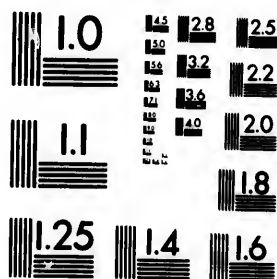


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is the widow of William Blood, Esq., who was murdered by a banditti when travelling from Limerick to Dublin; and the other is married to M. Fitzgerald, Esq. of the Irish capital.

DAVID GILMOUR, Esq.

Was born at Portsea in 1775, and had his name entered on the books of the *Atalante* sloop, Captain Thomas Marshall, in April, 1779. He first went to sea in a merchant ship, under the care of the late Captain Nathaniel Portlock, to whom, in 1785, a company of merchants, under the title of the "King George's Sound Company," had entrusted the command of an expedition intended to establish a trade in furs, between the western coast of America and China. On the 15th Nov. (a few days after the departure of the ships from St. Iago), he fell overboard from the main-rigging, and was some time in the water before he could be picked up. "Early the next morning," says Mr. Portlock, "we caught a shark, which had the greatest part of a large porpoise in his maw: this gave us fresh cause of thankfulness for the preservation of young Gilmour." The result of the speculation in which Mr. Portlock was then engaged will be seen by reference to p. 386 of Suppl. Part II.

In June, 1789, Mr. Gilmour joined the *Guardian* 44, armed *en flûte*, commanded by Lieutenant Edward Riou, and laden with stores destined for the new settlement at Port Jackson. The following is an authentic narrative of the disaster which befel that ship, after her departure from the Cape of Good Hope;—a disaster surmounted by the most intrepid conduct, and terminated by the most miraculous preservation;—a disaster, which had the effect of raising her commander and his courageous adherents—at once—from obscurity to fame:

"On the 24th Dec. 1789, being in lat. 44° S., long. 41° 30' E., the weather extremely foggy, an island of ice was seen about three miles to the S. W. Lieutenant Riou stood towards it, in order to collect lumps of ice to supply the ship with water. This proceeding was judged highly

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expedient, as the daily demand of water was prodigious, owing to the great quantity of cattle on board. As the ship approached the island, the boats were hoisted out, and several lumps collected. During this time the ship lay to; and on the supply of water being brought on board, sail was made to stand off. Very little apprehension was at this time entertained of her safety, although the monstrous size of the island had not only a great effect on the wind, but had caused a strong in-draft. On a sudden, the bow of the ship struck upon a part of the island, which projected under water considerably beyond the visible limits of it. She instantly swung round, and her stern coming on the shoal, struck repeatedly; her rudder was knocked off, and her stern-frame almost beat to pieces.

"The ship in this situation became in a degree embayed under the terrific bulk of ice; the height of which was twice that of the main-mast of a ship of the line.

"At this critical moment, Lieutenant Riou and his officers, retaining their spirit, their example and vigorous exertions led the people to their duty; but it was with difficulty they were prevailed on to overcome their first panic, and lend their assistance to trim and fill the sails. This being at last effected, and the fore-top-gallant-sail and stay-sails between the fore and main-mast being set, she began to forge off, and the same instant struck with greater force, if possible, than before, nearly a-breast of the main-chains, kept crashing for some time along the ice under her, and at last shot entirely clear of it. The weather continued very foggy, and the wind blowing strong, they soon lost sight of the ice, and began to comfort themselves with the hope that no very considerable damage had been sustained, excepting the loss of the rudder. This cheering prospect soon vanished, and a damp was suddenly thrown upon their spirits, when, at a quarter past eight o'clock, the carpenter came up from sounding the well, and reported two feet water in the hold, and that it was increasing very fast. The pumps were ordered to be rigged and got to work. The chain-pumps were at first found to be much out of order, which caused some delay. Mean time as many hands as could be spared were set to work to clear the deck of the cattle, &c. About nine o'clock all the pumps were at work. Three or four of the people were left between decks to hoist up, and heave overboard whatever they could manage. The water at this time had increased to three feet and a half, and was still gaining on the pumps. The few hands left between decks did almost more than their strength could be expected to effect: in the course of half an hour they got up and hove overboard most of the bags of flour, pease, wheat, barley, &c. received at the Cape of Good Hope, besides two hogshheads of tobacco. At ten, the water had increased to five feet. Since the first of their misfortunes, every officer and man had been employed; and it was impossible for them to hold out much longer in this laborious work. Lieutenant Riou therefore determined to divide the officers, seamen, convicts, &c. into two watches, to relieve alternately. At about half-past

ten the first division went to the pumps ; and each man was ordered a dram and other refreshments, which seemed to give them fresh spirits. At midnight the water had increased to six feet, and it was then blowing a very strong gale. At day-light on the 25th, a few hands were set about filling one of the lower studding-sails with oakum, which they found some difficulty to get under the ship's bottom. By unwearied exertions at the pumps, the leak became reduced, and continued to diminish until eleven o'clock, when there was only nineteen inches. In half an hour the leak began again to gain upon them, and a second sail was fothered and got under the bottom ; but the gale was so strong, attended with a heavy sea, which broke frequently over the ship, that it had little, if any effect. At four in the afternoon, Mr. Clements, the master, went down by the way of the rudder into the gun-room, and from thence into the bread and spirit-rooms, to endeavour to discover the leak ; not being able to succeed, it was thought necessary to scuttle the deck close aft, which being out of the roll of the water, would enable them to get up and throw overboard some of the provisions and stores.

" This being done, Mr. Riou, the chaplain, the purser, and two men, were employed in this business ; but unfortunately in endeavouring to get up a cask, it fell back on Mr. Riou, and bruised his hand in so shocking a manner, as to disable him from giving any farther assistance. They then gave up all farther attempts to lighten the ship in this part, and again assisted at the pumps.

" At midnight the water had increased to four feet and a half ; at the same time the winch of the starboard pump breaking, it became disabled, and the water at six in the morning had increased to seven feet ; the night had also been very tempestuous, and by the violence of the wind the fore and main-top-sails were blown to pieces, and the ship left entirely at the mercy of a most tremendous sea. The people began to break off from the pumps, and to secrete themselves, and could only be kept to their duty by threatening to have them thrown overboard. They were kept ignorant of the true state of the ship, until one of the carpenters stationed to sound the bell, came up, and reported that the water was as high as the orlop-deck, and gaining above a foot every half hour. The officers could not possibly suppress this report ; and many of the people, who were really unable to bear the fatigue any longer, immediately desponded, and gave themselves up to perish with the ship. A part of those who had any strength left, seeing that their utmost efforts to save the ship were likely to be in vain, applied to the officers for the boats, which were promised to be got in readiness for them, and the boatswain was directly ordered to put the masts, sails, and compass in each. The cooper was also set to work to fill a few quarter-casks of water out of some of the butts on deck ; and provisions and other necessaries were got up from the hold.

" Many hours previous to this, Lieutenant Riou had privately declared to his officers, that he saw the final loss of the ship was inevitable ; and

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could not help regretting the loss of so many brave fellows. "*As for me,*" said he, "*I have determined to remain in the ship, and shall endeavour to make my presence useful as long as there is any occasion for it.*"

"He was entreated to give up this desperate resolution, and try for safety in the boats; it was even hinted to him how highly criminal it was to persevere in such a determination; but he was not to be moved by any supplications.

"He was, notwithstanding, as active in providing for the safety of the boats, as if he had intended to take the opportunity of securing his own escape. Indeed he was throughout as calm and collected as in the happier moments of his life.

"At seven o'clock the ship had settled considerably abaft, and the water was coming in at the rudder-case in great quantities. At half-past seven, the water in the hold obliged the people to come upon deck; the ship appeared to be in a sinking state, and settling bodily down: it was therefore almost immediately agreed to have recourse to the boats. While the other officers were engaged in consultation on this melancholy business, Mr. Riou wrote the following letter to the Admiralty, which he delivered to Mr. Clements.

"*H. M. Ship Guardian, Dec. 25th, 1789.*"

"If any part of the officers or crew of the Guardian should ever survive to get home, I have only to say, that their conduct after the fatal stroke against an island of ice, was admirable and wonderful in every thing that relates to their duty, considered either as private men, or in his Majesty's service. As there seems to be no possibility of my remaining many hours in this world, I beg leave to recommend to the consideration of the Admiralty a sister, who, if my conduct or services should be found deserving any memory, their favour might be shewn to, together with a widowed mother. I am, Sir, with great respect, your ever obedient servant,

(Signed) "E. Riou."

"*To Philip Stevens, Esq.*"

"He then ordered the boats to be hoisted out, in order to afford a chance of safety to as many as he could with propriety. They were fortunately all got into the water with very little damage; but the sea running so high it was with difficulty they were kept from being stove alongside. The launch being forced to drop on the quarter, to make room for the two cutters, was nearly drawn under the quarter and sunk, and at last obliged to cast adrift from the ship, with only seven or eight men on board, and without any provisions or water. A coil of rope was then landed from the quarter gallery, and passed over to Mr. Somerville, the gunner, in the jolly-boat, which hung over the stern. This boat, on being lowered down, was drawn under and sunk. As soon as the launch had again rowed a little near to the ship, one of the people in her caught hold of a rope, until the cutters brought them provisions, &c. and veered to a good dis-

tance astern. A small quantity of biscuit, and an eighteen gallon cask of water, was then let down between the main and mizen chains into the small cutter. The purser then got into the main-chains, and from thence leaped into her; Mr. Wadman and Mr. Tremlett likewise fortunately got into her. The boat was with great difficulty rowed clear of the ship, and steered for the launch.

"The agitation of mind on this melancholy occasion may be better imagined than described. Mr. Riou was walking the quarter-deck, and seemed happy the boat had got safe from alongside. The ship was drifting astern, and sinking fast in the water. Mr. Clements began to be afraid she would drive upon the launch; and called to the crew to cut the tow-rope, and row out of the ship's wake.

"Mr. Somerville, who was looking over the ship's stern, hearing the order, prayed them to hold fast a moment, and he would jump overboard and swim to them: he did so, and was followed by John Spearman a seaman, who were both taken on board; the boat then cut, and rowed out of the ship's track. The launch soon got alongside of the cutter, out of which they took two bags of biscuit, and a cask of water. The Rev. Mr. Crowther, Mr. Clements, Mr. Tremlett, Mr. Wadman, and the purser, with two more of the men, got into the launch, and the cutter was ordered back to the ship for further supplies, and to receive as many of the people as could with safety be taken on board.

"The crew of the cutter could not be prevailed on to return, but rowed off to some distance, and lay-by. In her were Mr. Brady, midshipman, Mr. Fletcher, captain's clerk, and five seamen.

"The jolly-boat had put off from the ship without either provisions, water, compass, or quadrant, and rowed towards the launch in hopes of either getting relief from her, or the crew to be taken on board; but she had already fifteen people in her, which were as many as she could with safety carry; and the quantity of provisions was very inadequate to support such a number, who had 411 leagues to traverse in a boisterous ocean, without any means of relief.

"There being a spare compass and quadrant in the launch, Mr. Clements handed them into the jolly-boat. At this time one of the convicts attempted to get into the launch, but was opposed by the crew, and pushed into the sea. This man in the struggle caught hold of Mr. Clements, who was with difficulty saved from being pulled out of the boat along with him. The people in the jolly-boat picked the unfortunate fellow up again, and then took to their oars, and rowed close up to the launch, as if determined to board her by force. To prevent, therefore, any scuffle, it was agreed immediately to make sail, and they took their final departure from this scene of misery and distress at about nine o'clock. The ship at this time appeared sunk down to her upper-deck ports. The large cutter and jolly-boat made sail after the launch; the latter almost instantly filled and went down. The other cutter remained hanging on at some distance from the ship.

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At half-past eleven they lost sight of the ship and boats, and shaped their course as much to the northward as the wind, then at N. W. would permit.

"Dec. 26th.—Strong gales, squally and cloudy weather, with remarkable high seas. We were this night very much benumbed and chilled with cold, and could get no sleep. In the morning the weather became more moderate. At four o'clock shifted the fore-mast to its proper place, stepped the main-mast, and set the fore and main-sails; at eight the people were employed to make a main-top-sail out of some sheets, and a yard out of one of the boat's thwarts; the handle of a broken oar was converted into a top-mast; a small tobacco canister was cut up to make a measure for the distribution of water, rather less than a gill, two of which it was agreed to allow each man a day.

"Dec. 27th.—First part moderate breezes and cloudy weather. At one P. M., having boiled all our poultry, and cut up a goose, which was but small, into fifteen equal parts, one of the men forward was then blindfolded, and directed to call each person by name, and another was appointed to serve out the morsel by lots. Notwithstanding we had now fasted above thirty hours, all were perfectly satisfied with the slender allowance; and some had so little appetite, that they reserved a part of it for a future occasion. But the very scanty measure of water received afterwards, by no means allayed the universal craving for drink, evidently occasioned by the excessive heat and feverish state of our bodies. We did not dare, however, to take one drop more than the prescribed allowance: we therefore, through necessity, became philosophers, and submitted with becoming resolution to the exigencies of the moment. At seven we received our second measure of water, which being succeeded by the coldness of the night, administered greatly to our relief. At midnight it blew a fresh gale, with dark, cloudy, and remarkably cold weather. The launch was at this time brought under her main-sail only, and the weather continuing much the same, no alteration was made throughout the day.

"Dec. 28th.—The first part fresh gales and cloudy weather, middle more moderate. About noon we had one of the fowls cut up, and divided amongst us, as on the preceding day, and then received our gill of water. The heat and fever of our bodies increased, and our lips began to break out in watery and ulcerous blisters. This day one of the crew being afraid of famishing, requested his whole quantity of water for the day at one serving, which Mr. Clements opposed: he therefore had recourse to salt water, of which he drank freely. At five in the morning got the top-mast up, and set the sail; at ten, fresh gales; lowered and took in the top-sail. In these seas are vast numbers of sea-fowl flying about; and had we been fortunate enough to have had a fowling-piece, we could not have been much at a loss for provisions: powder and shot we had in store, and two brace of pistols, but we were unable to do any execution with them.

"Dec. 29th.—This day cut up and delivered our last fowl, and shared our water as before. At day-break, strong gales, with flying showers of rain,

from which we endeavoured to benefit as much as possible, by facing the weather with our mouths open, and handkerchiefs spread out; but the drifting moisture was so thin and light, that we were barely able to catch sufficient to wet our lips. This morning we received a small thimble full of rum each, which was occasionally allowed.

"Dec. 30th.—We were this day reduced to a very low ebb indeed, and could not eat the smallest crumb, till supplied with an additional measure of water to moisten our lips, which were almost held together by a tough viscid phlegm, that could not be expectorated but with the greatest difficulty. On this occasion we dipped our bit of biscuit in the water, and afterwards supped a little of it with each mouthful, to force it down. The butter, cheese, and hams, were left free for the use of every one; for they were found to occasion greater thirst, and therefore remained almost untouched. Several of the crew had again recourse to the salt water, which appeared not to have any bad effects.

"Dec. 31st.—We again suffered greatly this day, from the burning heat of the sun, and the parched state of our bodies, and were allowed an additional measure of water, with a larger portion of rum than usual; in which we soaked our bit of biscuit, and made our meal of it. About four in the afternoon the clouds began to shew for rain, and we made preparations accordingly; but were so unfortunate as to see it fall in heavy showers all around us, and had barely as much over the boat as would wet our handkerchiefs.

"The people this day appeared to be in a more hopeless state than ever, and discovered signs of disrespect to their officers; which was, however, happily checked in time by the spirited conduct of the gunner, who chastised the leader in the face of the whole crew, and restored discipline. Many of the people this day drank their own urine, and others tried the salt water. The weather was this day more warm and sultry than at any time since our misfortune.

"Jan. 1st, 1790.—We dined this day as on the preceding, and in general appeared in better spirits, which we considered on account of its being the first day of the new year, a happy presage of our safety.

"Jan. 2d.—Clear weather till about four in the afternoon, when it became overcast, and blew a fresh gale: we had before this dined on our usual fare of biscuit and water, with half a measure of rum, and were all in tolerable spirits; but the gale increasing during the night, and the sea running immensely high, brought us again into great danger, which, with the disappointment of not seeing land in the morning, as expected, reduced us to our former miserable state of despondency. At eight in the evening the fore-sail was shifted to the main-mast, and the boat sailed under it reefed till about six in the morning, when the mizen was set on the fore-mast to give her greater steerage way. At noon the latitude was observed $33^{\circ} 19'$ and supposed longitude east of Greenwich $34^{\circ} 15'$.

"Jan. 3d.—About seven in the evening the clouds put on the appearance.

of very heavy rain; but unfortunately broke over in a most dreadful storm of thunder and lightning, attended with gusts of wind, and very little rain, succeeded by a violent gale of several hours from the S. W. in which we were near perishing. On this occasion the master and the gunner succeeded each other at the helm, and by their experience and judgment in the management of the boat, we were this night enabled to traverse in safety an ocean of such fierce and tremendous seas, in different directions, as we could scarcely allow ourselves the hope of escaping.

"At day-break the gunner, who was then at the helm, discovered a ship at a little distance from us, under her bare poles. Our joy at this sight was great beyond expression; and, anxious to secure so favorable an occasion, we immediately made more sail, and between five and six o'clock passed close under her stern, and informed her people of our distresses. We then veered about, and put alongside her on the other tack.

"The people on board her crowded immediately to our assistance, and received us in the most friendly manner. As soon as we were alongside, several of them jumped in, and assisted in keeping the boat from being stove.

"This ship was named the *Viscountess de Bretagne*, a French merchantman, Martin Doree, master, with part of Walsh's, or 95th regiment, from the Isle of France, to touch at the Cape of Good Hope for a supply of water and provisions, on her way to Europe. The officers of this corps were unbounded in their friendship and attention towards us, affording us every possible comfort, and even giving up their beds for our use.

"Jan. 18th.—At noon anchored in Table Bay, Cape of Good Hope."

"We will now proceed to relate the perilous situation of the *Guardian*, left at the mercy of Providence in a most boisterous ocean, with little prospect but by his Almighty assistance, of ever again seeing, much less reaching a port. Lieutenant Riou, with that manly firmness and perseverance which will ever reflect the highest honor on him as a man and an officer, was indefatigable in his efforts to preserve the ship, and by his noble example encouraged the remaining crew to use every exertion in their power to this effect. He had not only to struggle against the boisterous element in which this melancholy accident had happened, but also to discover means by which he could divert the minds of a desponding crew, worn down with fatigue, and despairing of ever being relieved from their miserable situation. A still greater difficulty with which he had to contend, was the discontent frequently manifested by his people; and which was only prevented

from breaking out into an open violation of his orders, by the firm and resolute conduct he displayed, and the strict discipline he maintained, even in the midst of the almost insurmountable difficulties and dangers with which he was surrounded. The people at one time had carried their disobedience so far, as to threaten his life; and had absolutely completed a raft made of the booms, on which they were determined to take their chance, rather than remain any longer on board the ship: fortunately, however, at the instant it was about to be launched, a favorable breeze sprung up, when, with a presence of mind possessed by few men, Lieutenant Riou, by his remonstrances, prevailed on them to give up a plan which must inevitably have plunged them into certain destruction. The Guardian continued driving about, chiefly at the mercy of the wind and sea; though at times, in moderate weather, Lieutenant Riou was enabled to keep her head the course he wished to steer; and sometimes she was forced through the water at the rate of four knots an hour. At length on the 21st of February, 1790, to their inexpressible joy, land was discovered; and by the assistance of two whale boats, which were sent out from a British ship lying in Table Bay, the Guardian was towed into safe anchorage, by which this excellent officer and his companions were preserved from utter destruction*.

"On the 22d, a Dutch packet being about to sail for Europe, Mr. Riou sent by her the following letter:—

"Table Bay, Feb. 22d, 1790.

"Sir,—I hope this letter will reach you before any account can be given of the loss of H. M. ship Guardian: if it should, I am to beg you will make known to their Lordships, that on the 23d of December the ship struck on an island of ice; and that on the 25th, all hope of her safety being banished, I consented to as many of the officers and people taking to

* "It has been said that the Guardian fell in with a ship at sea, which had given her assistance into the Cape: this, I was assured by my late worthy friend, was not the case: what has been related concerning the fate of the Guardian, after the boats left her, I had from himself soon after his arrival at the Cape."—(*Schomberg.*)

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the boats as thought proper. But it has pleased Almighty God to assist my endeavours, with the remaining part of the crew, to arrive with his Majesty's ship in this bay yesterday. A Dutch packet is now under sail for Europe, which prevents me from giving any further particulars; especially as at this instant I find it more necessary than ever to exert myself, to preserve the ship from sinking at her anchors. I am, Sir, most respectfully, over your obedient servant,

(Signed)

"E. Riou."

"After this Lieutenant Riou was in hopes he should be able to get the ship round to Saldanha Bay, where he might have a chance to repair and put her in such a condition, as to return to Europe; but notwithstanding his unceasing exertions to gain this point, he was baffled in the attempt; as she continued to make so much water, that he was at length obliged to run her on the beach in Table Bay."

The persons saved in the Guardian were, besides Lieutenant Riou, the Hon. Thomas Pitt (afterwards Lord Camelford), and Messrs. John Gore and David Gilmour, midshipmen; John Williams, boatswain; Murray Sampson, carpenter; John Fairclough, surgeon's-mate; thirty seamen and boys, twenty-one convicts, three of their superintendants, and one female. This singular preservation was attributed, under Divine Providence, to the casks in the hold pressing against the lower-deck, the latches of which were excessively strong, and caulked down. She was completely stove in under the counter, and had a very large hole in her bows, by which the ballast washed out and rendered her more buoyant. On her arrival at the Cape she was nothing more than a floating raft.

"The good and gallant Riou," as he was emphatically styled by our greatest naval hero, subsequently commanded the *Rose*, *Beaulieu*, and *Amazon* frigates; in the latter of which ships he was killed at the battle of Copenhagen, April 2d, 1801. There is a monument to his memory in the cathedral church of St. Paul's.

Mr. David Gilmour next joined the *Druid* frigate, Captain Joseph Ellison, on the Channel station; and served under that respectable officer from Oct. 1790 until May, 1791; at which latter period he was removed into the *Assistance*, a

vessel of 110 tons, fitting out as a tender to "Bounty Bligh," who was then about to return to Otaheite, for the purpose of conveying bread-fruit from thence to the West Indies*. On this occasion, 12,000 of those trees were taken on board at Otaheite, and 3000 landed in good condition at St. Vincent's and Jamaica.

Shortly after his return home, Mr. Gilmour was promoted to the rank of lieutenant, by commission dated Feb. 29th, 1794; between which period and Sept. 1799, he successively served in the Pomona frigate (latterly called Amphitrite), Cumberland 74, and Arrow sloop, on the Mediterranean, Channel, and North Sea stations: the officers he served under in those ships were Captains Henry D'Esterre Darby, Lord Augustus Fitzroy, the Hon. Charles Herbert, Bartholomew S. Rowley, Robert Montagu, and Nathaniel Portlock. His promotion to the rank of commander was the result of an action thus officially described:—

"H. M. S. Arrow, Sept. 20th, 1799.

"Sir,—I have the honor to state to you, that in obedience to your orders of the 9th instant, I immediately got under weigh, accompanied by the Wolverine, and proceeded on the service you did me the particular honor to entrust to my care.

"On the evening of that day, the tide of flood being done, we anchored abreast of the Texel; and on the afternoon of the following day we anchored on the edge of the Flack or Flat, abreast of Wieringen. At this anchorage I found it necessary to lighten the ship, which was very speedily done, bringing her from twelve feet eight inches to twelve feet; and on the day following we turned over the Flack, carrying shoal water from one side to the other. On the morning of the 12th instant we weighed again, and proceeded on for the Vlie Island, on approaching which, we saw a ship and brig at anchor in the narrow passage leading from it towards Harlingen: it was soon perceived that they were vessels of force, and bearing the Batavian republican colours. We approached the British and ancient Dutch colours flying together, until within half gun-shot of the brig, she being the nearest to us, without either of them changing their colours: the Dutch ensigns were then hauled down, and I made the signal to engage the enemy as coming up with them, meaning the Wolverine to engage the brig and to pass on to the ship myself.

* See Suppl. Part II. p. 38

“Captain Bolton anchored his ship in the most masterly and gallant manner, and just in the position I could have wished, which was on his weather-quarter, at a quarter of a cable distance, and so as to have enabled me, had it been necessary, to give the enemy a broadside in passing, without annoying the *Wolverene*; and after heaving on his spring until his broadside bore on the brig, fired one shot just to try his disposition, upon which the enemy fired three guns to leeward, and hauled down his colours.

“I made the signal for the *Wolverene* to take charge of the prize, and desired the officer sent on board to send her pilot to conduct the *Arrow* to the ship (my Dutch pilots having declined the charge), and requested of Captain Bolton to follow me to the Jetting Passage, where the ship lay, and then pushed on towards her. We had to turn to windward towards the enemy against a strong lee-tide, which retarded our progress much; she lay with springs on her cables, and her broadside opposed directly to our approach, and for twenty minutes before we could bring a gun to bear with effect on her, annoyed us very much, and cut us up a good deal in the hull, sails, and rigging; but after bringing the ship up by the stern and head in a very narrow passage at about a quarter of a cable from him, the contest became smart, but was short; for she struck in about fifteen minutes after we commenced our fire upon her, and just before the *Wolverene* (which was pressing on in the most gallant manner to my aid) came up. I sent my first lieutenant to take possession of her, and found her to be the Batavian guard-ship *De Draak*, commanded by Captain-Lieutenant Van Esch, mounting 24 guns, sixteen of them long Dutch 18-pounders, two long English 32-pounders, six 50-pound howitzers, and 180 men. From the howitzers I rather suppose langridge was fired, as several pieces of iron were picked up in the ship after the action was over. Our loss in killed and wounded (considering the length of time we had to advance on her under every disadvantage, such as being exposed to her raking fire for about twenty minutes, working the ship in a very narrow navigation, shortening sail, and anchoring) is very small, having only to lament at present the death of one brave man. There are nine wounded, some of them badly, and myself slightly in the left knee.

“The loss of the enemy I have not as yet been able to ascertain; but two dead and three badly wounded were found on board her, and from the appearance of great quantities of blood, &c. covered with taupaulins, which Captain Bolton discovered, I am led to think it has been very considerable: indeed some of them confess that a number of men were put into a boat and sent to Harlingen immediately upon the ship striking; and from the number they at present muster not agreeing with the establishment, I am induced to believe that was the case.

“On my going on board the *Draak* I found that she had been built for a sheerhulk, and converted into a guard-ship; she being extremely old, her masts and rigging very much cut, and the vessel altogether unfit for his Majesty's

service, determined me to destroy her. I therefore directed Captain Bolton to perform that duty, which he did effectually, by burning her. This service performed, we weighed and proceeded towards the Vlie Island, at which place we anchored on the 15th instant. I immediately sent Captain Bolton to take possession of the Batavian ship Dolphin, riding at anchor close to the town. She had on our anchoring hoisted the Orange colours, and the same step was taken on the island. A person came off from the municipality, who consented to surrender the island to the Government of the Prince of Orange; and I have the honor to request you will be pleased to direct some persons to be sent as soon as convenient to take upon themselves the arrangement and management of civil affairs there.

"The island of Scheling has not yet adopted the same step; I shall therefore, if it meets your approbation, take the necessary measures to induce them to do it.

"To the captains and officers I have given paroles, which measure I hope will meet your wishes. The prisoners from the ship and brig, amounting to about two hundred and thirty, I have put on board the Dolphin, until I know your pleasure respecting them; I think they will mostly volunteer for the Prince's service; the command of the Dolphin I have given (until your pleasure is known) to Lieutenant M'Dougal of the Wolverine: this officer, from his zeal at all times, from Captain Bolton's report, but particularly so on the service we were at present employed, I think, Sir, will merit your protection. And now, Sir, permit me to have the honor of expressing to you the sentiments of gratitude I feel at the conduct of all those employed under me in this little expedition; each individual has behaved well. To Captain Bolton, his officers, and ship's company, I am particularly indebted for the gallant manner in which he pushed his ship on, in attempting our assistance; indeed I cannot but acknowledge the greatest obligations to Captain Bolton for his counsel at all times.

"To the officers of every description, seamen, and marines of the Arrow, I cannot sufficiently express my approbation of their cool and determined bravery; they acquitted themselves as Britons. To Mr. Gilmour, my first lieutenant, the greatest praise is due, for the prompt manner in which he caused my orders to be executed in bringing the ship to an anchor under a heavy fire from the enemy; I therefore take the liberty of recommending this zealous good officer to your protection; he is an old follower of mine, has been two voyages round the world with me, and was one of the three young midshipmen that remained with Lieutenant Rion during the distress of his Majesty's ship Guardian; I therefore hope my Lords Commissioners of the Admiralty will deem him worthy of promotion. I have given him the temporary command of the Batavian republican brig Gier, and shall send her round to the Texel as soon as possible. She mounts fourteen long Dutch 12-pounders, with a comple-

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ment of eighty men. She is a most complete vessel, quite new, copper-bottomed, well found, and never yet at sea, and in every respect fit for his Majesty's service, only wanting men. I mean to take four of her guns out, for the purpose of arming four schuyts to act hereabouts, either on the defensive or offensive. I have the honor to be, &c.

(Signed) "N. PORTLOCK."

"Statement of the British and Dutch force."

"BRITISH.—40 guns and 180 men. DUTCH.—54 guns and 380 men.
"To Vice-Admiral Mitchell."

Lieutenant Gilmour's promotion took place, Sept. 28th, 1799; and he subsequently commanded the *Hermes*, of 18 guns, and *Traveller* 14, on the North Sea station. He married, in June 1816, Eliza, daughter of the late Mr. Edward Dean, surgeon, of Stoke, near Gosport, co. Hants; and died on the 17th Sept. 1829.

JOHN THICKNESSE, Esq.

Son of the late Captain Philip Thicknesse, formerly Lieutenant-Governor of Landguard Fort, grandfather of the present Lord Audley, and author of several well-known literary productions, by his third wife, the only child of Mr. Ford, Clerk of the Arraigns, and niece to Gilbert Ford, Esq., Attorney-General for the island of Jamaica.

This officer was made a lieutenant in 1795; and taken prisoner, while commanding the *Charlotte* schooner, off St. Domingo, in Nov. 1799. He obtained his present rank on the 29th Jan. 1800; and was subsequently appointed to the command of the *Pelican* sloop. On the 9th Nov. in the same year, that vessel was driven on the rocks in St. Aubyn's Bay, Jersey, during a tremendous gale, which proved fatal to her consort, the *Havick* 18, Captain Philip Bartholomew; but providentially, the officers and crews of both vessels, together with those of the *Lion* armed cutter, similarly situated, were enabled to escape, after nearly six hours exposure to a sea running mountains high, and which made so clear a breach over them that they expected every moment would be their last. On the 14th Oct. 1806, Commander Thicknesse,

then in the *Sheldrake*, a new 16-gun brig, addressed an official letter to the commander-in-chief on the Guernsey station, of which the following is a copy:—

“ Sir,—I have the honor to inform you, for the information of the Lords Commissioners of the Admiralty, that *H. M. S. Constance*, in company with the *Sheldrake*, *Strenuous* (gun-brig), and *Britannia* (hired cutter), weighed on the 12th instant, at 6 A. M., from the anchorage at *Chausey*, with the tide of ebb, and a light breeze at S. E.: on standing in to reconnoitre *St. Maloes*, a sail was discovered off *Cape Fréhel*, to which the squadron gave chase, employing their sweeps nearly the whole way; it was soon discovered, by her manœuvres, that the chase was an enemy, who about noon succeeded in getting into *Bouche d’Herqui*, hauling close in with the rocks, carrying out bow and quarter springs, and otherwise preparing for an obstinate defence, covered by a battery on the hill, as well as field-pieces and musketry, brought down for that purpose; in this state they waited to receive us. Their determined appearance only increased the ardour of the brave Captain Burrowes, who, I am sorry to add, fell by a grape-shot in the heat of the action. The *Sheldrake*, by superior sailing, had the good fortune to lead into action, followed by the *Strenuous*, the squadron being anchored within pistol-shot of the enemy, with springs on their cables: at 2 P. M., a most spirited fire commenced on both sides, which was supported with great gallantry and obstinacy on the part of the enemy’s ship till 4 P. M., when it pleased God to give us the victory! I sent my first lieutenant to take possession of her, and the British colours were immediately hoisted. She proved to be the *Salamandre*, French frigate-built ship, mounting 26 long guns, manned, by their own account, with 150 men, and commanded by a lieutenant de vaisseau (Mons. Salomon), who was killed in the action: she was from *St. Maloes* bound to *Brest*, and laden with ship-timber.

“ *H. M. S. Constance* having taken the ground, and the prize being also aground, every exertion was used to get both ships off; but, I am sorry to add, without success; the fire of the cannon and musketry from the shore becoming now so galling and tremendous, that the people could not show themselves on deck. The *Constance* having had both cables cut during the action, and the warps, which had been run out to heave her off, being shot away at the moment of her floating, she drifted with the wind further on the rocks, which obliged the officers and crew to abandon her. Observing, however, that as the tide rose she began to float, I was induced, great as the risk was, to make another attempt to save her, which also proved unsuccessful, those employed on this service being either killed or made prisoners. Night now closing on us, it became necessary to consult the safety of the *Sheldrake* and *Strenuous*, the latter with her fore-top-mast shot away. At break of day, on the 13th, I stood in to see if any thing further could be done, and was happy to observe the *Constance* high and

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dry on the rocks under the battery, and lying keel up, a perfect wreck * ; the prize, which had not drifted so far in, I succeeded in totally destroying by fire, at low water : I have saved about 100 of the officers and crew of the *Constance*, and of those missing I hope most are made prisoners, though I fear some may have fallen in the second attempt to recover H. M. ship.

" The lamented death of my respected friend, Captain Burrowes, leaves me the duty of bearing testimony to the determined courage, coolness, and ardour displayed by every officer and man in the squadron. I must particularly mention the assistance I received from my first lieutenant, Richard Kevern, a most meritorious old officer, whom I presume to recommend to their Lordships' favorable notice †. I must also bear testimony to the zeal and bravery of Lieutenant John Nugent, commanding the *Strenuous* gun-brig, who on this, as well as on former occasions, has shown himself a gallant and zealous officer. Mr. William Lawrence, my second lieutenant, to whom I committed the service of destroying the prize, performed it very much to his own credit and my satisfaction. I am sorry to state that Mr. Henry Frazer, master of the *Sheldrake*, who volunteered in the most gallant manner to accompany Mr. Richards, first lieutenant of the *Constance*, in the second attempt to save that ship, is amongst the missing. I herewith have the honor to enclose as correct a list of the killed and wounded as I have been able to obtain ; also a list of prisoners saved from the prize.

(Signed)

" JOHN THICKNESSE."

" To Rear-Admiral Sir James Suumarez, Bart. K. B.

&c. &c. &c."

Constance, of 22 guns,—Captain Alexander Saunderson Burrowes and twelve seamen and marines killed ; Mr. Daniel M'Cawley, boatswain, and one man badly wounded ; Lieutenant George Spencer Richards and nine men slightly wounded,

Sheldrake, of 16 guns,—One man killed, two wounded,

Strenuous, of 14 guns,—Mr. Robert Bond, midshipman, and four men wounded, only one of the latter severely:

Taken out of the Salamandre,—nine wounded men, two of whom were in a dying state. Commander Thicknesse adds, in a postscript, as follows :

" Lieutenant Lawrence saw about thirty killed lying on the *Salamandre's* decks, and I conceive the slaughter on board her must have been very great. Numbers of her crew escaped in boats, and by swimming to the shore, on her striking."

* She was soon afterwards got into St. Maloes, and there repaired for sea.

† He was superannuated, with the rank of commander, Dec. 3d, 1827.

On the 19th Feb. 1809, Commander Thicknesse captured a French ship laden with wheat, and was conducting her to Guernsey when she suddenly went down head foremost, and all on board, except one man, perished. The persons lost on this occasion were Mr. William Hubbard, master of the *Sheldrake*; a midshipman, name unknown; nine British, and two French seamen.

Commander Thicknesse married, in 1806, the daughter of Angus Fraser, Esq. of the royal invalids, quartered in Plymouth citadel.

JOHN HENRY MARTIN, Esq.

Was promoted to the command of the *Xenophon* armed ship, on the North Sea station, Feb. 17th, 1802; and removed to the *Explosion* bomb, in Jan. 1801. The latter vessel was attached to Nelson's division at the battle of Copenhagen. Commander Martin died in 1823.

JAMES NASMYTH MARSHALL, Esq.

Was made a lieutenant in Nov. 1790; promoted to the command of *la Renommée* 44, armed *en flûte*, Mar. 18th, 1800; subsequently appointed to the *Lynx* sloop; and granted the out-pension of Greenwich Hospital, Oct. 14th, 1824. He died in 1830, after a long protracted illness.

ROBERT WILLIAMS, Esq.

A son of the late Lieutenant Richard Williams, R. N. and brother to the late Lieutenant-General Richard Williams, colonel-commandant of the Portsmouth division of royal marines, from April 1814 until July 1821.

This officer was born at Devonport, Feb 10th, 1764; and entered the navy as a youngster on board the *Bienfaisant* 64, Captain (afterwards Admiral) John Macbride, in 1774. He subsequently joined the *Torbay* 74, Captain the Hon. Henry

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St. John ; and completed his time as midshipman under Captain John Elphinstone, in the *Magnificent* 74, on the West India station. The latter ship sustained a loss of eight men killed and eleven wounded, in the action between Vice-Admiral Byron and Count D'Estaing, off Grenada, July 6th, 1779; and had six slain and thirty-three wounded, in the skirmishes between Sir George B. Rodney and Count De Guichen, off Martinique, April 17th and May 19th, 1780.

In August following, Mr. Williams was appointed acting third lieutenant of the *Bristol* 50, Captain Toby Caulfield, which ship was soon afterwards totally dismasted, in the dreadful hurricane of which mention has been made at p. 68 of Vol. I. Part I. His first commission bears date Feb. 5th, 1781, from which period until the cessation of hostilities, in 1783, he successively served under Captains John Moutray, Sir John Hamilton, S. Cox, and the Hon. Peregrine Bertie; in the *Ramilles* and *Hector* third-rates, *Bustler* sloop, and *Fortitude* 74. During the Spanish armament, in 1790, he was appointed second lieutenant of the *Andromeda* 32, Captain John Salisbury; and on that ship being paid off, towards the end of 1793, we find him becoming first of the *Belliqueux* 64, Captain James Brine. In June 1794, he assisted at the capture of *Port-au-Prince*, in the island of St. Domingo, on which occasion nearly fourteen thousand tons of shipping, together with an immense quantity of colonial produce, fell into the hands of the British *. From May 1796 until May 1800, he was senior lieutenant of the *Glatton* 56, Captain (now Sir Henry) Trollope, whom he most ably and gallantly supported in the celebrated action between that ship and a powerful French squadron, off Dunkirk, July 15th in the former year; also at the commencement of the general mutiny in 1797. For his highly meritorious conduct on the latter occasion, he received the especial thanks of the merchants and ship-owners of London, and was presented by their managing committee with a sword value one hundred guineas: his promotion to the rank of commander, however, did not take place before May 5th,

* See Vol. I. Part II. note † at p. 805 *et seq.*

1800. He was then appointed to the Selby sloop, and subsequently to the Osborne hired armed ship, both on the North Sea station; where he likewise commanded the Alert sloop, from Aug. 1805 until Mar 1809, when he appears to have been superseded at his own particular request.

Commander Williams married, in 1815, the only daughter of the late W. Whitmore, of Dudmaston Hall, in Shropshire, Esq., and sister to the M. P. for Bridgenorth. He died at Kempsey, near Worcester, Mar. 7th, 1831.

JOHN CHILD, Esq.

SON, we believe, of the late Admiral Smith Child *. He was made a lieutenant in 1790; promoted to the command of the Merlin sloop, on the Jamaica station, Sept. 15th, 1800; and employed, during part of the late war, in the Irish Sea-Fencible service.

JOHN HENRY CARTIER, Esq.

WAS made a lieutenant in 1797, and a commander in Feb. 1801. At the commencement of the late war, he commanded the Broderschap 22, stationed as a guard-ship at the buoy of the Knob, to assist in defending the entrances of the Thames and Medway. He died at Bethnal Green, near London, Nov. 19th, 1825.

DAVID MUDIE, Esq.

WAS made a lieutenant in 1782; and employed in raising seamen at Dundee, on the breaking out of the French revolutionary war. He served as first lieutenant at the battle of Copenhagen; obtained the rank of commander in April 1801; and died on the 3d April 1831, aged 76 years.

* See Suppl. Part I. note || at p. 5.

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WILLIAM MORCE, Esq.

SERVED as first lieutenant of the *Ganges* 74, Captain T. F. Fremantle, at the battle of Copenhagen; obtained the rank of commander, April 27th, 1801; commanded the *Amsterdam* 32, armed *en flûte*, at Cork, in 1809 and 1810; and died in 1823.

JOSHUA JOHNSON, Esq.

Served as midshipman on board *la Concorde* frigate, Captain Sir Richard J. Strachan; obtained his first commission in 1793; and lost an arm at the battle of Copenhagen, which circumstance was thus noticed by Lord Nelson, in a letter to the Earl of St. Vincent, May 8th, 1801:

“At the commencement of the action, Johnson was second lieutenant of the *Edgar* 74; but the first being very soon killed, he acted as such until his left arm was shot off. He refused the idea of being sent to England, and hoped that Captain Murray would be content with the first lieutenant's duty being done by a one-armed officer. He is now perfectly recovered, and doing his duty as first lieutenant: all his conduct has been so highly creditable, that I should be unjust not to recommend him to your lordship's protection.”

And in a private letter, the hero, again speaking of him, says, “He is an excellent officer and a good man. In nine days from the loss of his arm he returned to his duty as first lieutenant.”

Mr. Johnson's promotion to the rank of commander took place April 27th, 1801; and a pension for the loss of his limb was granted to him on the 19th Oct. following. He died in 1830.

ANDREW THOMSON, Esq.

Was second lieutenant of the *Irresistible* 74, Captain George Martin, at the battle off Cape St. Vincent, Feb. 14th, 1797, on which occasion he appears to have been wounded; first of the *Foudroyant* 80, Captain Sir Edward Berry, at the

capture of le *Généreux* French 74, Feb. 10th, 1800; and acting commander of the *Strombolo* bomb, at the surrender of Malta, Sept. 5th following. His appointment to that vessel was confirmed by the Admiralty, Oct. 17th, 1801; and he brought her home from the Mediterranean in June, 1802. This officer died in 1828.

THOMAS HILL, Esq.

WAS promoted to the command of the *Voltigeur* sloop, Jan. 15th, 1802; and subsequently employed in the Sea-Fencible service.

JAMES IRWIN, Esq.

WAS a midshipman on board the *Royal George*, first rate, bearing the flag of Rear-Admiral Kempenfelt, when that ship unfortunately sunk at Spithead, in Aug. 1782. We next find him serving as first lieutenant of the *Ville de Paris* 110, and obtaining promotion, on the hauling down of Admiral Cornwallis's flag, in April 1802. He subsequently served as agent of transports, and received the thanks of Rear-Admiral George Murray, for his services before Buenos Ayres. In 1808, he commissioned the *Rinaldo*, a new 10-gun brig, fitting out for the Downs station. This officer died in 1825.

WILLIAM RICHAN, Esq.

WAS made a lieutenant in 1781; advanced to the rank of commander, April 29th, 1802; and subsequently appointed to the *Norfolk* armed ship, on the Leith station; where he captured l'*Adolphe* French privateer, of 14 guns and 39 men, Jan. 26th, 1807. He died in 1829.

ARTHUR GRUMBY, Esq.

WAS made a lieutenant in 1781; promoted to his present rank in April, 1802; and subsequently employed in the Sea-Fencible service.

JOHN MANLEY, Esq.

OBTAINED a lieutenant's commission in 1782, and his present rank in April, 1802.

PHILIP LAMB, Esq.

WAS a midshipman on board the Royal George when she sunk at Spithead, in 1782; and appears to have been promoted soon after that disaster. He commanded the Kite cutter during the Russian armament, and at the commencement of the French revolutionary war; and obtained his present rank in April, 1802.

JOHN RICHARDSON, Esq.

WAS made a lieutenant in 1790, and commander on the 29th April, 1802.

THOMAS LYNE, Esq.

OBTAINED his first commission in 1791, and was senior lieutenant of the Argo 44, Captain (now Rear Admiral) James Bowen, at the reduction of Minorca, in Nov. 1798; and at the capture of the Spanish frigate Santa Teresa, off Majorca, in the night of Feb. 8th, 1799. The following is an extract of the official letter written by his captain on the latter occasion:—

“My first lieutenant, Mr. Thomas Lyne, has much merit in keeping sight, and observing the different shifts, of the enemy, by which great advantage was gained by the Argo during the chase. Much commendation is due to his professional skill and great exertions after taking possession of the prize, in saving her tottering mast from tumbling overboard.”

This officer was made a commander on the 29th April, 1802.

PHILIP LYNE, Esq.

RECEIVED his first commission in 1794; and was a lieutenant of the *St. George* 98, bearing Lord Nelson's flag, previous to and after the battle of Copenhagen. He obtained the rank of commander in April, 1802; held an appointment, during the late war, in the Sea-Fencible service; and died at Fowey, Nov. 24th, 1823, aged 56 years.

JOHN CHILCOTT, Esq.

WAS made a lieutenant in 1794; promoted to the rank of commander in April, 1802; and employed, during part of the late war, as regulating captain of the impress service at Cork. He died in 1829.

ROBERT HAYLEY JUDD, Esq.

WAS made a lieutenant in 1794; and promoted to the rank of commander, while serving as third of the *Formidable* 98, Captain Richard Grindall, on the Jamaica station. His commission bears date April 29th, 1802.

HENRY WARING, Esq.

WAS, for several years, a midshipman of the *Phoenix* 36, successively commanded by Captains George Anson Byron and Sir Richard J. Strachan; with the latter of whom he removed into *la Concorde* 36, soon after their return home from the East Indies, in 1793. On the 23d April, 1794, he assisted at the capture of two French frigates and a corvette, between Guernsey and Morlaix*. His promotion to the rank of lieutenant took place in the following autumn; and we subsequently find him serving in the *Foudroyant* 80, and *Saturn* 74, under the flags of Nelson and St. Vincent, by the latter of

* See Vol. II. Part II. p. 621, and Vol. I. Part I. p. 285 *et seq.*

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whom he was made a commander, April 29th, 1802. His next appointment was, in May, 1803, to the *Serapis* 44, armed *en flûte*, which ship formed part of the squadron under Commodore Hood, at the reduction of Surinam, in May, 1804. He married, April 4th, 1805, Mary, only daughter of John Henry Franks, of Misleton, co. Leicester. His third son, David, a midshipman of the *Active* frigate, Captain Andrew King, died in consequence of a fall from the rigging, in 1823.

JOHN DOUGLAS, Esq.

WAS made a lieutenant in 1794, and severely wounded in the hand while serving under Captain T. F. Fremantle, of the *Seahorse* frigate, at the unsuccessful attack upon Santa Cruz, in July, 1797. He obtained a pension, the present amount of which is £150 *per annum*, Jan. 30th, 1800; and was advanced to the rank of commander in April, 1802.

GEORGE CLARKE HURDIS, Esq.

WAS made a lieutenant in 1795; promoted to the rank of commander in April, 1802; and subsequently employed in the Irish Sea-Fencible service.

JAMES JOHN CHARLES AGASSIZ, Esq.

OBTAINED the rank of lieutenant in 1795; and commanded the boats of a small squadron, under the orders of Captain Jonas Rose, at the capture and destruction of six flat-bottomed gun-vessels, and a vessel laden with pitch, tar, and turpentine, near St. Valery, Aug. 21st, 1801. He obtained his present rank in April, 1802; and we subsequently find him in the *Rattler* sloop, employed in convoying the trade to and from Newfoundland. He has a son in the royal marines.

see p 457

DIGBY WILLOUGHBY, Esq.

"Head of
Culloden
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COUSIN and heir-presumptive to the Right Hon. Lord Middleton. He received his education at the Maritime School, Chelsea; obtained a lieutenant's commission in 1794; and was promoted to the rank of commander in May, 1802.

ROBERT SAUSE, Esq.

WAS made a lieutenant in 1783; promoted to the rank of commander in 1795; and removed from *la Sincere* sloop to *la Sensible* troop-ship in 1798. In 1801, he accompanied Sir Home Popham to the Red Sea; and on the 3d Mar. 1802, he lost *la Sensible* on a shoal to the southward of Ceylon. He died of apoplexy, at Walcot, near Bath, June 13th, 1827.

MALCOLM COWAN, Esq.

WAS made a lieutenant in Nov. 1790; presented with the Turkish gold medal, for his services during the Egyptian campaign in 1801; and promoted to the rank of commander Oct. 23d, 1802. In 1805, he published an essay on the construction of the sails of ships and vessels, with plans and descriptions, showing the many dangers that may be avoided, and the advantages derived from adopting sails of his own invention; and on the 24th Aug. 1809, we find him writing to the Navy Board as follows:—

"Honorable Gentlemen,—As it appears that proposals for the advantage of H. M. naval service, or for the saving of the public money in the naval department, have hitherto been chiefly referred to your Honorable Board, I beg leave to lay before you the enclosed observations on the dangers to which H. M. ships and vessels are unnecessarily exposed, from the present mode of making sails; and, in consequence, the very great and unnecessary expence attending them, which I request you will be pleased to take into your serious consideration, with the reports from experienced officers on the new sails that I have had the honor of laying before your Honorable Board, from time to time, for these four years

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past. In the latter, you will find proofs that all our ships with the old sails are, in particular situations, exposed to unavoidable destruction. I have the honor to be, &c.

(Signed) "MALCOLM COWAN."

"*Observations on the Dangers to which his Majesty's Ships and Vessels are unnecessarily exposed, from the present mode of making Sails in his Majesty's Navy; and on the unnecessary Expence attending them.*
By Captain MALCOLM COWAN, R. N.

"The sails of ships and vessels, from being made with the cloths and seams in a vertical instead of an horizontal direction, are more liable to split up and down, and to be *blown to pieces*, either when carrying a *press of sail* in a gale of wind on a lee shore, or from the *shaking of the sails*; and a ship and crew might be *lost* from a few inches of a vertical seam giving way, when there might not be *time* to take the sail in to repair it.

"From the experiment that has been made in the royal navy, the difference in the duration of the sails made with horizontal cloths, and those of the old make, has been proved to be as *eighteen months to eleven* *, making a difference of *seven months wear in favour of those with the horizontal cloths*; and they are every way stronger, more effective, and stand nearer to the wind.

"By the old method of reefing the courses on the yard, the loss of a ship and crew in a gale of wind on a lee-shore, may originate from either of the following apparently trifling accidents, which the old sails are liable to, and which could not happen to the new sails † that reef at the foot; namely:

	Number of Accidents.
"Courses that are <i>half-worn</i> may require reefing to preserve them from splitting, when there may not be <i>sea-room</i> to perform the operation, and either of them may split.	2
"From the splitting of the courses in hauling them up to reef on the yard, or afterwards in setting them.	4
"From carrying away either of the two clew-garnets to each course in hauling them up to reef, which might split the sail by shaking it.	4

* "The common made sail lasted *eleven* months; the sail with horizontal cloths and seams *eighteen*. A top-sail for a 64-gun ship costs 80*l*.

† "A line-of-battle ship can reef one of the new courses in two minutes, without hauling it up, or starting tack or sheet. This fact is well known among the officers of the navy.

	Number of Accidents.
" From carrying away either of the four buntline legs, or of the two buntline whips belonging to each course, in hauling up the courses to reef, which might split the sail by shaking	- 12
" From carrying away either the tack or sheet of each course in setting the sails after reefing them	- - 4
" Number of accidents the courses of the old make are liable to	26

" It is to be observed of these twenty-six accidents that the old courses are liable to, and any one of which unnecessarily exposes a ship to great danger, and in some situations to *certain destruction*, that there is not one of them wherein the resources of seamanship might not prove unavailing to remedy the accident in time to save a ship, when she is in that horrible situation, that the loss of a sail would cause her to drive on shore. It is well known to intelligent seamen, that the difficulty of performing any operation necessary to the preservation of a ship, increases with the danger; and that the loss, or want of one of the *dependant sails* for a few minutes only, might prove the loss of the ship.

" The want of a chasing reef at the foot of the top-sails and top-gallant-sails may be sensibly felt, when it may be necessary to *carry a press of sail in squally weather to avoid a lee-shore*; or in chase; or when obliged to haul suddenly to the wind from sailing large. Men of-war in chase cannot always risk carrying sail through a squall, and by lowering these sails down to reef at the head, they lose time; and the sails are partly aback whilst they are reefing.

" By diminishing the dangers of the seas (many of which might be easily averted) the *attractions* to a sea life are increased, and the sum of human misery reduced; *for every individual in the country is at this present period deeply interested in the preservation of the valuable lives of British Seamen.*

(Signed) "MALCOLM COWAN".

The other enclosures were as follow :—

"H. M. S. *Thisbe*, Falmouth, Feb. 13th, 1805.

" I am happy to inform you, that I had an opportunity in the late gale of trying your reef, which I approve of more than ever. Captain Norway, of the *Tromp*, and another gentleman, came on board this morning to look at it. They highly approve thereof, and think it a most excellent plan. My officers and men, from seeing the sail reefed in the gale, are quite delighted with it, now they perceive its utility. Depend upon it,

* " For a particular account of this improvement in ship's sails, *vide* the NAVAL CHRONICLE for April 1806, November 1807, and November 1808."

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no seaman can start an objection, when they have seen your sail reefed in a gale of wind. At the time when I made the experiment, it blew excessively hard, and the *Thisbe* shipped several very heavy seas.

(Signed) "LEWIS SHEPHEARD, Captain."

"To Capt. M. Cowan, R. N."

"H. M. S. *Thisbe*, Guernsey, Mar. 13th, 1805.

"Sir,—I beg you will acquaint my Lords Commissioners of the Admiralty, that I had an opportunity of trying a main course, on Captain Cowan's plan, on the 12th ult. in a very strong gale of wind from the E. S. E.

"I had occasion to reef the courses, and the main one was reefed in two minutes, without a man going aloft, and with very few hands. The sail remained perfectly quiet during the gale, without the least fret or chafing.

"It has many advantages over the former construction; not only for expedition, but when weakly manned, particularly on a lee-shore, when it would not be prudent to start either tack or sheet; and the reef can as expeditiously be let out, should there be occasion to chase.

"I find the sail to haul up far more snug than by the old way, and, in my humble opinion, I cannot find one objection against it; and every seaman must feel himself very much indebted to Captain Cowan for his most excellent plan. I have the honor to be, &c.

(Signed) "LEWIS SHEPHEARD, Captain."

"To William Marsden, Esq. Admiralty."

"H. M. S. *Minotaur*, off Ushant, April 6th, 1805.

"I have tried Captain Cowan's main-sail, and find it a very good thing; write to him, and say that I have written to the Admiralty and Navy Boards on the subject. I can reef it in two minutes: I practise my people at it very often, and it is much approved of by all my officers.

(Signed) "C. J. M. MANSFIELD, Captain."

"To the Rev. George Jope, Plymouth Dock."

"H. M. S. *Loire*, Plymouth, June 13th, 1805.

"The day after we sailed we bent your new main-sail, and during our cruise we had frequent opportunities of trying the reef, which the officers and myself could not too much admire. Such an excellent invention, ere long, I have no doubt, will be generally adopted.

"To the merchant service it is of the greatest consequence, for it is so plain a thing, that the utility of it must strike every person who has ever been at sea.

(Signed) "JAMES LUCAS YEO, 1st Lieut."

"To Captain M. Cowan."

"H. M. S. *Apollo*, Spithead, Oct. 30th, 1805.

"To the mode of reefing the courses by the foot I am happy to give my decided approbation, as you are enabled to reef a course without losing the effect of the sail, it requires but a very few men to take in the

reef; it is done in a shorter time than could possibly be expected, and I hope it may be adopted generally throughout the service.

(Signed)

"E. FELLOWES, Captain."

"To Captain M. Cowan."

"Ship Queen, Barbadoes, March 29th, 1806.

"With respect to my patent fore-sail, I had it bent during the bad weather at our first sailing, and it certainly answers every purpose that the patentee intended it; for at different times during the bad weather, I sent the watch forward to reef the fore-sail, which could be done in three or four minutes, without starting tack or sheet.

(Signed)

"JOHN PONLER."

"To Laurence Bruce, Esq. Jamaica Coffee-House, London."

"London, May 28th, 1806.

"Sir,—Having tried your course in H. M. sloop Surinam, under my command, during the winter, when we had almost incessant gales of wind, and in the Bay of Biscay, when it became necessary to reef without otherwise shortening sail, I beg to assure you that we found it answer every end you propose; and I have no doubt, when better known, it will be generally adopted.

(Signed)

"ALEX. SHIPPARD."

"To Captain M. Cowan."

"London, May 29th, 1806.

"I hereby certify that H. M. sloop Nautilus, late under my command, was supplied with a set of the courses on the plan of Captain Malcolm Cowan, and that having tried them in bad weather, I much approve of them for many superior advantages over the old sails, and consider it an invention of extraordinary benefit to the sea-service in general, particularly to merchant vessels, as tending immediately to their preservation on a lee-shore.

"They can be reefed while set on the ship, without lessening any other part of the effect of the sails, and in a simple manner by few hands, and the reef let out again with great expedition in the worst weather. They are also less liable to split in taking in or setting.

(Signed)

"JOHN SYKES."

"London, July 10th, 1806.

"Being first lieutenant of his Majesty's ship Minotaur, I had frequent opportunities of trying your new main-sail, that reefs at the foot, which answers beyond expectation, having repeatedly taken in the reef, and let it out, three or four times a day, which was done in a few minutes, without taking the sail off the ship. But it was particularly of service to us, after the action off Trafalgar, while carrying sail off the lee-shore, and here we found the greatest benefit, in being able to take the reef in during the heavy squalls, and let it out again so expeditiously when it moderated.

(Signed)

"J. STUART."

"To Captain M. Cowan."

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"Batson's Coffee-House, October 20th, 1806.

"It gives me great satisfaction to inform you, that I have received a very favorable account of the great advantages of your valuable sails from the master of the ship Cognac Packet, belonging to Hull, who has had one of them in constant wear for these twelve months. It is my intention to adopt them in every ship I may be concerned in.

"I have heard that Captain Hornby, of the Birna, of Grimsby, tried your sails in a voyage to Greenland, and speaks very highly of them, and recommends them strongly. (Signed) "EDWARD HARPER."

"To Captain M. Cowan, R. N."

"December 1st, 1806.

"I approve of Captain Cowan's sails very much: the experience I had of them during our voyage to Davis's Straits, convinced me they answered every purpose set forth in the directions; and as long as I am enabled, I shall not go to sea without them.

"I am well aware there are men in most professions wedded to old customs and opinions, and vain would it be to attempt to point out to them their utility; but to me the satisfaction I experienced in reefing courses without starting tack or sheet, or shaking the sail, will never be effaced from my memory: and let those seamen who were never on a lee-shore, or in a narrow passage, in a ship badly manned, in a gale of wind, reflect that they are still liable to such cases, and then disapprove of it if they can.

"These sails do not shake in hauling up to reef, therefore must last longer. (Signed) "FRANCIS HORNBY."

"Liverpool, December 27th, 1806.

"This is to certify, that the Lark, Dublin packet, of Liverpool, has had a patent fore-sail, and main-stay-sail, made with the cloths and seams horizontal, which, after trying in very hard gales of wind, I found to answer as follows.

"The sails are stronger, stand nearer the wind, and can be reefed with great ease and expedition, without starting tack or sheet.

(Signed) "HUGH WILLIAMS, Master."

"Hull, Nov. 2d, 1807.

"Dear Sir,—I think it but justice to give you a further account concerning your valuable improvements in reefing sails at the foot, and making them with the cloths horizontal.

"With respect to your courses that reef without starting tack or sheet, the Cognac Packet has had one in use above two years; and from every account I hear, that very easy, expeditious, and safe plan of reefing cannot fail of being generally adopted ere long.

"Respecting the horizontal cloths, I had a main-top-sail and main-stay-sail made for her on that plan a year ago at Liverpool, and I have examined

them after the many hard gales they have stood, and I find them much less chafed, &c. in proportion, than any sails in her on the old plan.

"So perfectly convinced am I of the superior saving and safety of your mode of reefing, and making with horizontal cloths, that I have had a fore-sail on that plan made here, and I shall, in every ship that I am concerned in, not fail having my sails made on your plan."

"I suspect few men who have experienced a severe gale of wind on a lee-shore, will for a moment hesitate in believing your mode of reefing, without starting tack or sheet, and strengthening sails by making them with horizontal cloths, will be the means of saving lives and property."

(Signed)

"EDWARD HARPER."

"Sunderland, January 30th, 1808.

"Mr. Stafford has had some more sails (with horizontal cloths) made for the Hero, and a main-sail, top-sail, and fore-top-mast stay-sail, made for the John; the main-sail and top-sail were made by Mr. Randolph, who objected very much at first to make them after the patent mode; but Mr. Stafford insisted on having them made with horizontal cloths. The sails gave great satisfaction, and Mr. Randolph now speaks of them in the highest terms of approbation.

"Mr. Todd (sail-maker) is now convinced that any sail may be made with horizontal cloths, and he has made a fore-sail, top-sail, and top-gallant-sail for the ship Barbara and Ann, Captain Bowness, who is in the transport service, and wrote for them from Deptford, particularly requesting that they might be made with horizontal cloths, and the fore-sail with the patent reef."

"Captain Ditchbourn, of the Durham, says he has made use of the reef in his fore-sail several times lately, in very heavy gales of wind, and it stands exceedingly well.

"Mr. Gregson, of the Speedwell, told me that he has found the reef in his top-sail very useful, and he is going to have a reef in his fore-sail, and intends to have all the new sails patent made.

"Captain Boyser desires me to inform you, that he intends to have all his new sails made the patent way.

"I have had a top-sail and jib made for the Good Intent, and I send you a certificate from the master.

"I find from the different captains belonging to the Port of Lynn, that the horizontal cloths are very well liked there.

(Signed)

"D. TROTTER."

"To Captain Cowan."

"Sunderland, December 6th, 1807.

"I have had a patent top-sail and jib made with horizontal cloths, and, after trying, like them very well, for I find they stand nearer the wind than the other sails, and I think them much stronger.

(Signed)

"JAMES LAMB, Master of the Good Intent."

"Sunderland, 28th December, 1807.

"This is to certify, that I have made several sails the patent way, and the method is much approved by those who have tried them. It is their opinion, that they will be a great deal stronger with the seams horizontal, and stand nearer the wind; and it is also my opinion, as I have made some for our own ship (the *Barbara and Ann*) the patent way.

(Signed)

"RICHARD TODD, Sail-maker."

"Sunderland, May 1st, 1807.

"Having had a jib and top-gallant-sail made on your patent plan (with horizontal cloths) for the *Hero*, I find it will be a great saving, from their longer duration, than the former mode of making sails.

"I would recommend the patent mode of making to every ship-owner, for their interest.

(Signed)

"ANTHONY STAFFORD."

"To Captain Cowan."

"Liverpool, April 7th, 1807.

"The sails that were made for the *Lark* brig and *Lochneil* sloop (with horizontal cloths) answer my most sanguine expectations, and I have no doubt but they will last much longer than those made in the old way.

(Signed)

"GEORGE BROWN."

"To Captain Cowan."

"Sunderland, January 17th, 1808.

"This is to certify, that the *John and Hero*, both of *Sunderland*, have had several patent sails (with horizontal cloths) in constant wear for several months, and we so far approve of the mode of making them, that we intend for the future to have all the new sails that we get made after the patent mode, as they stand nearer the wind, and we think them much stronger.

(Signed)

"T. STAFFORD, Master of the *Hero*."

"J. BROWN, Master of the *John*."

"Sunderland, April 30th, 1807.

"Mr. Cuthbert Vaux, owner of the brig *Durham*, ordered a patent fore-sail of Mr. Todd, sail-maker. Captain Ditchbourn, of the said ship, finds it to answer, both for reefing and standing upon a wind, much better than the former way of making.

(Signed)

"JOHN DITCHBOURN."

The 20th volume of the "*Naval Chronicle*" contains "an examination of the notion generally entertained by seamen, that the weakness or looseness of a vessel's frame makes her sail the faster." This paper was written by Commander Cowan, and some pertinent remarks on it appeared in the "*Athenæum*" for Feb. 1809*. He also suggested to the

* See *Nav. Chron.* vol. 21, pp. 138—143.

Admiralty some improvements in the construction of ships, which, though not approved of at the time, have been since adopted. In a letter to a friend he says,—“ I formerly proposed to the Admiralty to fill in between the timbers, and make all solid, and to caulk inside and outside before the plank was put on, and then not to plank the inside, but to lay riders fore and aft diagonal;” the diagonal riders, the vertical timbers, and the horizontal planks forming a series of triangles. It may not be amiss in this place to insert the following copy of a document presented to his late Majesty, when Prince Regent, by Mr. (now Sir Robert) Seppings, dated Mar. 1st, 1819:—

“ The humble Memorial of Robert Seppings, one of the Surveyors of His Majesty’s Navy :

“ Sheweth,—That your Royal Highness’s memorialist, on the 26th August, 1800, proposed an alteration to be made in the braces and pintles, or mode of hanging ships’ rudders, to remedy the inconvenience, and to prevent the expence, arising in consequence of the wearing away of their crowns by the action of the rudder, which was immediately adopted, and generally introduced in His Majesty’s dock-yards per Navy Board warrant dated 28th August, 1800.

“ That your Royal Highness’s memorialist, on the 1st January, 1801, proposed a plan for removing blocks from under ships in dock, to enable the workmen to remedy defects in ships’ keels, to make additions thereto, or to caulk the garboard or lower seams of the bottom, without lifting the ships.—The advantages of this plan in the saving of expence and labor were so obvious that the Lords Commissioners of the Admiralty, by their letter dated 5th February, 1803, ordered it to be generally introduced in His Majesty’s yards, and as a reward for this invention, your Royal Highness’s memorialist was presented with 1000*l.* by Government, and a gold medal from the Society of Arts.

“ That your Royal Highness’s memorialist, on the 13th February, 1806, proposed a plan for scarphing strait timber to obtain a compass form, by the adoption of which the *Warspite*, of 74 guns, (which although ordered to be built many years could not be proceeded with for the want of compass timber) was completed in twenty-one months, including six months for seasoning: the other advantages arising from the adoption of this plan, are that of giving a ship’s frame an equal degree of seasoning, which was heretofore unavoidably composed of a mixture of seasoned and unseasoned materials, by which the timber in the same ship had different periods of durability, and that which was seasoned was affected by that which was in a green state, thereby occasioning rapid decay.—The importance of this

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plan was so obvious that it has been generally introduced in His Majesty's dock-yards, by order of the Navy Board, dated 1st January, 1808.

"That your Royal Highness's memorialist, on the 28th May, 1807, proposed a plan to build round bows to *ships of the line*, which gives great additional strength to the ship, more convenience and comfort to the crew, and security in time of action. The superiority of this plan was so apparent that it has been generally introduced in His Majesty's navy, by directions from the Lords Commissioners of the Admiralty, dated 29th May, 1811.

"That your Royal Highness's memorialist, in the early part of the year 1800, partially introduced a plan of laying materials diagonally in His Majesty's ship *Glenmore* of 36 guns; and on the 19th May, 1805, proposed a similar introduction of materials in the *Kent* of 74 guns, in consequence of her extraordinary defects arising from weakness, of which the Navy Board approved by their warrant dated 4th June, 1805.

"The advantages which resulted from a partial introduction of the diagonal system induced your Royal Highness's memorialist, on the 5th February, 1810, to propose that it should be fully carried into effect in the construction and repairs of His Majesty's ships, which has been the cause of a total change in our national bulwark, by the introduction of a diagonal trussed frame, the filling in of the spaces between the timbers, below the orlop-deck with wood and cement, a new mode of attaching the beams to the sides, laying the decks diagonally, and by omitting a considerable quantity of materials hitherto unnecessarily or injudiciously applied: the furtherance of this plan, and the bringing it to maturity by furnishing drawings, rules, regulations, and by giving active personal inspection, have been the labor of nearly nineteen years, by which the health of your Royal Highness's memorialist has been much injured, and his domestic comforts much interfered with.—The results of this plan, generally introduced by directions of the Lords Commissioners of the Admiralty, dated 29th October, 1812, are, economy in the construction or repairs of His Majesty's ships, by a saving of a considerable quantity of scarce and valuable timber, and substituting old ship-timber and new timber of inferior quality and lengths in its stead, which is peculiarly applicable to the new principle, and in many instances carried to a considerable extent.—It is difficult to make any calculation of the saving to the public by the *increased durability of the ships*, and the saving of materials to a considerable amount, *great strength* (however) is obtained, and the health of their crews promoted (with regard to the latter, see Sir Gilbert Blane's "Treatise on the Health of the Navy"). All these have been proved by the severe trials to which several of the ships have been put, which have been constructed on this principle, and the success of which induced the Royal Society, in 1818, to honor your Royal Highness's memorialist with their gold medal.—The account of this new principle of ship-building is published in the "Transactions of the Royal Society," in 1814 and 1818.

"That your Royal Highness's memorialist, on the 12th April, 1812,

proposed to construct a sheer-hulk for Chatham yard, with strait fir timber, preventing thereby the consumption of much valuable compass oak timber, and causing a considerable saving of expence.—The Lords Commissioners of the Admiralty, by their order dated 1st May, 1812, approved of this proposition being adopted, and the hulk has been found fully to answer the purposes for which it was constructed.

“That from the great accumulation of small or frigates’ timber in the several dock-yards, remarked by the Lords Commissioners of the Admiralty, on their visitation in the year 1813, your Royal Highness’s memorialist, on the 5th November of that year, proposed a plan for building ships of the line with timber hitherto considered applicable only to frigates, and applying that which was fit only for inferior uses to principal purposes; it also obviates the necessity of using compass timber for floors, transoms, &c. The expence of the frame of the Thunderer (now named Talavera) built on this principle by direction of the Lords Commissioners of the Admiralty, dated 28th February, 1814, and lately launched at Woolwich, is 900*l.* less than that of the Black Prince, a ship of similar dimensions, built on the old principle. This method of connecting the timbers was the ground work of the present mode of framing the British navy, by introducing the same union of materials in the ships built with large, that had been applied to small timber; and decreasing thereby, very considerably, the consumption of timber, and rendering the ships much stronger, as was ascertained by a trial of the frames of the before mentioned ships.

“That your Royal Highness’s memorialist, on the 25th April, 1815, proposed a plan for making top-masts by scarphing or lengthening the sticks below the cap, and substituting those of less dimensions, consequently of much less value. These have, on trial, been found fully to answer the intended purpose, as appears by a letter from Sir Benjamin Halliwell to the Navy Board, dated 28th July, 1818, enclosing a report from the captain and carpenter of the Ramillies, dated the 24th of the same month, in which ship they have been in use upwards of three years, and are still in a good state. The saving produced by the adoption of this proposition, although considerable, is of little moment, in comparison with the inconvenience and delay before experienced for the want of the article, which, in many instances, could not be procured but with the greatest difficulty. The Lords Commissioners of the Admiralty directed the introduction of this plan on the 3d February, 1819.

“That your Royal Highness’s memorialist, on the 7th June, 1816, proposed a plan for the introduction of circular sterns to ships, which causes great increase of strength, forms a more extensive and efficient battery in the stern for attack or defence, affords protection when raked, prevents injury from explosion in firing the guns, gives a facility of working those in the stern equal to those in the sides,—in fact renders that part of a ship capable of making resistance which was heretofore defenceless. In the event of the ship being pooped, no evil can arise; and, if required, the ship

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may be moored by the stern. With these advantages the consumption of compass timber is decreased. The general introduction of this plan was directed by order of the Lords Commissioners of the Admiralty, dated 13th June, 1817.

"That your Royal Highness's memorialist, on the 17th July, 1816, proposed a new method of raising the lower masts of ships out of their steps, by means of a simple and portable apparatus of his invention, which requires only four men to raise a first rate's main-mast, instead of about ninety. The adoption of this method has rendered two sheer-hulks unnecessary, one at Portsmouth, and one at Plymouth, which had been kept up at an annual expence of nearly 2,000*l*. It has also, by the removal of the hulk lying at Plymouth to Sheerness, where one was required, caused an immediate saving of 14,000*l*., the expence incurred in fitting the Sampson sheer-hulk at Woolwich; and a similar sum would have been required to fit a sheer-hulk for Portsmouth, in lieu of the Neptune, which had been found so defective as to render it necessary to take her to pieces. In a series of years, this expence must again have been incurred (when from age or accident the hulks required replacing), which is now prevented. The risk and expence of moving either ship or hulk, which was before necessary, is avoided by this apparatus. The heels of the masts (resting on a pig of ballast) can thus at all times be examined (instead of being lifted as heretofore triennially, at a very considerable expence), and the decay occasioned by their being stepped in the mortices prevented. This causes a saving beyond calculation. This proposition was approved of by the Lords Commissioners of the Admiralty, 2d September, 1816.

"That your Royal Highness's memorialist, on the 8th October, 1816, proposed a plan for mooring ships in Ordinary with chain slip bridles, which affords a more easy way of extricating the ships from their moorings in case of fire, or the necessity of moving them, from any other cause, as well as removing a most injurious weight from their bows. It will also cause a saving in mooring ships in Ordinary of nearly one half of the quantity of chain, amounting in value to not less than 10,000*l*.; and, from the frequent necessity of changing the hempen bridles (where used) by their rapid deterioration to prevent accidents to the ships, will occasion an annual saving of some *thousands of pounds*.

"That your Royal Highness's memorialist, on the 27th January, 1817, presented a plan for substituting iron chain or rods for harbour rigging, in lieu of cordage, which on adoption has caused a very considerable saving of expence; and a still further saving will be produced annually, by the durability of iron compared with that of rope. It also tends much to put a stop to extensive embezzlements. Its introduction was directed by the Navy Board's warrant, dated 5th February, 1817.

"That your Royal Highness's memorialist, on the 5th September, 1817, proposed a plan for reducing the length of the timbers of a ship's frame, and doing away the chocks at their heads and heels, which chocks

not only produce decay as it respects themselves, but infest the timbers with which they come in contact. The introduction by your Royal Highness's memorialist, of coaks, and working the timbers with square heads and heels, has given a strength and connection hitherto unknown until introduced in the frame of the Thunderer (now Talavera). The simplicity of the workmanship, and economy in the conversion of timber, although of considerable moment, are of trifling importance compared with the plan of *rendering timber generally more applicable* to the frames of ships, which heretofore was only partially so, and causing them to possess greater strength and durability. As a proof of the utility of the plan, two 28-gun ships are now constructing solely of fir timber, which never was before done by any mode of framing, as considerable quantities of oak and elm timber were before introduced in the construction of what were termed fir frigates. This plan is generally introduced in all classes of His Majesty's ships, by directions from the Lords Commissioners of the Admiralty, dated 4th February, 1818.

"That your Royal Highness's memorialist, on the 15th January, 1819, proposed a plan for the introduction of iron laid diagonally, instead of wood, in frigates, which will cause considerable durability to the ships, and prevent the consumption of much useful timber. It will also give greater room for stowage, shorten the fastenings, and consequently give increased strength. This plan has been directed to be generally introduced by order of the Lords Commissioners of the Admiralty, dated 23d January, 1819.

"Your Royal Highness's memorialist was apprenticed in March 1782, to Sir John Henslow, late Surveyor of His Majesty's Navy, who was then Master Shipwright of Plymouth Yard; and was at a considerable expence to his friends during that apprenticeship; and by regular gradations, after a service of more than thirty-one years, arrived at the situation which he now fills, making at this time a servitude of thirty-seven years. That your Royal Highness's memorialist has had no pecuniary or other advantage (except in one instance as herein stated) for the numerous inventions and improvements which are *here* detailed, and for others of minor consideration, which have been introduced in His Majesty's naval service, notwithstanding such immense sums have been saved to the public by the adoption of the plans of your Royal Highness's memorialist, and on which Government have expended, and are expending, to the amount of some millions of money; and that in point of fact he sacrificed comfort and gained no emolument (as stated by the Select Committee of Finance in their 6th Report, page 190 *), by leaving the situation of Master-

"While calling the attention of the House to this particular branch of scientific instruction, your Committee deem it their duty particularly to notice Mr. Seppings, one of the surveyors of the navy, to whose abilities

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Shipwright of Chatham dock-yard, and accepting that of Surveyor of His Majesty's navy, and which he was induced to do only from the consideration that he would be empowered thereby to protect those plans which he had brought forward, and to introduce others for the good of His Majesty's service. Models, drawings, and descriptions of the several inventions herein detailed, are in the possession of your Royal Highness's memorialist, which will more fully explain what he has endeavoured to describe.

"Your Royal Highness's memorialist therefore prays that your Royal Highness will be pleased to take into consideration the many and important services that he has rendered to his Country, with the heavy responsibility he incurred in carrying his plans into execution; and that your Royal Highness will be graciously pleased to confer on him such reward as your Royal Highness may consider him deserving.

(Signed) "R. SEPPINGS."

JAMES M'FARLAND, Esq.

ACTED as signal-lieutenant of Lord Howe's flag-ship, the Queen Charlotte, at the memorable battle of June 1st, 1794; received his first commission soon after the return of the victorious fleet to Spithead; subsequently served under Captain (now Sir William) Hotham, in the Lancaster 64, on the Cape of Good Hope station; and was there appointed

and exertions this country is mainly indebted for many of its most valuable improvements in Naval Architecture, the ingenious models of which have been submitted to the inspection of your Committee, with all the necessary explanations of their several uses and application. Your Committee do not pretend to describe or appreciate with accuracy the value of these improvements, to estimate which to their full extent requires considerable professional experience. They are, however, fully convinced that the result of them will be to effectuate in the construction of ships of war, a great saving of expenditure to the public, and to secure a proportionate economy of human life, arising from their superior durability and greater power of resistance to the elements, and to the casualties incidental to nautical life, which the modern system of keeping our fleets at sea, at all seasons and in all weather, has rendered of the utmost importance. These services, although they have nothing of that brilliancy which forcibly attracts public admiration, will continue to confer a lasting benefit to the British Nation, long after that period, when the beneficial effects of victories, however splendid, shall have passed away."

acting commander of the Penguin sloop, in June, 1802. He obtained his present rank on the 18th June, 1803, and was afterwards employed on the Sea-Fencible service.

TERENCE O'NEILL, Esq.

Is the son of an old naval officer, a branch of the O'Neills, of Shanes Castle, co. Antrim, Ireland. One of his grand-uncles was a Portuguese Field-Marshal, and another held the same rank in the Spanish army.

This officer was born at Bristol, in, we believe, the year 1773; and towards the end of 1781, we find him joining the Magnificent 74, Captain Robert Linzee, in which ship he was present at the battles between Rodney and De Grasse, April 9th and 12th, 1782; and also at the subsequent capture of two French 64's, a frigate, and a corvette, in the Mona Passage, by a squadron detached under the command of Rear-Admiral Sir Samuel Hood. On the former occasions, the Magnificent had six men killed, and eleven, including Captain Bagg, of the marines, wounded.

Mr. O'Neill next joined the Shrewsbury 74, Captain (now Sir Isaac) Coffin, and had the honor of serving on the Jamaica station at the period when his present Majesty was there in the subordinate capacity of midshipman. At the commencement of the French revolutionary war, he was received on board the Britannia, first rate, bearing the flag of Vice-Admiral (afterwards Lord) Hotham, by whom he was appointed a lieutenant of la Censeur, French prize 74, in March, 1795. During the siege of St. Lucia, by the forces under Sirs Hugh C. Christian and Ralph Abercrombie, he commanded a prize-schooner, of 10 guns, taken by the Astræa frigate, and named after the latter officer. On the reduction of that island he returned to the Astræa, in which ship he had proceeded from England to the West Indies, and in which he subsequently served, under the command of Captain (now Vice-Admiral) Richard Dacres, on the North Sea station.

On the 27th April, 1797, the Albion, two-decker, Captain Henry Savage, having been wrecked on the Middle Sand, in the Swin Channel, the Astræa was sent from the Nore to assist in saving her stores; on which occasion the boats of the frigate were placed under the directions of Lieutenant O'Neill, who, in the course of thirty-six hours, succeeded in removing all her bent and spare sails, running rigging, and every other portable article, amounting altogether in value to upwards of £10,000; nor were his exertions discontinued until a gale of wind obliged the Astræa to cut and run, the Albion at the same time falling to pieces.

In June following, having previously assisted in rescuing the Astræa from the mutinous fleet at the Nore, Lieutenant O'Neill addressed himself to Admiral Duncan as follows:—

"Astræa, off the Texel, 27th June, 1797."

"Sir,—It appearing practicable to me to burn the transports now lying in the Texel, I beg leave to offer myself as a candidate for that service and have the honor to be, with great respect, &c.

(Signed) "TERENCE O'NEILL."

(ENCLOSURE).

"Sir,—Should the subject of the letter in which this is enclosed meet your approbation, I most respectfully beg leave to point out the plan which to me would appear most practicable; but any other you may think necessary I shall use my utmost exertions to execute, should you be pleased to honor me with your commands.

"From the number of galliots passing and repassing, a vessel of that description would be least liable to suspicion; therefore, if one is obtained and fitted up as a fire-vessel, with so much secrecy as to prevent the enemy having any knowledge of it, and being seen off and on the Texel the evening preceding the night of the attempt, under Danish (if necessary to hoist any) colours, apparently endeavouring to get in, she would, I think, pass without any particular notice, and consequently be enabled to effectually perform the proposed service: the Dutch transports being moored together so thick that they cannot easily separate themselves.

"I further beg leave to observe, that I cannot suppose we shall be challenged until nearly abreast of the transports; and if we are then unable to proceed without molestation, we must dash boldly on; but, from the short distance between the fort and the transports, I may reasonably hope to get the vessel laid in the best situation circumstances will admit of, and to set her on fire, before the enemy will be enabled to judge our intentions: nor can they well fire at us, as we shall be in a line

between ships and batteries ; and before they shall have recovered from their surprise and confusion, I hope we may be able to escape. To effect this, I would request a good rowing boat, with stout fellows, well armed, and any vessel you may be pleased to appoint to pick us up, and to protect us from pursuers. But above all, I beg leave to observe, it will be absolutely necessary to have a good pilot, to enable us to go in with safety ; our escape we can effect in any direction, unless very bad weather. I have the honor to be, &c.

(Signed)

“TERENCE O'NEILL, Lieut.”

“To Admiral Duncan, &c.”

Although not permitted to attempt the destruction of the Gallo-Batavian transports, then collected for the invasion of Great Britain, Lieutenant O'Neill was warmly applauded for his zeal, and afterwards employed by the heroic Duncan in many services of a confidential nature. On the 10th July, 1797, he was sent with a flag of truce to Admiral De Winter, and it being found necessary for him to remain at the Texel until a message could be received from the Hague, he contrived to obtain some valuable information, which again obtained him official commendation. On the 30th April, 1798, he was appointed by Earl Spencer to command the Cobourg hired cutter, of 210 tons, 16 guns, and 60 men ; and on the 1st Feb. in the ensuing year, he captured the Flushing, Dutch privateer, commanded by the captain of a frigate.

Whilst serving in the Cobourg, which vessel was latterly brig-rigged, Lieutenant O'Neill paid frequent visits to the Texel, with messages from his commander-in-chief, and on every occasion acquitted himself so as to obtain general commendation. So highly pleased were the Dutch authorities with his gentlemanly and officer-like demeanour, that on one occasion, when very short of provisions, he received an abundant supply from those whom, in the performance of his public duty, he was strenuously exerting himself to annoy, and which present was accompanied by the following note :—

“On board the *Washington*, 14th Aug. 1799.

“Commodore Capelle takes the liberty to send these few refreshments, and some meat and vegetables, to the disposition of the commanding officer of H. B. M. cruising cutter the *Cobourg*, and hopes that Lieu-

tenant O'Neill will accept them, with the assurance of the Commodore's best respects."

In the course of the ensuing month, Earl Spencer's private secretary wrote to Lieutenant O'Neill as follows:—

"Sir,—Lord Spencer, in answer to your letter of the 10th instant, has directed me to say, that your conduct has been very satisfactory; and that, by-and-by, his lordship hopes to have an opportunity of promoting you: but he cannot do it at present. I return Commodore Capelle's note, and am, Sir, &c. (Signed) "R. MARTIN."

About this period, an agreement was entered into between the hostile powers, that the fishing vessels of England and Holland should be allowed to pursue their avocations, within certain limits, unmolested. A complaint of an infraction of this agreement having been forwarded to Lord Duncan, then at Yarmouth, the commander of the Cobourg was immediately despatched, vested with discretionary authority, to take cognizance of the affair. On the 25th Mar. 1800, we find him addressing the senior naval officer at the Texel as follows:—

"I have been directed by my admiral to inform you, that the British fishing vessels have been chased and disturbed in his district by a cutter presumed to be a Dutch privateer. I am therefore commanded to acquaint you that, if enquiry be not made into the same, and satisfactory and immediate redress given, he will not permit fishing vessels to come out of any port in Holland. I have the honor to be, &c.

(Signed)

"TERENCE O'NEILL."

In answer to this intimation, Admiral De Winter and his *locum tenens* at the Texel both wrote to Mr. O'Neill, acquainting him that the offence had been committed by a French privateer, over which they could not possibly have any control.

In addition to the foregoing services, this active officer obtained information which led to the capture of two Dutch men-of-war by the Sirius frigate, Captain (now Sir Richard) King; an event which, owing to the hitherto improper representation thereof, we shall hereafter more fully notice. On the 25th April 1800, Lieutenant O'Neill received the following satisfactory announcement:—

" Lord Spencer has directed me to inform you, that you are appointed to the Tromp *, with the rank of master and commander. I am, Sir, &c.
(Signed) " JOHN HARRISON."

The Tromp was destined to be converted into a prison-ship, and stationed at one of the Leeward Islands, the commander-in-chief on which station received instructions from the Admiralty to place Captain O'Neill in the way of further promotion. Lord Hugh Seymour, however, the officer to whom we have now occasion to allude, was under the necessity of suddenly proceeding to Jamaica, and unfortunately neglected to inform his successor, the late Sir John T. Duckworth, of Earl Spencer's favorable intentions. In consequence thereof, Captain O'Neill, after burying most of his officers, and nearly one-half of his crew, found himself under the necessity of returning home, at his own expence, passenger on board a transport; the Tromp having been placed, as was originally intended, under the command of a lieutenant. This most mortifying disappointment produced the following communication from Earl Spencer, then no longer in office:—

" *St. James's Place, 31st Oct. 1801.*

" Sir,—I am very sorry that my delay in answering your letter of the 13th instant, which arose from the accidental circumstance of my having moved about very much in the country since I received it, should have given you the trouble of writing again, and occasion to suppose my silence was owing to some other cause.

" I have no hesitation in repeating to you what I said in my last letter, that I think your case peculiarly hard. My only motive for giving you promotion, was the very active manner in which you had on several occasions distinguished yourself, in the North Sea and on the coast of Holland, during the war; which had obtained you repeatedly the strongest expressions of approbation from Lord Duncan and other your superior officers. Your appointment to the Tromp was under the expectation of your being able, on your arrival in the West Indies, to get removed to some more active situation, which would have given you an opportunity of further distinguishing yourself, though by some untoward accidents, in which you had no share, it proved of serious disadvantage and inconvenience to you; and after your return home, I fully intended to have availed myself of the earliest opportunity that might present itself, consistently with other very pressing engagements, to put you again into active service, in

* A Dutch 50, armed *en flûte*.

order to make you some amends for your disappointment. I have no objection to your making any use you please of this letter, if you think that my testimony to the above circumstances can be of any service to you."

In April 1802, an extensive promotion took place, but the subject of this memoir was not included. He consequently made another appeal to Earl Spencer, and received the following answer:—

"St. James's Place, 27th May, 1802."

"Sir,—I am concerned to find you have not been included in the late naval promotion, and beg you will not suppose that any thing in your former letters has given me the least offence, or caused any other impression than that of regret. I was so circumstanced as not to have it in my power to be of use to you on the occasion. (Signed) "SPENCER."

On application to the Earl of St. Vincent, he was, Mar. 12th, 1803, appointed regulating captain of the impress service at Poole, with permission to select his own lieutenants. Soon after his arrival there, he had occasion to counteract various attempts to bring that ever unpopular service (which had been in a manner forced upon him) into still greater disrepute. In the month of May following, he received a letter from the Earl's private secretary, acquainting him that the Lords Commissioners of the Admiralty were well satisfied with his conduct, "*and that it would not fail to operate in his favor.*" He also received the following letter from one of the members for Poole, whose son he had obliged to apologize for some intemperate conduct:—

"London, 9th May, 1803."

"Sir,—In addition to many reasons you have before given me to approve the equally liberal and spirited manner in which you have exerted yourself to discharge the painful duties of the impress service at Poole, I beg leave to add my acknowledgments for your recent conduct towards the crew of the ship *Industry*. I do not wish to weaken those sentiments in your opinion, and I assure you they have not been lessened in mine by any extraneous circumstances which arose relative to that ship, and which, although matter of regret, can never be to you or me subject of reproach. But if any thing relative thereto, which in the slightest or most remote degree implicates the character of my son, has been mentioned to the Admiralty, if it be not making an improper request, I beg the favor of a correct copy thereof; and with respectful compliments to Mrs. O'Neill, I have the honor to remain, &c.

(Signed)

"GEO. GARLAND, M. P."

On the 7th June following, Captain O'Neill was appointed to the command of the Nimrod 18, then the finest and most handsome ship-sloop in the British navy; and on his application she was armed with 24 instead of 18-pounder carronades, and her complement increased from 86 to 121 men. Whilst employed in this vessel, with the Sea Gull sloop and two revenue cruisers under his orders, on the Mount's Bay station, he was informed that some improper reports respecting him were in circulation at Poole, upon which he directed his informant to stick up in the town-hall a paper, wherein he dared the corporation and inhabitants, both generally and individually, to openly exhibit and substantiate any charges disreputable either to his private or public character. The result of this challenge was thus officially communicated to him:—

“ Poole, 6th December, 1803.

“ Sir,—Mr. Strong has communicated to me the subject of your letter lately addressed to him, and I can truly say, that my astonishment was only equalled by my indignation at the infamous insinuations which have been made to you respecting the intentions of the merchants of this place.

“ I consider it a duty incumbent on me, and an act of justice due to them, to deny the truth of it in the most positive and unequivocal terms; and to pledge myself, that either individually or collectively, they have never, in the most distant manner, entertained so ungenerous an idea. Be assured, Sir, that they are as incapable of the meanness imputed to them, *as they are satisfied that you are of any action unbecoming of an officer and a gentleman.* I trust that you will think it a piece of justice due to them to trace, if possible, this malignant report, which I am satisfied will be found to have its origin in malevolence, that has perhaps equally for its object the merchants of Poole and yourself. I am, Sir, &c.

(Signed) “ MARK STREET, Mayor.”

About the same period, Captain O'Neill received the thanks of the Admiralty, for communicating to their lordships his ideas on the subject of a new code of signals. In July 1804, he felt himself obliged, in consequence of suffering most severely from sea-sickness in bad weather, occasioned, we are told, by the effects of an attack of brain-fever in early life, to resign the command of the Nimrod. That he was not a voluntary seceder from the service of his country, at so momentous a period, will be seen by the following document:—

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"Admiralty, 29th July, 1804.

"Sir,—I have received your letter, and herewith return the enclosures transmitted therein. I have perused the memorial you addressed to the Board, and, in consequence of the circumstances stated therein, I shall be glad, when my arrangements will admit of it, to give you some suitable employment. I am, &c.

(Signed) "MELVILLE."

On the 14th Oct. 1804, Captain O'Neill was appointed to a command in the Kinsale district of Sea-Fencibles; and on the 15th Dec. in the same year, the following communication was addressed to his senior officer:

"Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 9th instant, inclosing one from Captain O'Neill, requesting that the Sea-Fencibles under his command may be paid for the assistance they rendered to the crew of a vessel which was wrecked within his district, I am commanded by their lordships to acquaint you, *that as Captain O'Neill states he has pledged himself for the payment of this charge, they are pleased to allow it, being satisfied with his motives for incurring it.* But although the conduct of the persons who exerted themselves on this occasion, in saving the lives and property of their fellow creatures, is highly meritorious, it has no relation to the service for which they were enrolled, and the precedent, if followed in all other parts where Sea-Fencibles are established, would occasion a very heavy expence to the public. I am, Sir, &c.

(Signed) "WILLIAM MARSDEN."

"To Captain Samuel Campbell Rowley, S. F., Kinsale."

In Nov. 1805, having the chief command during Captain Rowley's absence on leave, and reading the account of Nelson's victory and death, Captain O'Neill instantly called out his men, proposed to them to subscribe one day's pay for the widows and children of the slain, advanced the amount, 42*l.* 12*s.* 7*d.*, out of his own pocket, and immediately transmitted it to Rear-Admiral Wolseley, superintendant for the levy of seamen in Ireland. In addition to his setting this example to other naval officers in Ireland, he influenced Major-General Champaigne and the forces under his command to promise to subscribe their pittance, if leave could be obtained from head-quarters. If he had carried his point, this would not only have been the means of raising a very large sum for the present, but would also have established a precedent for similar united-service subscriptions on every future occasion. Jealousy, however, caused cold water to be thrown on the

project ; and it was even intimated to Captain O'Neill, by a high naval personage, that to propose such a thing officially would appear like dictating to the army. In the ensuing summer he saved the crew and cargo of a vessel laden on Government account, which service was thus acknowledged :

" Navy Office, July 8th, 1806.

" Sir,—We approve of the award you have made to the different persons employed in saving the stores out of the *Mary* sloop, and you may draw upon us for the amount. We very much approve of the zeal and exertions you have manifested, not only in saving the stores, but in making the award to the several persons concerned. We are, &c.

(Signed)

" S. GAMBIER.

" F. J. HARTWELL.

" E. BOUVERIE."

" To Captain O'Neill, Kinsale."

This active and zealous officer was subsequently removed to the Bunowen district, county Galway, where he remained until the general breaking up of the Sea-Fencible establishments, in 1810. He married, first, in June 1799, a Miss Stuart, by whom he had three sons, *viz.* Charles Stuart O'Neill, the eldest, born on board the *Tromp*, off Madeira ; served sixteen years as midshipman and master's-mate ; obtained most handsome certificates of superior talent and merit, from all his captains, together with strong recommendations for promotion, "as one who would do honor and credit to the service ;" and died in command of the *Cochin* schooner, of 14 guns, tender to the flag-ship of Rear-Admiral Gage, on the East India station : the second son is married to a lady of fortune at Dublin ; the youngest died at Scilly. Captain O'Neill married, secondly, Helena, eldest daughter of John Burke, of Derrymaccloughney Castle, co. Galway, Esq. (one of the most ancient and respectable families in Ireland), and relict of Andrew French, of Ragoon, in the same county, Esq.

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VOL. I

ROBERT PETTET, Esq.

WAS made a lieutenant in 1794; and promoted to the command of the Termagant sloop, on the Mediterranean station, Jan. 2d, 1804. In May following, he captured the *Felicité* French privateer, of two guns and sixty men, near Corsica. In 1808, he was appointed to the *Briseis*, the boats of which vessel, in company with those of the *Bruiser* gun-brig, captured a Danish privateer, *El Courier*, on the Heligoland station, in May 1809. The manner in which he was subsequently employed will be seen by reference to Vol. II. Part II. p. 870 *et seq.*

CHARLES PICKFORD, Esq.

OBTAINED his first commission in 1794; served as lieutenant of the *Suffisante* sloop, Captain Nicholas Tomlinson, at the capture of the *Revanche* French national brig, between Ushant and the Main, May 27th, 1796; and subsequently assisted in capturing, destroying, and re-capturing, two privateers, eleven French, two Dutch, four Spanish, one American, one Danish, and six British merchantmen, the latter having on board 1433 pipes and 34 hogsheads of wine, 83 bales and 186 bags of cotton, 250 chests of tea, 250 barrels of porter, and a quantity of lemons, vinegar, cork, steel, and other dry goods.

We next find Mr. Pickford first of the *Inconstant* frigate, on the African station, from whence he brought home his captain's official account of the recapture of Goree, Mar. 9th, 1804:—the following is an extract:

"Conceiving it of importance that H. M. Ministers should be made acquainted as soon as possible with the recapture of this island, I have purchased a small brig, and sent my first lieutenant, Mr. Charles Pickford, an intelligent and deserving officer, to England, who will have the honor to present my despatches; and I beg leave to recommend him in the strongest manner to their lordships' favor."

Mr. Pickford landed at Portsmouth on the 26th April,
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1804, and was, next day, promoted to the command of the Discovery bomb. In 1809, he commanded the Glommen sloop, on the West India station.

JOHN SMYTH, Esq.

OBTAINED a lieutenant's commission in 1800, and his present rank on the 4th May, 1804.

THOMAS MAYNARD, Esq.

WAS made a lieutenant in 1796, and commander on the 12th Jan. 1805.

L. 31 Jan. 1800

JAMES GRANT, Esq.

IN 1800 and the two following years, this officer, then a lieutenant, commanded the *Lady Nelson*, *alias* "His Majesty's Tinder-Box," a brig of only 60 tons burthen, fitted with sliding keels, and employed on a voyage of discovery in the southern hemisphere. The published narrative of his proceedings includes remarks on the Cape Verd Islands, the Cape of Good Hope, and that part of New Holland opposite to Van Diemen's Land; various details of his interviews with the natives of New South Wales; observations on the soil, natural productions, &c. of that country; an account of the then state of Falkland Islands; observations on the origin and utility of sliding keels, &c. &c. He obtained his present rank on the 12th Jan. 1805; and a pension for wounds received in action with the enemy, the present amount of which is £150 *per annum*, Jan. 23d, 1806. We subsequently find him commanding the *Raven* and *Thracian*, sloops.

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WILLIAM LAYMAN, Esq.

IN answer to a circular letter from the Admiralty, dated July 30th, 1817, this officer wrote as follows :—

“ When master's-mate of the *Myrmidon*, I did, at the age of seventeen years, scuttle the lower-deck in a very heavy gale of wind, to which measure was attributed the preservation of the ship. When paid off, after having been four years in the *Myrmidon*, I received the strongest testimony as to the execution of my duty, with a recommendation to Captain Brown, stating that I should be found ‘ a great acquisition on board the *Amphion*.’ The manner of my performing my duty in that ship will speak for itself; the Duke of Clarence, when commanding the *Pegasus*, in the West Indies, having twice applied for me: but Captain Brown declined his assent, and did not afterwards, when I was seized with fever (from my exertions in heaving down the ship, after both lieutenants had died at Jamaica), acquiesce in my leaving the ship, until the medical men represented that a change of climate was the only chance to save my life. In consequence of the report of the Commissioners of Woods, Forests, &c. published in 1792, stating, ‘ Such is the present state of the growing timber, and the prospect of future supply, that this country will, in all probability, experience a fatal want of great oak timber, and become dependent on other powers for the means of supporting her navy,’ I was induced to pay the most unremitting attention to the resources of our Eastern possessions for naval purposes; and upon which subject I submitted some suggestions to H. M. Ministers, in 1797: these were well received.”

In 1800, Mr. Layman was promoted to the rank of lieutenant; on which occasion he made an application to the Earl of St. Vincent, which was thus replied to :—

“ I desired Captain Grey to assure you, that I should be happy to have you in the ship with me; and, if there is nothing to detain you longer ashore, by shewing this letter to the captain of any ship of war under my orders, coming to this rendezvous” (before Brest), “ you will be sure to receive all the attention due to your character, and the very laudable zeal which inspires you to serve under the auspices of

(Signed)

“ ST. VINCENT.”

On joining the Earl's flag-ship, Lieutenant Layman presented to his Lordship a plan for building a ship of the line and a frigate annually at Bombay, which was soon afterwards ordered to be carried into execution. He also suggested,

during the scarcity in 1800, the propriety of restricting ships bound to India from carrying out superfluous bread and stores; which proposal met with great attention, and was acted upon. Shortly before the battle of Copenhagen, being then a lieutenant of Nelson's flag-ship, he thus addressed that great hero:—

"My Lord,—I beg leave to request, that in the event of boat duty, for either boarding, towing off the enemy's fire-ships, carrying down our own, or any other particular service, your lordship will do me the favor of employment. And as the best concerted plans often miscarry, from one man being made to depend on another, should the nature of the service require but one lieutenant, and I have the honor of being engaged in the undertaking, it will be an additional favor conferred on, my Lord, your most obedient, &c. (Signed) "W. LAYMAN."

The high opinion entertained of his conduct on the memorable 2d April, 1801, will be seen by the following testimonials:—

"Merton, Surrey, March 1st, 1802.

"My dear Sir,—I have been favored with your letter, requesting I would state the nature of the services you had been employed in from the *St. George*.

"That you were always ready to go on every service I am sure; for the only favor you ever asked of me was, to be sent on all services of danger and difficulties, and I always understood you acquitted yourself as an able officer and seaman. You were in the *Isis* at the battle of Copenhagen, and Captain Walker gave me a high character of the conduct of the officers and men of the *St. George*. Believe me to be fully sensible of all your merits; and I have no scruple in saying, that if your interest does not get you promoted, at any future time when I may be employed, I shall be happy in receiving you; for I am your sincere friend,

(Signed)

"NELSON & BRONTE."

"To Lieutenant Layman."

"Charles Street, St. James's, May 26th, 1802.

"Sir,—I do not hesitate to state it as my opinion and firm belief, that very important services were rendered by you on the 2d of April last year, on board *H. M. S. Isis*, during the action off Copenhagen. I may venture too, with less presumption, to give this opinion to the world, when I accompany it by Captain Walker's avowal of the fact, and the general admiration of your conduct on the occasion, evinced by the officers and men of my regiment, who were so fortunate as to be under Captain Walker's command, and employed with you on the *Isis*'s lower-deck, at that period

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of the battle when, from five guns only working, you, by great exertions, manned and replaced the whole of the larboard battery, and that under a fire from the enemy, which the state of the *Isis*, after the engagement, fully bore testimony to the weight of. Not having been on board the same ship with you on that memorable day, I have only to state my firm reliance on the accuracy of every degree of honor which was attributed to you; and, after having heard but one general opinion in the Baltic fleet on the subject, it is with regret, as well as surprise, that I now learn, from your letter, that the noble lord at the head of the Admiralty considers your services, which were great as well as voluntary on the occasion in question, as but of small importance. My information, as well as the general opinion at the above period, must have widely erred, if such a subsequent review of your conduct can now prove to be a correct one, or what is merited by you. With every expression of wish for your future success in your profession, I beg leave to subscribe myself, &c.

(Signed)

"W. STEWART *."

During the peace of Amiens, notice having been given in the House of Commons, by Mr. Canning, of an intended motion respecting the cultivation of Trinidad, Lieutenant Layman submitted to His Majesty's Ministers that the most effectual manner of doing away with the slave-trade would be to introduce the skill and industry of free labourers, together with the valuable productions of the East, into the West Indies; and at the same time he proposed the establishment of Chinese husbandmen in the island of Ceylon. Both of these suggestions were considered deserving of adoption, as shewn in the following letters:—

"*H. M. S. Centaur, Sept 31, 1806.*

"Sir,—I have to acknowledge the receipt of your letter, on the subject of a plan you submitted to Government in 1802, for the cultivation of Trinidad, which was referred by the Secretary of State to the Commissioners for that island, and in consequence of which you met us by appointment at the Treasury, and were informed by the Right Hon. John Sullivan, then Under Secretary of State, that the execution of the measure only waited an official report of the Commissioners. The termination of the commission, owing to the disagreement between Colonels Fullerton and Picton, certainly prevented the report; and as you state it is unknown to his Majesty's present Ministers in whom the idea first originated, I have

* Commander of the land forces employed in the expedition against the Northern Confederacy.

great pleasure in telling you, I always understood the plan of introducing Chinese into the West Indies was first suggested by you, whilst I was one of the said Commissioners; and I must, Sir, do you the justice to say, I never heard of any other person having proposed such a measure. Yours, &c.

(Signed)

"SAMUEL HOOD, Commodore."

"October 1st, 1810.

"Dear Layman,—My brother, who has lately returned from Ceylon, tells me, that upon his arrival there he was surprised to find the ship surrounded by boats, loaded with vegetables of all kinds, for sale at moderate prices, and particularly so, as on a former voyage not a cabbage or pumpkin could be procured. On inquiry, it appeared that this circumstance was owing to the industry of the Chinese. General Maitland, the governor, being desirous of having a large morass cleared and drained, had some time before applied to some of the natives of Ceylon, who had given in an estimate of the expence and time within which they would undertake, with 100 men, to complete it. The general, not satisfied with this, applied to some Chinese, and having agreed to give them *the produce of the soil* for a certain number of years, *TWENTY-FIVE of them cleared and drained the morass, and converted it into a productive garden, in less time than the ONE HUNDRED natives had proposed.*

"My brother went over the garden with the governor, and nothing could be more complete. The Chinese had fenced it, and built houses; had divided it into different allotments among themselves, and, by turns, guarded it by night. They were peaceable and orderly to a degree; they worked in the gardens, and the women regularly took the produce to market for sale.

"I have thought this would be interesting to you, knowing what your mind is employed upon. I talked to my brother about introducing Chinese into the West Indies, and he has no doubt it would answer. His ideas of their indefatigable industry, agricultural talents, and disposition to emigrate, are precisely the same as yours. General Maitland is encouraging them to make sugar in Ceylon, which is in some progress. I am, dear Layman, your's sincerely,

(Signed)

"WILLIAM LE BLANC *."

On the 28th May 1803, Lieutenant Layman, then again serving under Nelson, was appointed prize-master of l'Am-buscade 32, in which ship he captured two of the enemy's merchant vessels, whilst on his passage to Gibraltar. In October following, he was promoted to the command of the Weazle sloop; and on the 6th Mar. 1804, the following

* See Nav. Chron. xxxvii, 452—458.

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address in his favor, signed by all the principal merchants and inhabitants of the above rock, was presented to Lieutenant-Governor Sir Thomas Trigge :—

"We, the undersigned merchants and traders residing at Gibraltar, conceive, with sincere concern, that the late loss of H. M. S. Weazle, commanded by Captain Layman, will materially affect the security of our trade, unless early remedied. Having witnessed and felt the benefit resulting from the extraordinary and unremitted exertions of Captain Layman, in keeping the Straits free from French privateers, which had so long been destructive to the trade of this port; and as few or none of these cruisers have of late dared to venture into the Gut, it is beyond comparison a proof how fully the Weazle performed the service on which she was employed. We, therefore, sincerely lament that the late boisterous and thick foggy weather has for the present deprived us of Captain Layman's exertions and skill, by the loss of the said vessel on the rocks off Cabritta Point. Being persuaded that no man is more capable of supporting and protecting the trade passing the Straits, and convoying the supplies to this place, from his constant study and knowledge of the different bays and inlets, as well on the neighbouring coasts of Spain as those of Barbary, we shall be exceedingly obliged, if your Excellency will do us the favor strongly to recommend to Lord Nelson, that Captain Layman, his officers, and crew, may be appointed to a vessel of force suitable to support and protect us, in the manner they have hitherto done, not only to our satisfaction, but to the benefit of the public in general. We shall feel highly gratified if your Excellency will second our wishes, by a statement to Lord Nelson of the advantages we have experienced during the time Captain Layman has been on this station, as well as of the necessity of having a suitable vessel stationed in the Gut; and we beg that, if necessary, his Lordship will have the goodness to represent this our petition to the Lords Commissioners of the Admiralty."

On the 2d of the following month, Nelson, then unaware of the disaster which had befallen his protégé, wrote to a mutual friend as follows :—

"I hope the Admiralty will confirm Layman; for he is not only attached to me, but is indeed a very active officer. It was his venturing to know more about India than Troubridge did, that made them look shy upon him;—his tongue runs too fast. I often tell him neither to talk nor write so much."

In the course of the same year, Commander Layman was appointed to the *Raven* sloop, of which vessel the following mention is made in a work entitled "*Elements and Practice of Naval Architecture* :—

"The Raven upon being fitted for sea, at Woolwich, under the direction of her very active and ingenious commander, had, agreeable to his recommendation, among other alterations, the two foremost ports closed up, and the guns taken away. In lieu of them was fitted amid-ships, immediately before the fore-mast, a 68-pounder carronade, upon a traverse carriage, so as to fire clear of the gunwale, in almost every direction; and, in lieu of the two stern-chasers, a similar carronade was mounted abaft. The wonderful accession of force derived from these alterations, and the great advantages to be derived from them in chase, in clearing an enemy's coast, &c. are too obvious to need a comment."

In Feb. 1805, Commander Layman, then a prisoner-of-war at Puerto-Santa-Maria, near Cadiz, made the following report to Lord Nelson:—

"It is my painful duty to narrate to your lordship an event as grievous as unexpected; for having quitted England on the 21st instant, in command of H. M. sloop Raven, charged with despatches for Sir John Orde and your lordship, with directions to put myself under your orders, I arrived at the rendezvous of Sir John Orde's squadron, from two to ten leagues off Cadiz, on the 28th, with a fresh breeze from the westward, when not seeing any thing of the squadron, I reduced the sail from whole to treble-reefed topsail, and hove-to at 9 p. m.; a few minutes before 10 o'clock, I went upon deck to look round, and desired the lead to be hove; and on the officer of the watch reporting there was not any soundings with 80 fathoms of line, I delivered the following order in writing:—

'Memorandum.—January 28th, 1805.

'With the wind westerly lye-to with head to the southward till 4 a. m. and then to the northward; keeping the lead going every half hour, and acquaint me if there are soundings, or any alterations.

(Signed)

'W. LAYMAN.'

"I then retired to my cot, and about 12 o'clock was called by the officer of the watch, and acquainted that he saw the lights of the squadron; but before I could get on my things, the officer came down the ladder, and said they were the lights at Cadiz; *at this time he appeared to me flurried.* I instantly went on deck, veered ship, and hove the lead; had ten fathoms the first cast, but only five before the vessel was round, and we veered on each tack as the water shoaled; for the night being dark, with heavy rain, and the alarm frequently given of rocks and shoals, it was impossible to anchor, or see our way out till day-light; when I must beg of our lordship to judge of my feelings, in finding we were within the enemy's ships of war at anchor off Cadiz on one side, as well as the batteries and Fort Santa Catalina on the other, with the wind then blowing strong from the westward, and a very heavy swell; but I was determined the Raven should not be tamely surrendered, and by a press of sail not only cleared the

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enemy's fort and batteries, but the ships and gun-boats; by carrying the vessel gunwale under, I beat her over the shoals, notwithstanding the fears and cries of many of the crew, *amongst whom was the boatswain*; and by 10 o'clock was to windward of San Sebastian, and laying up W. S. W. when the main-yard broke in the slings. From this serious accident, the vessel driving fast to leeward, obliged us to anchor on the Rota side, clear of the guns at Cadiz. At this time some gun-boats attempted to annoy us; but in defiance of all we rigged the main-boom for a main-yard, and were ready to make sail, for which we anxiously waited an opportunity, the wind having increased to a very heavy gale, with a tremendous sea, dark night, and heavy rain. As the vessel at first drifted with one anchor and cable down, we were now riding by two anchors and two cables an end upon each; but it was impossible for them to long withstand the violence of the wind and sea, and with one tremendous surge she parted from both. Sail was instantly set, and a last attempt made to work out; but shortly after she struck, when the despatches, signals, and all other papers of consequence, were thrown overboard by me, with two 32lb. shot, and some lead, to sink them, as it appeared now impossible to save the vessel, which was completely at the mercy of the wind, and heavy rolling groundswell; as, however, the flood-tide and indraught was setting strong, the close-reefed fore-top-sail was set on the cap; she was kept athwart the tide and swell, until a-breast a bight near Fort St. Catalina, by which the lives of all the people were saved except two, and even those would not have been drowned, had they not quitted the vessel contrary to my positive orders: for the gale being at its greatest height at the top of high water, when the vessel went on shore, and bilged in three places; she laid comparatively quiet as the tide receded; and as the wind had lulled considerably by low water, when the inner and heeling side was left dry, the people were enabled to land on a sandy beach.

"After getting on shore, I conceived it necessary, from the circumstance of being prisoners, that inquiry should be made, whether the orders I gave had been complied with; and it appears, from the declaration of the quartermaster at the conn, man at the wheel, boatswain's mate of the watch, &c. that the lead had not been hove from the time I quitted the deck, and that when the lights were seen, the officer of the watch was below, and not then sober. Should the evidence of these people at the court martial correspond with their deposition so recently after, when the events are so fresh in their memory, I shall have to lament that an officer whom on former service I have had occasion to commend for his vigilance, should, from neglect, have been the cause of so fine a vessel being wrecked.

"Of my own conduct on this trying occasion, it would be presumptuous in me, my Lord, to speak; but in this afflictive event, it is the greatest consolation, from the praise you have been pleased to give me, that on this occasion, when the eyes of all Cadiz were spectators, I have received the most honorable testimony from the very people that I was employed

against, as will appear by the accompanying letter from the Captain-General the Marquis de la Solano; and which is the more gratifying, as I was unacquainted with such intention until the letter was very handsomely conveyed to me by our late Consul-General, Mr. Duff.

"I am informed by the agent for prisoners of war, that an exchange will soon take place; after which I shall lose no time in bringing the officers and people to your lordship; and, in the interim, beg leave to assure you, that misfortune will not make me lose sight of my duty; and that in a great national object, which I know your lordship to have in view, I hope to make myself useful. I have the honor to be, &c.

(Signed)

"W. LAYMAN."

[TRANSLATION OF ESCLOSURE.]

"Cadiz, February 13th, 1805.

"Sir,—By the next post I shall forward to the Captain-General of Catalonia, the letter you sent me in your's of the 8th instant, for Vice-Admiral Lord Nelson, since it only contains the loss of the English brig of war Raven, whose captain, in honor to truth, I must acknowledge, from what I saw myself, and what I heard from the most intelligent men employed upon the naval service of the King my master, *used all efforts imaginable that depended upon great exertion and good seamanship, to save the vessel, and manœuvred with the greatest skill and judgment.*

(Signed)

"EL MARQUIS DE LA SOLANO."

"To James Duff, Esq."

Unfortunately for Commander Layman, he was advised by Lord Nelson, as an act of humanity, to cancel what he had written respecting the pusillanimity of his boatswain, the negligence of the master of the Raven, and the still more reprehensible conduct of the officer who had charge of the first watch on the night of Jan. 1805. "You will not be censured," said Nelson; "but it will give an opportunity for ill-natured people to say you had no occasion to make this official statement; and, as it is the business of the president of the court-martial, by which you are to be tried, to find out all these things, I wish you would omit the passages reflecting on their conduct; but particularly that part relative to the misbehaviour of the officer of the watch, who will be sentenced to death, if your narrative, worded as it is at present, is laid before the Court." To Commander Layman's infinite astonishment, the Court declared that there had been a great want of necessary caution on his part, in approaching

the land ; and adjudged him "to be severely reprimanded, and put at the bottom of the list" of all those who had attained the same rank as himself previous to the day of his trial, Mar. 9th, 1805. "I did not expect this," declared the heroic and humane admiral ; "but it is all my fault ; never mind, I'll get you over it." On the ensuing day, he wrote to the then head of the naval administration in terms as follow :—

"Victory, at Sea, Mar. 10th, 1805.

"My dear Lord,—I enclose some remarks made by Captain Layman whilst he was in Spain, after the very unfortunate loss of that fine sloop which your lordship was so good as to give him the command of. Your lordship will find the remarks flow from a most intelligent and active mind, and may be useful, should any expedition take place against Cadiz.

And, my dear Lord, give me leave to recommend Captain Layman to your kind protection ; for, notwithstanding the court-martial has thought him deserving of censure, for his running in with the land, yet, my Lord, allow me to say, that his misfortune was, perhaps, conceiving that other people's abilities were equal to his own, which, indeed, very few people's are.

"I own myself one of those who do not fear the shore ; for hardly any great things are done in a small ship by a man that does ;—therefore I make very great allowances for him : indeed his station was intended never to be from the shore in the Straits, and if he did not every day risk his sloop, he would be useless upon that station. Captain Layman has served with me in three ships, and I am well acquainted with his bravery, zeal, judgment, and activity ; nor do I regret the loss of the Raven, compared to the value of Captain Layman's services, which are a national loss.

"You must, my dear Lord, forgive the warmth which I express for Captain Layman ; but he is in adversity, and therefore has the more claim to my attention and regard. If I had been censured every time I have run ships or fleets under my command into great danger, I should long ago have been out of the service, and never in the House of Peers. Believe me, my dear Lord, &c.

(Signed)

"NELSON & BRONTE."

"To Henry Viscount Melville."

(ENCLOSURE).

"Cadiz, February 21st, 1805.

"My Lord,—Having, from a recent unfortunate event, been enabled to examine minutely into the present state of the fortifications, troops, and means of defence at Cadiz, the Carracas, Port Santa-Maria, and Fort

Sta. Catalina, I conceive it my duty to communicate my dear-bought observations, which I alluded to in my official letter to your lordship; and as your experience and former services against the Spaniards will enable you to decide on the practicability of obtaining possession of these places, with the whole of the fleet and arsenal, I shall take the liberty to sketch how so great a national object may be accomplished.

"The success of such an enterprise would depend much on promptitude and strict secrecy—no parade of an expedition should appear *before Cadiz*, nor any neutral ship be permitted to communicate intelligence; but the ships of war, with the troops on board, should make sail from the offing at the close of day, so as to anchor after dark between Rota and San Sebastian; the time that answers best for this, on account of the tide and dark nights, would be on the fifth or sixth day of the moon. Immediately the boats are ready, an advance party should paddle to where the Raven was wrecked, and proceeding under cover of a trench to the western part of Fort Sta. Catalina, escalate it, and get possession of the magazine, but, avoiding the use of powder, rely upon cold steel, until the enemy surrendered the fort, when a signal should be made for the van division to land in the bay to the westward of Port Santa-Maria, march to the northern part of that town, where there is no barrier, and surround the barracks containing the regiment of carbineers, the chosen cavalry of Spain, who, with all people bearing arms, should be secured in the Torre de la Vitoria. To avoid the exposure of our men by musketry from the houses, and prevent the disorderly conduct and plunder which the English committed in 1704, the troops should take post in an olive ground, which is entrenched, and completely commands the town. After bringing Santa-Maria to terms, a detachment should be sent to secure the bridges of the Guadalete and San-Pedro rivers, and another to take possession of Rota.

"Fort Sta. Catalina is not only of great importance, from being considered the key of the harbour, but from commanding the north shore; consequently the possession of it would secure an anchorage in the bay for the English fleet; and if the means of defence are not much increased before the attack is made, I have no hesitation to declare, that I will undertake, with 250 men, to put your lordship in possession of it; but should any extraordinary preparations on the part of the enemy prevent its being carried by surprise, it may be taken by the van division landing to the westward, and getting a battering train on the height which commands the fort: but this should not detain the troops on their way to Santa-Maria, which it is a great object to get early possession of, in order to cut off all supplies of provisions and fresh water to Cadiz. The rear divisions of the army should land before day-light near Torre-Gorda, or the small river of Arillo. The first object of the rear division should be to secure the post of Suazo bridge, which would not only insure a communication with the van division, but possession of Ysla-de-Leon, the naval arsenal at the Carracas, and Spanish ships there; and as Suazo is

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the only place from whence resistance can be expected, it is presumed that the rear division, assisted by a naval force, will be able to carry Fort St. Luis and Matagorda.

"If no alarm is given, the centre division should enter the bay of Caseta, in flat-bottomed boats, three hours before daylight, and, leaving a detachment to possess the batteries on San Sebastian, land on a sandy beach within thirty yards of the parapet, which in that part is so low, and in such condition when I was there, that by a coup-de-main any number of troops might readily have entered Cadiz; after which, the enemy's fleet at anchor off the city would not long contend with your lordship, as the guns of the fortress would be turned upon them.

"Should this desirable object not succeed, the centre division should land on the south side of the isthmus, gain possession of Puntales, and the batteries of Corales; and when the heavy artillery and mortars are ready to open, Cadiz may be summoned; as, exclusive of your lordship's presence, which would prevent the animosity and jealousy which sometimes occur between sea and land commanders, I am convinced, from what I have seen and heard the Spaniards express, that there is not any thing that would so intimidate them, and speedily secure possession of the ships and arsenal, which they might be induced to surrender, in order to save so opulent a city from destruction: at all events, it would be humane to make the proposal; and I beg leave, my Lord, to suggest a cautionary measure of apprizing the enemy, that if they attempted to set fire to the ships or destroy the arsenal, *no quarter would be given*.

"This being intended merely as an outline, to do away the necessity and expence of a blockading squadron, by obtaining possession of twenty-three sail of the line, &c. &c. I have not, in a measure of such magnitude, particularized the best construction and mode of arming small vessels to act against the enemy's gun-boats, &c., and cover the landing of the troops, previous to forming a moveable flank battery; therefore only beg leave to generally remark, that the description of vessels best adapted for this service, are such as are required for the Straits and Gibraltar; which your lordship has already done me the honor to so emphatically approve.

(Signed)

"W. LAYMAN."

"To Vice-Admiral Lord Nelson,
&c. &c. &c."

Commander Layman returned from the Mediterranean fleet to Gibraltar, in the *Renown* 74, Captain Sir Richard Strachan, who, in a conversation respecting the court-martial by which his guest had been tried, and alluding to one of the officers who composed it, observed,—“I was also a member, and can therefore communicate nothing; but ——— is a bad-hearted man.” If we could, by any possibility, ascertain the name of the per-

son thus spoken of by Sir Richard, it should not be omitted : On the 27th Mar. 1805, the mercantile community of the rock thus addressed Lieutenant-Governor the Hon. — Fox.

"Sir,—It may not hitherto have been officially communicated to your Excellency, the strong representation made in last year by most of the principal merchants and inhabitants of this place materially concerned in the extension of its trade, so very beneficial to the mother country, in favor of Captain Layman, R. N., then commander of the Weazel brig of war, appointed to this station. That gentleman's superior knowledge and information with regard to the tides and currents of this bay, and the whole of the Straits in general, from his long practice in going between this place and the Barbary and Spanish coasts, east and west, gave us all a superior satisfaction and security that we had not previously thereto experienced, by the terror he caused, and the unusual diligence he performed in keeping the enemies' cruisers in general from annoying our trade.

"We now find Captain Layman here on his way to England, after the loss of a very fine sloop he commanded, the Raven, that was meant to be stationed here, and would have given us every protection. The formidable appearance and strength of the enemies' cruisers at present in and about this bay and neighbourhood, requires the most serious attention and vigilance; not any provision that we know of has hitherto been made to obstruct such formidable enemies.

"We have therefore most earnestly to request your excellency, that after taking the fullest information from Captain Layman, of the best methods to be adopted to protect and keep open our communication with the rest of Europe, that we shall consider ourselves under particular obligations to your excellency, if you will strenuously recommend, countenance, and support Captain Layman's application to have a particular command, for the purpose of protecting our trade, being assured his endeavours will be exerted for the general benefit; as under his directions, with suitable cruisers, we flatter ourselves he may be able to set aside all the formidable opposition which the enemy have provided towards annihilating our trade."

Commander Layman arrived at Portsmouth in May 1805, and on the 5th Sept. following, Lord Nelson addressed a letter, which we shall now transcribe, to J. D. Thompson, Esq. nephew and private secretary to the then First Lord of the Admiralty.

"My dear Sir,—This will be delivered to you by Captain Layman, who, if he had not been a very active zealous officer, I am certain would not have lost his fine sloop, the Raven.

"The sentence of the court-martial, placing him at the bottom of the list, I have too much respect for such a tribunal to say a word about. But

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this I will assert, that I consider Captain Layman as a most able, active, brave, and zealous officer ; and that the sentence of the Court has neither altered my public or private opinion of his great merits ; the loss of the services of men of such rare abilities is to be lamented by the country. My wish at present is, to place Captain Layman well with Lord Barham, and that his lordship may possess my opinion of him."

During Nelson's short stay in England, after pursuing the combined fleets of France and Spain to and from the West Indies, he was desired by the Admiralty to submit his ideas of the best description of naval force to be employed at Gibraltar ; strong representations having been made to Government of the depredations committed by French and Spanish cruisers in the Gut. His plan was, the formation of a naval brigade ; and he warmly recommended that it should be placed under the direction of Commander Layman, who thus concludes his memorandum of services, dated Aug. 29th, 1817 :

" Although I was taken by Lord Nelson to the Admiralty, and a promise given to send me out to the Mediterranean, yet the next month terminating his lordship's glorious career, the promise was forgot, and my offer of service rejected. As, however, the premature decay of our ships of war was making rapid strides, and I had succeeded in a discovery of preparing forest trees for *immediate* use, as well as increasing the strength and duration of timber and ships, I expressed a willingness to disclose the discovery, on condition, that as much depended on the performance of the measure, if the principle was adopted, I should have the direction of the execution ; which met with so mortifying a reception, that if guided by my feelings, I should not have renewed the subject : but considering the matter to be of the greatest national importance, I conceived it would be supine in me to give it up from a sneer, and unfounded assertion, which might proceed from the assumption of an individual only ; or if opposed by a body, from prejudice, which was the case for years against the coppering of ships, it might be ultimately removed by the evidence of facts. I trust it cannot be considered improper, when an officer is desired to state his services, to shew what he is farther able and willing to do. Therefore, in a public point of view, on so important a subject as the means of supporting our navy, I beg to submit to inspection two pieces of the Scotch larch, with which a ship is about to be built at Woolwich. The specimens were originally in one piece, till separated by the saw ; the one in its natural state, with the cause of decomposition remaining, weighed 496 oz. per cubic foot, broke with 466 lbs. ; the other, after having 22 oz. per cubic foot of corruptive matter removed, and the cohesion of the wood increased, as may be seen by its durity, sustained 728 lbs. ; the advantages require no com-

ment ; and although timber cannot in any way be so well or so speedily prepared as in a few days when the tree is standing, yet as the principle is applicable to all timber, durable ships may be more readily built than those prone to rapid decay ; and I yet hope to be the humble means of rendering that service."

In 1812, the following correspondence took place between this officer and Viscount Melville :

" April 9th, 1812.

" My Lord,—The late Lord Melville, when at the head of the Admiralty, having been pleased to encourage a plan I had suggested for arming cruisers in the Straits of Gibraltar, by ordering the *Raven* to be fitted for that service in the manner I had proposed, fitted with circular traversing flank guns, and Chinese sculls, and appointing me to the command ; which vessel having been unfortunately lost, and the circumstance attending the loss not fairly brought before the court-martial, a very harsh sentence was passed upon me ; I take the liberty of enclosing to your lordship the copy of a letter from the commander-in-chief, the late Lord Nelson, to whom the misstatement was fully known ; trusting that it will not be considered an unfavorable introduction of me to your lordship *.

" The particular object of my present application is to represent to your lordship, that I had frequent confidential conversations with the late Lord Nelson on naval matters, particularly the evils which arose from the short duration of our ships of war, and the desirable object of obtaining an ample supply of more durable timber : it was intended by his lordship that I should communicate with the late Lord Melville on these points, and on the means of bringing the resources of Malabar into action ; being subjects on which it is well known the active mind of that distinguished character was most ardently engaged ; but as the late Lord Melville was not in office when I reached England, the intention was frustrated. The subject, however, must be admitted to be of the greatest national importance, both in point of maritime strength and finance. I have therefore been preparing a memoir, with a view of having the subject brought before parliament ; but as your lordship may perhaps deem the matter deserving of previous investigation, I beg leave to state, that if proper encouragement is given, I shall be happy to lay before your lordship the most valuable and important information ; having, from observation and actual experiments, ascertained a mode by which the strength of *all* timber may be much augmented and preserved from decay, and thereby the duration of ships much increased, which may be readily proved by the building of a frigate as a test.

(Signed) " W. LAYMAN."

" To Robert Viscount Melville, First Lord
of the Admiralty."

* See p. 331.

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"Admiralty, 11th April, 1812.

"Sir,—I have received your letter of the 9th instant, enclosing a most satisfactory one from the late Lord Nelson, and I shall be happy to receive any communication you may have to make on the subject of your experiments on timber.

(Signed) "MELVILLE."

"To Captain Layman."

"April 18th, 1812.

"My Lord,—I was honored with your lordship's letter on the 14th instant, inviting me to communicate my experiments on encreasing the strength and duration of timber, and in consequence beg leave to enclose a PROSPECTUS *, containing the heads of the information I shall be enabled to lay before your lordship.

"This subject has been the principal object of my research, both at home and abroad, for many years, and all the knowledge I have acquired, from observation and study, of a matter so closely combined with the maritime strength and finances of the United Kingdom, I am ready to communicate freely for the benefit of my country; and which I should prefer to any gain I might derive from an exclusive patent, or by imparting the invention to other nations. But as every one has a fair and just claim to expect that his talents or his industry should be rewarded, in proportion to the advantages which the public or individuals derive from them, I trust it will not be considered by your lordship as improper on my part to premise, that before I make any disclosure of this discovery, I shall hope to receive some assurance, that if the principle of the plan proposed is approved, I may rely upon receiving public recompense by promotion, and such suitable employment, as under the direction of the Lords Commissioners of the Admiralty, may successfully effect the great and desirable object of extricating the country from dependence on foreign powers for the means of supporting our navy, by reducing the consumption of timber to the least possible expenditure, and by increasing its duration, &c.; as well as providing within ourselves a future permanent supply, equal to such expenditure.

(Signed) "W. LAYMAN."

"To Robert Viscount Melville."

"Admiralty, 21st April, 1812.

"Sir,—I have to acknowledge the receipt of your letter of the 18th instant, enclosing a Prospectus on the improvement of Forest Trees.

"I am much obliged to you for laying before me the general outline of your plan, and perfectly agree with you, that every individual is entitled to reward, in proportion to the advantage which the public may derive from his talents or industry; but as I do not feel myself at liberty to hold out to you any expectations of promotion or employment, as a recompense

* The substance of this Prospectus is inserted in Nicholson's *Philosophical Journal*, for May, 1813.

for your discoveries, I should suppose you would prefer making application for an exclusive patent, or pecuniary reward.

(Signed)

"MELVILLE."

"To Captain Layman."

"April 28th, 1812.

"My Lord,—I deeply lament that your lordship should not feel yourself at liberty to hold out any expectation to me of promotion and employment.

"However, as the door appears to be shut against the claims I might produce to that rank and situation which I should have preferred to any pecuniary reward; and as I am desirous of communicating my discovery for the public good, instead of reserving the benefit of it to myself, by an exclusive patent, I beg leave to represent to your lordship, that if the general outline should be considered by Government as deserving of attention, I am ready to submit all my information and experiments on the subject to the investigation of a competent committee; it being understood, that if upon investigation the principle of the plan proposed should be approved, and considered of national utility, I shall be entitled to an adequate remuneration.

"I beg leave to add, that it would be most agreeable to my feelings as the inventor, and I should hope most consistent with the public advantage, that such remuneration should be derived from my being nominated to an honorable station in the superintendence of the execution.

(Signed)

"W. LAYMAN."

"To Robert Viscount Melville."

"Admiralty 1st May, 1812.

"Sir,—I have received your letter of the 28th ult. requesting that your information respecting the improvement of timber should be submitted to the investigation of a competent committee; and I have to inform you, that the Board of Admiralty, although obliged by the readiness you have shewn to make known the details of your experiments, do not conceive that they are likely to be of that public advantage as to make it advisable to adopt the measure you suggest.

(Signed)

"MELVILLE."

"To Captain Layman."

"9th July, 1812.

"My Lord,—Although your lordship's reception of the Plan which I had the honor to submit to you, for the improvement of timber, &c. might induce me to apprehend that any farther application on that subject may be deemed intrusive; yet having since that time demonstrated the reality of my discovery before the Board of Agriculture, and several members of both Houses of Parliament, I beg leave to enclose the result of the experiments, as recorded in the Minutes of that Board, for your lordship's consideration, as a subject connected with the welfare of the Navy and the State :—

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' Board of Agriculture, June 2d, 1812.

' The Board adjourned, to examine some experiments made by Captain Layman, on the preparation of forest trees for immediate use on being felled, by which the specific gravity is reduced, and the sap (or embryo) wood rendered useful, as well as the strength and duration of the timber considerably increased. The following is the result :—

' 1. Poplar (Lombardy), cut from a tree in a growing state, broke with 336 lb.

' 2. Poplar (Lombardy), counterpart piece of ditto, *prepared*, in three hours, bore 368 lb.*

' 3. Seasoned English oak, broke with 784 lb.

' 4. Seasoned English oak, *prepared*, bore 902 lb. This piece, when broken, proved to be naturally defective internally; but a sound piece, prepared by Captain Layman, appeared to have sustained 1007 lb.

' 5. Sap or embryo wood of oak *prepared* and *preserved*, bore 930 lb.

' 6. Counterpart piece of ditto in its natural state, broke with 536 lb.

' 7. Common white deal, in its natural state, broke with 339 lb.

' 8. Counterpart piece, *prepared* and *preserved*, bore 508 lb.

' *Note.*—Specimens were produced by Captain Layman to the Board, of the matter composing the decomposition of wood.'

" The rapid decay of our ships of war, particularly exemplified in the recent instance of the Queen Charlotte (which was in a state of rottenness in less than twelve months), having become a matter of serious consequence, I have ascertained a mode by which not only the cause of such premature decay may be removed, but the progress of dry rot prevented; which I am prepared to prove, should your lordship think proper to direct a piece of the most decayed, and a piece of the soundest timber of the Queen Charlotte to be delivered to me. I have been induced to trouble your lordship with this letter, from feelings strongly impressed with the great advantages which would result by increasing the duration of ships, and decreasing the consumption of timber; but should my plan not be thought deserving the attention of the executive naval government, I cannot satisfy my own mind that it should be lost to the public, and shall therefore have it submitted to the consideration of Parliament.

(Signed)

" W. LAYMAN."

" To Robert Viscount Melville."

* " This experiment was made to show in how short a time wood could be prepared for use from a growing tree; but a young standing Weymouth pine, which was experimented upon with a view to masting timber, and which was three days in preparing, had not only all its corruptible juices withdrawn, by which its weight was reduced, but its strength increased from 243 to 450."

" *Admiralty*, 10th July, 1812.

" Sir,—I have received your letter of yesterday's date, and I have transmitted it to the Board for consideration.

(Signed)

" MELVILLE."

" *Captain Layman*."

On the 11th of the same month, the Secretary of the Admiralty wrote to Commander Layman as follows:—

" Sir,—The Viscount Melville having laid before my Lords Commissioners of the Admiralty, your letter to his lordship of the 9th instant, detailing the result of certain experiments which had been made with the preparation invented by yourself for increasing the strength of timber, and preventing the appearance or progress of the dry rot therein; I am commanded by their lordships to acquaint you, that they have given directions to the Navy Board, for two pieces of the wood of his Majesty's ship the Queen Charlotte, the one in the soundest, and the other in the most decayed state, to be furnished to you, as you have desired, in order to its being subjected to the trial that you propose to make.

" My lords have, however, directed me to add, that having given directions for making experiments with regard to this matter upon certain plans that have been offered to them, with a reasonable prospect of success, their lordships see no reason to give you any trouble upon the subject in question; especially as your statements do not materially differ from those which they have already received, and upon which the experiments are founded; but, with reference to the last paragraph of your letter, my lords have directed me to inform you, that they have not any objection to your laying your plan before Parliament.

(Signed)

" J. W. CROKER."

" *To Captain Layman, R. N.*"

In August 1812, Commander Layman again entered into a correspondence with the Admiralty:—

" Sir,—Having demonstrated before the Navy Board the facts annexed, as proofs of preserving timber from decay, increasing its strength, and also submitted specimens to shew the practicability of preparing forest trees, so as to remove the cause of premature decay, and thereby render them fit for immediate conversion on being felled; as well as a mode of giving to wood the pliability required in naval architecture for thick stuff and plank, without the evil consequences which accelerate decomposition when the timbers are covered in with boiled plank, or the injury received by burning; I was desirous to establish the fact upon a more enlarged scale, by the building of a frigate or any other ship, as a test of increased strength and duration; but as the Navy Board informed me, 'that if they had the inclination they had not the power,' I am induced to request you

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will submit the circumstances to the determination of the Lords Commissioners of the Admiralty; as, should their lordships think proper, ships may not only be built of increased strength and duration, but I am ready to prove, that other English timber, as well as oak, may be rendered superior to what is precariously obtained at great expence from foreign countries. I am Sir, &c.

(Signed)

"W. LAYMAN."

"J. W. Croker, Esq."

"Admiralty-Office, 22d August, 1812.

"Sir,—Having laid before my Lords Commissioners of the Admiralty, a report from the Navy Board of yesterday's date, upon your letter of the 14th inst. relative to your plan for the preservation of timber, I am commanded to acquaint you, that their lordships do not think it necessary that you should give yourself any farther trouble on the subject.

(Signed)

"J. BARROW."

"To Captain Layman, R. N."

Shortly after this, Commander Layman addressed the Navy Board as follows:—

"Gentlemen,—The evils which arise from the rapid decay of our ships of war, cannot but occasion me to regret, that my endeavours to verify the facts upon a more enlarged scale—of the practicability of preparing forest trees for immediate conversion, as well as increasing the strength and durability of all timber, by the building of a ship as a test of duration, should not have been considered as a proper object for the officers in that department to recommend, when the subject was referred from the Admiralty to the Navy Board; particularly, as exclusive of the premature decay that I observed to have commenced on the *outer side* of the timbers of the Queen Charlotte, next to the boiled plank, which being excluded from light and air, accelerated fermentation and putrefaction, thereby promoting decomposition, I was forcibly struck with the pernicious effect which the gallic acid contained in the oak, and acting upon an iron bolt, had produced on the timber in not more than two years. This corrosion, although different in its action, and not so rapid in its progress as the rot, is equally destructive to the timber, and a great cause of the frequent and large repairs our fleet requires; as iron, from its strength, is in many parts of a ship indispensable.

"I exerted myself to discover a mode by which this evil consequence might be prevented, by preserving iron from corrosion, and was proceeding with every prospect of success, as two of my experiments had not contracted any rust whatever, although one had been immersed in a liquid much more acrimonious than is contained even in the timber of Brazil, which it appears is about to be introduced: but great was my disappointment; and I cannot but lament that all my labours and expence for twenty years, to acquire the means of increasing the duration of our navy, so obvi-

ously important in its consequences, by materially decreasing the consumption of timber and demand for ships, should have been rendered abortive by *opinion only*, without test by comparison. I am, &c.

(Signed)

" W. LAYMAN."

In December, 1812, the experiments on timber carried on at Woolwich by a Mr. Lukin, under the immediate direction of the Admiralty and Navy Boards, as stated in Mr. Croker's letter of July 11th, 1812, "*with a reasonable prospect of success*," was rendered conclusive, as the timber exploded, the building and part of the dock-yard wall was blown up, and several men killed and wounded. In Jan. 1813, Commander Layman published the "*Precursor*" to a work which he was then employed in compiling, entitled "An Outline of Maritime History, with General Events, from the Creation of the Universe to the termination of the French Revolutionary War, 1814-15; including a particular account of the State and Condition of the British Navy at the latter period; with a Supplemental Memoir on Forest Trees and Timber, as connected with the Naval Power and Prosperity of the United Kingdom; containing an Exposé of a discovery for speedily preparing Forest Trees for immediate conversion and service, by removing the Cause of premature Decomposition, and increasing the Strength, as well as Duration of Timber—thereby furnishing the means to prevent the possibility of rapid decay by Dry-rot, or otherwise, in Ships, and all Structures wherein Wood is used: demonstrated by actual experiments."

During the sitting of Parliament, in 1813, the rotten condition of our navy was stated in the House of Peers by Earl Darnley, who noticed the neglect of Captain Layman's proposal to prevent the evil in future; said that, "if any one wished for information on the subject, he should read the '*Precursor*;' and hoped the noble lord at the head of the Admiralty would pay due attention to the subject," intimating, that otherwise he should bring the matter before their lordships. Viscount Melville, in reply, stated, that the Admiralty were at all times disposed to attend to this subject. But as no notice whatever was taken by the next session, Captain Layman thus addressed the First Lord:—

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"May 3d, 1813.

"My Lord,—I have the honor to inform your lordship, that having completed a series of experiments on improving the timber of Great Britain, as well as what is produced in the provinces, I am about to solicit Parliament for a Committee to inquire into the practicability and advantages of my discovery, in augmenting the strength and duration of timber; thereby decreasing the consumption, and preventing the rapid decay of our ships of war.

"With this view, I am desirous to have the subject introduced upon its own bottom, totally distinct from party; and which having solely for its object the support of our naval power, I earnestly hope and trust will have the sanction of the marine minister.

(Signed)

"W. LAYMAN."

"Robert Viscount Melville."

(ANSWER.)

"Admiralty, 6th May, 1813.

"Sir,—I have received your letter of the 3d instant, acquainting me of your intention of bringing the subject of your experiments on the improvement of timber for the navy under the consideration of Parliament; and such steps will no doubt be taken in regard to the objects you have in view, as may be thought expedient by the House to which you may address your petition.

(Signed)

"MELVILLE."

Commander Layman next addressed the Admiralty on the inadequacy of our frigates to contend with such ships as those in the service of North America, the tonnage of the latter being equal, and the broadside weight of metal even superior, to many British third-rates. His memorial on the subject of preparing forest trees for immediate service was presented to the House of Lords, by Earl Darnley, in June 1814; and to the Commons, by Mr. Charles Forbes, in April 1816; on which latter occasion, an official personage, now deceased, observed, that he "should not object to the petition being laid before the House, but he wished to repel any insinuation that the Admiralty had been guilty of neglect. The truth was, that so many proposals of this nature were laid before them, that they would not be justified in accepting every one: the present, however, had by no means passed unnoticed." Commander Layman subsequently published a valuable pamphlet, entitled "The Pioneer, or Strictures on Maritime Strength and Economy;" containing remarks on British Sea-

men and Impressment ; suggestions for decreasing the demand on public revenue, and the consumption of materials, by increasing the duration of ships and efficiency of the navy ; syllabus of a work entitled Outlines for a Maritime History, &c. &c. He is said to have terminated his existence in the year 1826.

EDWARD WILLIAMS (*b*), Esq.

OBTAINED his first commission in 1796 ; served as lieutenant on board Nelson's flag-ship, at the battle of Trafalgar ; and was promoted to his present rank on the 24th Dec. 1805.

JOHN YULE, Esq.

SERVED as one of Nelson's lieutenants at the battle of Trafalgar ; obtained his present rank on the 24th Dec. 1805 ; and was appointed to assist in superintending the Ordinary at Plymouth, June 27th, 1828.

JOHN LANGDALE SMITH, Esq.

WAS born in 1767 ; made a lieutenant in Nov. 1790 ; promoted to the rank of commander on the 14th Jan. 1806 ; and granted the out-pension of Greenwich Hospital in May, 1821. He died at Westminster, Oct. 30th, 1827, after a distressing illness of four years.

WILLIAM ROGERS, Esq.

WAS first lieutenant of the Diamond frigate, Captain Thomas Elphinstone, at the capture of the Spanish corvette Infanta Carlos, with a valuable cargo, and 120,000 dollars in specie, from the Havannah bound to Corunna, in Dec. 1804. He obtained his present rank on the 22d Jan. 1806 ; and subsequently acted as flag-captain to the late Sir Edwin H. Stanhope, in the *Thisbe* 28, armed *en flûte*, stationed in the River Thames.

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JAMES MANDERSON, Esq.

AUTHOR of "A Letter addressed to the Prime Minister, and First Lord of the Admiralty, on the Extension of the Naval Establishments of the Country." "An Examination into the true Cause of the Stream running through the Gulf of Florida." And "Twelve Letters addressed to the Right Hon. Spencer Perceval; on the Magnitude of the British Navy, the Importance of Falmouth Harbour, &c. &c." This officer was made a lieutenant in 1795; after which he appears to have been principally employed in receiving and prison ships. He obtained his present rank on the 22d Jan. 1806.

WILLIAM BARNHAM RIDER, Esq.

WAS made a commander on the 22d Jan. 1806; and employed for a considerable time afterwards, in the Challenger sloop, on the Channel and other stations. On the 20th Nov. 1810, he lost his commission, by the sentence of a court-martial, for having returned home with despatches from the Lieutenant-Governor of Curaçoa, without obtaining the previous authority of the naval commander-in-chief at Jamaica; but the Court being strongly impressed, that, in the commission of this offence against professional etiquette, he had been misled by error of judgment, arising from the best motives for the welfare of his King and Country, earnestly recommended him to the favorable consideration of the Admiralty. He was consequently restored to his former rank in Mar. 1811.

JAMES GALLOWAY, Esq.

WAS made a lieutenant in 1799; presented with the Turkish gold medal for his services during the memorable Egyptian campaign; promoted to his present rank on the 22d Jan. 1806; appointed to the command of the Irish Sea-Fencible Service, Killybegs district, in 1809; and removed from thence

to the Princess receiving-ship, at Liverpool, in 1810. His next appointment was, Dec. 19th, 1812, to the Despatch of 18 guns, in which sloop we find him very actively employed at the siege of St. Sebastian's, in 1813. He subsequently commanded the Penelope frigate, armed *en flûte*, and had the misfortune to lose that ship in a snow-storm, when proceeding to Quebec, April 30th, 1815. The following narrative of this disaster is given by an officer who was then serving under his command :

" We had a favorable passage from Spithead to the Banks of Newfoundland, where we met with ice, fogs, and S. E. gales. On the 27th April, 1815, we entered the Gulf of St. Lawrence; and on the 29th, saw the coast of Lower Canada, about Cape Rozeare, wind north. On the 30th, we stood to the eastward till the ship broke off to the southward of east; then tacked and stood for the Canadian shore. At sun-set, the ship lay a good course to clear all the land, had not a strong current (unknown to us) been setting in from the S. E.; the weather being thick and cloudy, the lead was kept going, the master ordered not to leave the deck, and the watch to keep a good look-out. At 8 p. m., we sounded in 71 fathoms; and, thirty minutes afterwards, the Penelope was hard and fast: at the moment of her striking on the rocks, Captain Galloway and his first lieutenant were looking at the chart; the line was passing forward, and the ship going about four knots; heavy snow falling, and the wind blowing fresh from N. E.

" The helm having been put down and the sails thrown a-back, the quarter-boats were lowered down and sent away with the stream-anchor, which was dropped on the weather quarter, in six fathoms; the hower anchors were then cut away, in order to lighten the ship forward, but on heaving at the capstan, the stream anchor was found not to hold; and the wind, snow, and cold soon increased to such a degree, that it was with difficulty the crew could be kept on deck, to holst out boats, and perform other necessary duties; some of them actually got into their hammocks: at midnight, the ship was striking very heavy; and before day-light, the orlop-deck was already full of water.

" All hopes of saving the ship being now at an end, the masts were cut away to ease her, and four successive attempts made to carry the end of a small hawser to the shore; the first boat sent on this duty was swamped and stove long before she got near the shore; and as none of the others returned, the situation of all on board the Penelope became very alarming: it was almost impossible to stand upon the deck; the quarter-deck beams were already giving way; and the sea, breaking into the captain's cabin, destroyed a few bags of bread, the only article of provisions which there had been time to remove from below; our remaining

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boats were the pinnace, gig, and jolly-boat ; but the latter was still on the booms, from whence we could not remove her.

" Captain Galloway being much exhausted, and suffering greatly from rheumatism, was at length prevailed upon to go in the pinnace, with as many men as she could possibly carry, and the end of another hawser to be made fast on shore ; scarcely, however, had she cleared the lee of the ship, when a sea half filled her ; and shortly afterwards she was thrown empty upon a rock, leaving Captain Galloway and his companions no other means of reaching the shore than by clinging to oars and swimming. Lieutenants Benjamin Hooper and John Massey, with eighteen men, followed in the gig, and landed without any accident ; but this boat was also unfortunately upset and stove when making a second trip from the ship to the shore, on which the snow was then lying four feet deep.

" By the latter disaster, about forty poor fellows, still on the wreck of the *Penelope*, were deprived of their last hope ; some of them, indeed, endeavoured to save themselves on gratings, &c. but not one succeeded : the prospect of those on shore was almost equally deplorable, and several hours elapsed before any thing eatable was brought to us by the waves. In the mean time we employed ourselves in making tents with branches of trees and wet blankets, and succeeded, after much perseverance, in kindling a fire.

" The whole of that day we were truly miserable : the cries of the poor sufferers on the wreck were lamentable beyond description ; and when night approached they were, if possible, still more dreadful : they were often heard to call the captain and officers by name, to send them assistance, which it was not in human power to render. About midnight, loud screams and three tremendous crashes were distinctly heard, and shortly after all was silent : at day-light, the ship was observed to be in three separate pieces, and all on board perished, except David Bruce, seaman, who, with great difficulty, got on shore almost lifeless.

" On the 2d May, forty-seven men and boys deserted us, after plundering every trunk that was washed on shore : the remaining part of the survivors hauled the boats up, and begun to repair them in the best manner they could ; sails were made from two studding-sails, which were providentially thrown into our possession ; a cask of flour was converted into dough, and every preparation began for proceeding to Quebec. On the 3d, a Canadian boat passing near us, was detained, and from the information given by her crew, Captain Galloway decided upon proceeding to Gaspee Bay. With the assistance of the Canadians' cooking utensils, all the pork that could be found was dressed ; and on the 6th, the weather having moderated, the boats were launched, and all hands embarked—the total number 68, including two women. The wind was light, but favorable ; and with the help of our oars, we got to Great Fox River that night, where we were hospitably entertained with potatoes in an Indian hut. Next morning we sailed for Gaspee Bay, and in the evening reached Douglas Town.

After resting a few days, we walked nine miles over the ice, to where three transports lay, leaving the sick behind. Captain Galloway hoisted his pendant on board one of the transports, and divided the officers and men equally amongst the three. In seven days afterwards, the state of the ice enabled us to drop down to Douglas Town, when we found that one of the sick had died and two deserted. On the 23d, we arrived at Quebec, up to which time many of us had not had a change of clothes of any description. Many of the men had been frost-bitten in the feet and hands; some have lost their toes, and ten have been in consequence left behind at the hospital."

On the 24th July, 1815, a court-martial, assembled at Portsmouth, decided that the loss of the *Penelope* was occasioned principally by the state of the weather, and the set of the current: that Mr. William Honnor, the master, was not sufficiently attentive to the situation of the ship a short time previous to her running ashore, and did adjudge him to be placed at the bottom of the list: that due attention was not paid by Captain Galloway and the first lieutenant (B. Hooper), to the safety of the ship's company, by their neglecting to make proper arrangements for getting them on shore; and that great blame was therefore also imputable to the said Captain Galloway and the first lieutenant. The Court thereupon adjudged Captain Galloway, in consideration of his having been afflicted with rheumatism, to be only reprimanded; Lieutenant Hooper to be severely reprimanded; and that no blame was imputable to the other officers and ship's company, except Walter Howell, who for drunkenness, disobedience of orders, mutiny, and desertion, was sentenced to receive five hundred lashes. Captain Galloway obtained the out-pension of Greenwich Hospital in Feb. 1830.

WILLIAM BALFOUR, Esq.

WAS a midshipman of the *Irresistible* 74, Captain (now Sir George) Martin, and wounded at the battle off Cape St. Vincent, Feb. 14th, 1797. He obtained his first commission in 1801, and received another wound while serving as senior lieutenant of the *Cleopatra* frigate, in her desperate action

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with *la Ville de Milan*, French national ship of very superior force, Feb. 16th, 1805, on which occasion, he is officially represented to have rendered his captain "every assistance that could be expected from a good and zealous officer *." He was promoted to his present rank on the 22d Jan. 1806; and subsequently appointed to the command of the *Cockatrice* and *Woodlark*, sloops.

GEORGE MANNERS SUTTON, Esq.

SON of the late Colonel John Sutton, formerly of the Guards, who was the eldest surviving son of Lord George Manners Sutton, and a grandson of John (third) Duke of Rutland.

This officer was made a lieutenant about Aug. 1803; promoted to the command of the *Oberon*, 16-gun sloop, Jan. 22d, 1806; and removed from her to the *Derwent* 18, in April, 1810. In the former vessel he captured the French privateer *Ratiffa*, of 14 guns and 38 men, on the North Sea station.

JOHN SANDERSON GIBSON, Esq.

WAS made a lieutenant in 1791, and served as first of a line-of-battle ship at the capture and destruction of a French squadron, by Sir John T. Duckworth, near St. Domingo, Feb. 6th, 1806 †. He obtained his present rank on the 2d April following; and subsequently commanded the *Fury* bomb and *Sarpen* sloop, on the Downs and North Sea stations.

SAMUEL CLARK, Esq.

WAS also a first lieutenant at the battle near St. Domingo, and promoted on the same day as the above officer. In Sept.

* See Vol. I. Part II. p. 834.

† See Vol. I. Part I. p. 261.

1808, he was appointed to the command of the Rolla sloop; and on the 6th Oct. 1811, he captured l'Espoir French privateer, of 16 guns and 50 men, off Fecamp.

WILLIAM LANDLESS, Esq.

COMMISSION as commander dated Aug. 15th, 1806. He died in the year 1826.

RICHARD WILLIAM PARKER, Esq.

DISTINGUISHED himself on many occasions, and received several severe wounds, whilst serving as lieutenant of the Speedy sloop, successively commanded by Captains Jahleel Brenton and Lord Cochrane, on the Gibraltar station, in 1799 and the two following years*. Although highly praised by both those distinguished officers, in their several public letters, and most strongly recommended by the latter for promotion, after the capture of El Gamo, he did not obtain the rank of commander until Aug. 15th, 1806; Earl St. Vincent not considering, as he intimated to his lordship, that "*an action in which only three men were killed on the side of the British, was of sufficient importance to entitle Lieutenant Parker to advancement.*" This shamefully treated gentleman died at Limerick, in the year 1824.

CHARLES CLARIDGE, Esq.

Is said to have served as fifth lieutenant of the Defence 74, Captain John Peyton, at the battle of the Nile; but his first commission did not bear an earlier date than Sept. 11th, 1799. He obtained the rank of commander on the 22d Sept. 1806; and an appointment to the Driver ship-sloop, on the Halifax

* See Vol. II. Part I. pp. 262—264; and Suppl. Part I. p. 120 *et seq.*

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station, about April, 1807 ; but was superseded in the command of that vessel, for misconduct when in presence of an enemy, on the 10th Feb. 1809 *.

THOMAS HEDDINGTON, Esq.

WAS made a lieutenant in 1795 ; promoted to his present rank on the 25th Sept. 1806 ; and appointed agent for prisoners of war at Valleyfield, near Edinburgh, in 1811. He afterwards superintended the impress service at Lynn.

WILLIAM JAMES HUGHES, Esq.

WE first find this officer's name mentioned in an official letter written by the commander of the Scourge sloop, dated off the Texel, Jan. 11th, 1804, and addressed to Rear-Admiral (now Sir Edward) Thornbrough ; of which the following is an extract :—

“ Sir,—I have the honor of informing you, that in execution of your orders, on my arrival off the Vlie Land, I spoke the Prussian from Amsterdam, who informed me, that a large ship, with prize colours flying, was lying in the Vlie Roads, waiting for a wind to proceed up the passage ; and that he understood from the pilots she was an English ship, laden with naval stores. Considering, that to deprive the enemy of a ship of that description was of material consequence, I determined on attempting to cut her out ; for which purpose, after dark, H. M. sloop was anchored in the Stadt Mille Passage, in 4½ fathoms water, and within musket-shot of the shore, ready to co-operate with the boats, which were detached about midnight, under the direction of Lieutenant William James Hughes, the senior officer ; and with such good order was the attack conducted by him, that the ship was boarded and brought out, although lying immediately under the batteries, and mounting herself eight guns, without the smallest loss ; she proves to be from Meinel, laden with timber, 400 tons burthen, taken by P'Union Dutch brig privateer, on the coast of Norway.

(Signed)

“ W. WOOLDRIDGE.”

* See Vol. II. Part I. p. 147 *et seq.* ; also *James's* Nav. Hist. vol. v. pp. 218—222 ; and *Brenton's* ditto, Vol. iv. p. 375 *et seq.*

On the 14th Aug. 1806, Lieutenant Hughes, then commanding the Phosphorus fire-brig, was severely wounded in the left hand, under the highly creditable circumstances stated in his official letter to Vice-Admiral Holloway, of which we shall here give the copy :—

“ Sir,—I have the honor to acquaint you, for the information of the commander-in-chief, that in pursuance of orders from the Lords Commissioners of the Admiralty, proceeding to join the Channel fleet, I yesterday morning at day-break, the Isle of Wight bearing north, eight leagues, perceived a large lugger pierced for sixteen ports, but mounting, apparently, only twelve guns, and full of men, in chase of us. At 5-10 A. M., after hailing him, and receiving an order to strike, or he would sink us—commenced engaging him. At 5-20, the enemy laid us alongside, with three cheers, and from his superiority of men, there being, as near as we could judge, from seventy to eighty of them, attempted to carry us by boarding; but such was the brave and determined resistance of the few men I had under my command, that after lying five and forty minutes alongside of us, and after an action of one hour and ten minutes, he made sail, and sheered off. The moment we could get the brig wore, we made all sail in chase of him; but finding it impossible to come up with him, and having the sails and rigging much cut, with a number of men wounded, and no surgeon or assistant on board, I bore up and made all sail for the Downs, which I hope will meet the approbation of the commander-in-chief and yourself.

“ The superior force with which we were engaged, will, I trust, speak sufficiently of itself for the bravery of the few men in His Majesty’s brig, consisting in all, officers included, but of twenty-four, with four twelve-pound carronades, one of which was rendered useless a short time after the action commenced, by the breeching and gooseneck breaking.

“ I cannot pass over the great assistance I received from Mr. Thomas Hester, acting second master, without mentioning it in this public manner. I am sorry to say he is in the list of wounded, but not dangerously.

“ Enclosed I have the honor to transmit a list of the wounded*, which, though great, cannot come near that of the enemy, numbers of whom were seen to fall in every direction. I have the honor to be, &c.

(Signed)

“ W. J. HUGHES, Lieut. and Com.”

This gallant officer was promoted to the rank of commander on the 25th of the ensuing month; appointed agent for prisoners and transports, at Jamaica, in July 1807; and

* Eight (including himself and Mr. Hester), the whole of whom, except one man, very severely.

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granted a pension for his wounds (since increased to £150 *per annum*), May 15th, 1809. He also, we believe, received a very handsome sword from the Patriotic Fund.

WILLIAM LOVE, Esq.

YOUNGEST son of the late Mr. Thomas Love, R.N. by Sarah, sister to Lovell Pennell, Esq. the paternal grandfather of Mrs. John Wilson Croker.

This officer was born at Topsham, co. Devon, in April 1764; and entered the navy in Mar. 1778, as midshipman on board the *Hyæna* frigate, Captain (afterwards Commodore) Edward Thompson; in which ship he visited the coast of Africa; witnessed the close of the battle between Vice-Admiral Byron and the Count D'Estaing, off Grenada, July 6th, 1779; accompanied the fleet under Sir George B. Rodney, to the relief of Gibraltar, in Jan. 1780; and was consequently present at the capture of the *Carracas* convoy, and the subsequent defeat of Don Juan de Langara *. He afterwards joined the *Cumberland* 74, Captain Joseph Peyton; and in Mar. 1781, again sailed for Gibraltar, with the fleet under Vice-Admiral Darby †. On his return home he joined the *Prothée* 64, Captain Charles Buckner, of which ship, then about to accompany Rodney to the West Indies, his father was serving as master.

On the glorious 12th of April, 1782, the *Prothée* had five men killed and twenty-five wounded. Almost the first shot that struck her, dismounted one of the quarter-deck guns, the splinters of which shattered Mr. Love's leg and thigh, and slightly wounded his son in the knee: the former, after undergoing amputation close to the hip joint, was ordered a passage home in the *Russell* 74, Captain (now Lord De) Saumarez; and the latter received Sir George B. Rodney's permission to accompany him thither, but was nearly prevented

* See Vol. I. note † at p. 3 *et seq.*

† See *id.* p. 4, and note ‡ at p. 33.

from doing so, through the unfeeling conduct of Captain Anthony Wilkinson, who shortly afterwards perished in the Ville de Paris.

The removals consequent upon the glorious victory over De Grasse had placed Captain Buckner in the Royal Oak 74; and Captain Wilkinson succeeded him in the command of the Prothée. On the arrival of the fleet and prizes at Port Royal, it was found difficult to obtain a lodging for Mr. Love; but his son at length succeeded in finding one, and remained (longer than he had obtained permission to do) in attendance upon him. A few hours previous to the Russell's departure for England, the youth was desired by Captain Buckner to apply for his discharge into her, and at the same time to request that one of the Prothée's boats might be sent to remove his wounded parent from the shore; instead, however, of obtaining either the one or the other, he received a severe reprimand for being so long absent; the unfeeling officer at the same time saying, "because a man is wounded, it is no reason that others should run from ship to ship!"

Under such distressing circumstances, Mr. William Love took French leave, got back to his anxious father the same evening, hired a canoe, and brought him alongside the Russell just before she got under way. On his being hoisted in, some one observed; "*what is the use of bringing a dying man here?*" to which the wounded officer himself replied, "*worth a hundred dead men yet.*"

On being told of the clandestine manner in which Mr. William Love, prompted by filial affection, had quitted the Prothée, Captain Saumarez desired him not to be uneasy, as he should rate him midshipman, and assign him no other duty than that of attending upon his father. The benevolent captain then enquired what Mr. Love usually had for his dinner, and ordered his steward to take care that he was furnished with the same daily. Through the kindness of that most amiable officer, and the care and attention of others on board the Russell, Mr. Love was able to appear with crutches before he reached England, although obliged to undergo a second amputation. Both he and his wife died at Chertsey,

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co. Surrey, the former aged 84, and the latter 83 years: he was the last survivor of the officers wounded on the memorable 12th of April, who were granted pensions; and, at the time of his death, the senior master in the navy.

In Sept. 1782, the *Russell*, being in a defective state, was put out of commission, and Mr. William Love transferred, *pro tempore*, to the *Prince Edward* 60, bearing the flag of Vice-Admiral Roddam, commander-in-chief at the Nore. He subsequently joined the *Salisbury* 50, fitting out for the broad pendant of Sir John Jervis, from which ship he was paid off soon after the termination of hostilities, in 1783. During the Dutch armament in 1787, he served on board the *Conqueror* 74, bearing the flag of Admiral Edwards; and subsequently in the *Arrogant* of similar force, commanded by Captain John Harvey. At the commencement of the French revolutionary war, we find him again joining the *Russell*, then under the command of Captain John Willet Payne. His promotion to the rank of lieutenant took place in April 1794; and on that occasion he was appointed to the *Falcon* sloop, a vessel bearing no other officer of the same rank, commanded by Captain James Bissett, and most actively employed on the coast of Flanders.

In Oct. 1794, after the expulsion of the British army from Holland, the *Falcon* was placed under the orders of Rear-Admiral Henry Harvey; and she appears to have been the only vessel out of eleven sail (including eight frigates) which kept company with the flag-ship during a most tempestuous three months' cruise, on the coast of Norway. At the commencement of this cruise, she was short of provisions and stores, particularly of slops and fuel; she had not been long at sea before her guns were obliged to be thrown overboard, and her pumps kept constantly at work. On her return to port, after contending for so considerable a time against heavy seas and violent gales, she had but a single boat left; and on being docked at Sheerness, she was found in such a state that her preservation appeared truly miraculous: we need scarcely add, that the sufferings of her officers and crew were extreme, both from cold and privation, the

winter of 1794 having set in early, and proved uncommonly severe.

Lieutenant Love's next appointment was to the *Helena* sloop, Captain (now Sir John) Talbot, which vessel, when proceeding to America, encountered the same tempestuous weather which proved so fatal to the fleet under Rear-Admiral Christian, in Nov. 1795 *; in consequence thereof she was obliged to return to Plymouth, after throwing overboard all her guns, and every thing on the main deck.

In April 1796, Lieutenant Love was appointed to the *Formidable* 98, Captain the Hon. George C. Berkeley; and during the mutiny at Spithead we find him left commanding officer on board that ship. Previous to its termination, the *Intrepid* 64, then recently commissioned, and under sailing orders, came out of harbour, anchored near the *Formidable*, and soon evinced the usual symptoms of disaffection. Observing her crew reeve yard-ropes, &c. instead of weighing anchor, when they had been paid their two months wages in advance, Lieutenant Love sent an officer and a few trusty men to remonstrate with them, and soon had the satisfaction of finding that this measure, adopted with the concurrence of their captain (the present Sir William Hargood), had produced the desired effect.

In June, 1797, the *Formidable* and six other ships of the line were ordered to join Admiral Duncan, in the North Sea. On this occasion, Lieutenant Love observed that the *Cæsar* 80 was very tardy in her movements; and the same men whom he had before sent to the *Intrepid*, were immediately despatched to reason with her crew, which proved equally successful.

The *Formidable* was subsequently fitted for the reception of Admiral Duncan, and she sailed through the Downs to join him on the very day that he gained his most brilliant victory off Camperdown. On her return to Portsmouth she was selected for the flag of Sir Charles Thompson, by one of whose followers Lieutenant Love was superseded

* See Vol. I. Part I. note † at p. 89 *et seq.*

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in Nov. 1797. He afterwards served under Captain (now Admiral) Lawford, in the *Romney* 50, stationed off Dunkirk; and assisted in detaining a Swedish convoy, of which mention has been made in p. 497 *et seq.* of Vol. I. Part II. In Jan. 1799, he obtained the command of the *Alert* cutter; and in March following, we find him appointed first lieutenant of the *Mars* 74, flag-ship of the Hon. Rear-Admiral Berkeley, under whom he continued to serve, off Brest and Rochefort, until that officer was compelled by severe indisposition to resign his command. As the war was then evidently drawing to a close, the following could not do otherwise than inspire him with sanguine hopes of speedy promotion :

“ *Admiralty, 1st August, 1801.*

“ My dear Admiral,— * * * *. I told you distinctly, that no promotion would be made before a peace took place, and that, if I was then at this board, Lieutenant Love should be included in it. * * * *.

(Signed)

“ ST. VINCENT.”

“ *The Hon. Rear-Admiral Berkeley.*”

Lieutenant Love was first of his old ship the *Formidable*, during the mutiny at Bantry Bay, and was charged with the unpleasant duty of seeing the fatal sentence of a court martial partly carried into effect; one of the ringleaders having been sent for execution on board the *Formidable*, during the absence of Captain Richard Grindall, who had obtained leave to reside on shore until the trials were over. After the performance of this melancholy duty, the signal was made for the squadron under Rear-Admiral Campbell to weigh, and the *Formidable* was the first ship that anchored at St. Helen's. She subsequently accompanied that officer to the West Indies, and returned with him from thence in Sept. 1802. During her absence from England the expected grand promotion took place, and Mr. Love had the mortification to find that, notwithstanding Earl St. Vincent's promise, and although his messmate, the third lieutenant, was made a commander, he himself was not included. After the renewal of hostilities, he was the bearer of the following letter from Rear-Admiral Berkeley to the Chairman of the Transport Board :

"Wood End, Sept. 30th, 1803.

"Dear Sir,—The officer who will deliver this is Mr. William Love, who served with me during the late war, until I hawled my flag down, when he was my first lieutenant, and was actually promised promotion by Lord St. Vincent: I believe he is not the only instance where disappointment has followed the most sanguine hopes; and as I cannot assign any reason for it, any more than his lordship, I must endeavour to provide for a most deserving officer in any way which will gain him employment, and bread for his numerous family. My own opinion of him is such, that if I were employed, Mr. Love would certainly be my first lieutenant, and I should spare no means to promote him; but as that is not likely to happen, I should really esteem it a favor if he could be employed in the transport service. I believe there are such things as resident agents, which, perhaps, may suit his convenience as well as my own; but as possibly no vacancy of this sort may at present occur, I shall equally be bound to you, to put him in any situation for which his zeal, talents, and honorable character may fit him. I remain, &c. (Signed) "G. BERKELEY."

"To Sir Rupert George, Bart."

In consequence of this recommendation, Lieutenant Love was appointed principal agent for transports at Beer Haven in Ireland, with a division of victuallers under his pendant, to attend the western squadron. In 1804, on Rear-Admiral Berkeley being appointed to command the whole of the English Sea-Fencibles, he was selected by him to serve as his aide-de-camp and secretary. During the two years that he was thus employed, the whole coast between the river Thames and Bristol was visited, and the state and efficiency of the amphibious corps minutely inspected and reported on. In the spring of 1806, we find him proceeding to the North American station, as flag-lieutenant to his friend, then Vice-Admiral Berkeley, by whom he was, immediately on their arrival at Halifax, appointed acting commander of a sloop not yet launched; and soon afterwards to act as captain of the *Cleopatra* frigate, then heaving down, and ordered to be re-equipped with the utmost expedition, for the purpose of convoying two ships, laden with masts, to the West Indies. On the third day after this appointment he made the signal for his charge to weigh.

After touching at Barbadoes, Antigua, and Jamaica, the *Cleopatra* returned to Bermuda, where Commander Love, whose promotion to that rank was confirmed by the Admi-

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ralty on the 13th Feb. 1807, exchanged ships with Captain Robert Simpson, of the *Driver*; in which sloop we next find him cruising on the coast of South Carolina, in search of a piratical schooner.

The *Driver*, it should be observed, was in company with the *Leander* 50, Captain Henry Whitby, when that meritorious officer rendered himself so obnoxious to the American Government, by his activity and perseverance in detecting the deceits and frauds practised by sea-faring Jonathan, as to induce Mr. Jefferson, President of the United States, to issue an edict, by which the *Leander* and her consorts were forever prohibited from receiving any aid or supplies. In consequence thereof, the following letter was addressed to Commander Love, on his anchoring in Charlestown harbour:

“ *Fort Johnson, 4 P. M. of May 2d, 1807.* ”

“ Sir,—The President of the United States of America having, by proclamation bearing date 3d May, 1806, for ever interdicted H. B. M. sloop of war *Driver* from entering any port or harbour of the United States, and the said vessel having entered this port, in contempt of the said proclamation, my duty compels me to demand that the *Driver* sloop of war do depart from this harbour within twenty-four hours from the date hereof. Need I add, Sir, how repugnant it would be to my feelings should any blood be spilt, which must inevitably be the case if this communication be not complied with. Lieutenant Windham, of the artillery, is charged with the delivery of this: he will receive your reply.

(Signed) “ MICHAEL KALTEISEN, Captain commanding.”

In answer to this, Commander Love wrote as follows:—

“ *H. M. S. Driver, Rebellion Harbour, Charlestown, May 3d, 1807.* ”

“ Sir,—I received your letter; but having some doubts as to the authority by which it was written, I thought proper to satisfy myself on that head before I should reply. By the threat it contains, you appear, like your Government, to have something to learn. * * * * *. However, as my proceeding to sea comes within the limit of my intentions, according to the orders I am under (*which orders have for their view the advantage of the American flag, as well as the protection of the British*), I shall do so whenever the pilot thinks proper. But I must observe, that the difficulty I have experienced in obtaining a sufficient quantity of water, for the purpose I wish, obliges me to have recourse to such methods as are completely within my power, which I otherwise should not have thought of. In the mean time, it is necessary to inform you, that his Majesty's ship under my command is at all times ready to resist, and

punish, any insult that may be offered to the flag she has the honor to bear, to the last drop of blood that shall remain of the dutiful and loyal subjects of a beloved Sovereign, and an exalted country.

(Signed)

" WILLIAM LOVE."

On the 12th June, 1807, Commander Love fell in with the pirate he was in search of, and succeeded in decoying him under the Driver's lee-bow; the following is a copy of his official letter on this subject:—

" Sir,—By the capture of the Spanish packet *Ranger*, on the 20th of April last, I obtained information of a schooner having been purchased at Charlestown, and fitted as a privateer at St. Augustine, to intercept which vessel has occupied much of my attention; and I have great satisfaction in acquainting you that she was captured this day by H. M. ship under my command. She proves to be *El Boladora*, armed with one 6-pounder, and having on board twenty-five men, amongst whom are several Americans, commanded by Robert Ross, a man notorious on many occasions, but particularly at the massacre of the crew of the *Esther*, of Liverpool, off Charlestown. *El Boladora* had been at Norfolk, and sailed from thence on the 6th instant, in company with the British brig *Ceres*, James Nevin, master, bound to Liverpool, with logwood, which vessel she boarded, captured, and sent for St. Augustine, at 2 p. m. the same day, being at the time within eight miles of Cape Henry light-house; she had not made any other capture, but had committed various depredations on American vessels. I have the honor to be, &c.

(Signed)

" WILLIAM LOVE."

" *To the Hon. Vice-Admiral Berkeley.*"

Respecting this capture, the following was addressed to Commander Love:—

" *London, 25th July, 1807.*

" Sir,—We have the honor to acknowledge the receipt of your letter of the 21st ultimo, and are very happy to observe that you have at length succeeded in capturing the privateer commanded by Robert Ross. We lost no time in stating the fact, and other particulars of the case, to the Lords Commissioners of the Admiralty, and we have the pleasure to annex the copy of a letter from their lordships, by which you will observe that Ross is ordered to be sent to this country, to be dealt with according to justice.

" We are not aware that any reward has been offered for the capture of Ross, either in this country or in America: there may have been one in Charlestown, but certainly none here. We shall feel much pleasure in lending our aid to obtain for you some remuneration for the services you have done to both countries on this occasion. It will give us great satis-

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faction to lay a statement of your very persevering, and at length fortunate, exertions for the general good, before the merchants and others interested in the trade, as well as before the Committee of the Patriotic Fund, to whose notice we consider you to possess a considerable claim. We have the honor to be very respectfully, yours, &c.

(Signed) "CALDCLEUGH, BOYD, AND REID."

Robert Ross was born in Scotland; but as that fact could not be proved on his examination, he escaped the punishment his monstrous crimes deserved.

In Oct. 1807, the *Driver* sailed from Halifax, accompanied by the *Mullet* schooner and thirteen sail of merchantmen, bound to the West Indies. In crossing the Gulph Stream, the wind then blowing violently from N. W., she was struck by a most tremendous sea, which stove in the two foremost ports on the starboard side, and cleared her deck of boats, booms, &c. Whilst lying on her beam-ends, in the trough of the sea, it was proposed to cut away the lower masts; but this her commander would not assent to: instead thereof, the cables being still bent, a bower anchor was let go, by which, and cutting away the topmasts, a service voluntarily undertaken by Lieutenants Stanly and Sandford, the ship was brought nearly head to wind, and enabled to weather the storm. The *Mullet* was never afterwards heard of.

In Sept. 1809, Commander Love was appointed to the *Tisiphone* sloop, stationed off Lymington, to guard the *Needles Passage*; and on the 22d June, 1811, his tender captured le *Hazard*, French privateer. In April, 1813, he was superseded, the Admiralty having resolved that in future no officer should hold a stationary appointment upwards of three years. The following testimonials were granted to him by the successive commanders-in-chief at Portsmouth:

"Dec. 31st, 1810.

"Dear Love,—I have not heard a word about any ship being in preparation to take the place of the *Tisiphone*; and as I am bound to say you have conducted the business of your station with great propriety, I should certainly be very glad if you were to continue in it. If any change takes place, and an opportunity should offer for my saying a word in your favor, I will certainly avail myself of it. Believe me very sincerely yours,

(Signed)

"ROGER CURTIS."

"April 16th, 1813.

"Dear Sir,— * * * I shall always be ready to bear testimony to the propriety of your conduct in the station assigned to you when serving under my command. Believe me yours very faithfully,

(Signed) "R. BICKERTON."

Commander Love's next appointment was, through the recommendation of Viscount Fitzharris, Governor of the Isle of Wight, to the Medina yacht, an establishment which had existed upwards of a century, but which was done away with in the year 1817. He obtained the out-pension of Greenwich Hospital in Feb. 1830.

This zealous officer married Harriet, youngest daughter of Gabriel Acworth, Esq. Purveyor of the Navy, nephew to Sir Jacob Acworth, Surveyor of the Navy, who was grandfather of the late Sir Jacob Wheate.

One of Commander Love's sons, Henry, is a lieutenant in the royal navy. His eldest brother, Thomas, served as master's-mate of the Berwick 74, Captain the Hon. Keith Stewart, in Keppel's action with D'Orvilliers; and as master of the Alfred, Captain John Bazely, at the glorious battle of June 1st, 1794: he died at Great Marlow. His other brother, Richard, after acquiring the professional knowledge requisite to qualify him for receiving a lieutenant's commission, accepted a command in the Russian marine; incurred the displeasure of Prince Potemkin, by whom he was imprisoned; suffered shipwreck on his return to England from the Black Sea; was subsequently invested with authority by the Grand Seignor and the Nabob of Arcot, and died at Joppa in command of a country vessel.

WILLIAM MATHER, Esq.

OBTAINED his first commission in 1799; and repeatedly distinguished himself whilst serving as lieutenant of the Mercury frigate, Captain Thomas Rogers, by whom a letter to the following effect was addressed to Vice-Admiral Lord Keith, May 26th, 1801:

"My Lord,—Having received information, by a small vessel I captured

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yesterday from Ancona, that H. M. late sloop Bull-dog was lying in the mole of that port ready for sea, with supplies on board for the French army in Egypt, I judged it necessary to make an attempt to take or destroy her with the boats of the Mercury; and as our success depended upon surprising the enemy, who was ignorant of our arrival in the Adriatic (the fortifications about the mole being too formidable to justify the attempt in any other way), I therefore made sail directly for Ancona, and came to anchor, soon after it was dark, off the mole; the boats were accordingly prepared, and left the ship at half-past ten o'clock, under the command of Mr. Mather, first lieutenant, from whose good conduct the Bull-dog was surprised, and carried about midnight, the boats having got alongside, without being hailed by the sentinels; the alarm was, however, immediately given along the mole, to which the ship's stern was secured by the two ends of a bower-cable, and three cables out a-head: these were soon cut by the people appointed for that purpose, and the boats began to row, exposed to a heavy fire of cannon and musketry from the mole; but as there was a favorable light breeze, the sails were set, and, in less than an hour, the ship got without reach of the batteries, and was completely ours:—unfortunately it fell calm, and the current setting her along the coast near the shore, a crowd of boats (some of which were gun-boats), filled with men, came out to attack her: Mr. Mather now found his situation extremely critical, having the hatchways to guard to prevent the enemy rising from below, the boats' crews fatigued with rowing all night, and the gun-boats approaching fast, and raking the ship. He had therefore the mortification of feeling himself obliged to relinquish his prize, after being in possession of her above three hours; and unfortunately failed in several attempts, before he retreated, to set her on fire. The moment I could discover the Bull-dog was out of the mole, I got the Mercury under weigh; but it was almost a calm, and impossible to get near her, as she had drifted with the current to a considerable distance from where the Mercury lay, and we experienced the mortifying disappointment of seeing her towed back to the very spot from whence she had been so gallantly taken: it is nevertheless some degree of satisfaction to know, that her voyage must be at least delayed for a considerable time, if not quite defeated, her masts and yards being shot through, and disabled in many places, and she has received considerable damage in her hull and rigging. The gallant conduct of the officers and men employed upon this enterprise will, I trust, meet with your lordship's approbation; and it is from a desire of doing justice to their merits that I have been drawn into this, otherwise unnecessary, long detail. I have to regret the loss of two brave fellows killed, and four wounded, upon this occasion. The enemy had above twenty killed, wounded, and drowned. I have the honor to be, &c.

(Signed) "T. ROGERS."

In the following month, a piratical vessel named *le Tigre*,

of eight guns and sixty men, was captured among the Tremiti islands, by a detachment of boats belonging to the Mercury and El Corso, the whole under the command of Lieutenant Mather; whom we next find serving under Captain William Bolton, in l'Aimable frigate, stationed off Ostend; where he was wounded in an action with the Gallo-Batavian flotilla, May 16th, 1804. His promotion to the rank of commander took place on the 23d Feb. 1807; and he appears to have been afterwards successively appointed to the Combatant, Rapid, and Tweed; which latter sloop he had the misfortune to lose, in Shoal Bay, Newfoundland, Nov. 5th, 1813.

SAMUEL JEFFERY, Esq.

WAS made a lieutenant on the 13th Feb. 1805, and advanced to his present rank Feb. 23d, 1807.

WILLIAM COOTE, Esq.

SERVED as midshipman of the Edgar 74, Captain George Murray, at the battle of Copenhagen, April 2d, 1801; obtained a lieutenant's commission in 1802; and was promoted to the rank of commander, May 6th, 1807, for an exploit thus officially recorded:

"H. M. S. Cerberus, off Martinique, Jan. 3d, 1807.

"Sir,—I beg leave to acquaint you, that in pursuance of your orders to me by Captain Pigot, of the Circe, I reconnoitred the ports of Guadeloupe and the Saintes: after having so done, and perceiving no force of any consequence, except a brig of sixteen guns, lying in the Saintes, I left Captain Pigot off that port, and was proceeding to my former station in further pursuance of your directions, when on the 2d instant, as I was beating to windward between Martinique and Dominica, I observed a privateer schooner, with a schooner and a sloop in company, standing for St. Pierre's with French colours flying: I gave chase, and prevented them from reaching that port, upon which they all three anchored under a battery to the northward, near the Pearl Rock, and very close to the shore.

"It, however, appeared to me practicable to cut them out in the night. I consulted Lieutenant Coote on the occasion, who, with Lieutenant Bligh, volunteered the attack; and, about eight o'clock, they very gallantly

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boarded two of the vessels, under a most tremendous fire from the shore, bringing them out, notwithstanding the enemy had taken the precaution to unbend their sails. Our loss has, I am concerned to say, been considerable. Lieutenant Coote has received a most desperate wound in the head, which has deprived him of his eye-sight; one midshipman (George Sayer) was wounded by a musket-ball in the leg; two men were killed, and eight more wounded. The privateer made her escape under cover of the darkness of the night. I have the honor to be, &c.

(Signed)

“W. SELBY.”

“To the Hon. Sir Alex. I. Cochrane,
&c. &c. &c.”

On the 22d May 1807, Commander Coote was granted a pension, the present amount of which is 400*l.* per annum.

JOSEPH HOY, Esq.

WAS made a lieutenant in 1783, and promoted to the rank of commander, Nov. 20th, 1807, for his gallant defence of the *Louisa* tender, a vessel mounting only four 3-pounders, with a complement of eighteen men, against a French privateer of fourteen guns, by which he was attacked on the 28th Sept. preceding. He obtained the out-pension of Greenwich Hospital, Jan. 14th, 1826; and died in the year 1826.

ANDREW HODGE, Esq.

WAS made a lieutenant in 1800, and received the Turkish gold medal for his subsequent services in Egypt. His commission as commander bears date Dec. 4th, 1807, at which period he was employed in the West Indies.

BENJAMIN Warburton, Esq.

SERVED with great credit under Captain Lord Cochrane; obtained the rank of commander Dec. 16th, 1807; a pension for the loss of the use of his limbs by a fall, April 20th, 1810 (at which period he held an appointment in the Wexford district of Sea-Fencibles); and the out-pension of Greenwich Hospital, June 23d, 1824. He died in 1829.

SAMUEL FOWELL, Esq.

WAS made a lieutenant in 1794 ; and served as first of the Malta 80, Captain Benjamin Hallowell (now Sir B. H. Carew), in the expedition against Alexandria (Egypt), 1807. He subsequently commanded a sloop on the Mediterranean station ; and died Mar. 30th, 1823.

THOMAS PINTO, Esq.

BECAME a commissioned officer on the 20th Feb. 1805, and was promoted to the command of the Dart sloop, in the West Indies, Feb. 9th, 1808. Early in 1810, being then on the same station, he had the misfortune to lose the Achates of 18 guns.

FREDERICK HOFFMAN, Esq.

WAS made a lieutenant in 1799 ; appointed acting commander of the Favorite sloop, on the African station, in July 1807 ; and promoted to his present rank, Feb. 22d, 1808. In the beginning of May 1812, he lost the Apelles sloop, that vessel, then under his command, having unfortunately run on shore to the westward of Boulogne, where himself and nineteen of his people were obliged to surrender as prisoners of war ; the remainder of his officers and crew effected their escape, and the Apelles was very soon afterwards recaptured by the Bermuda sloop, Captain Alexander Cunningham.

EDWARD BURT, Esq.

WAS made a lieutenant in 1802, and promoted to his present rank on the 1st April, 1808, previous to which he had commanded the Sandwich schooner. In the following year, he assisted at the reduction of the city of St. Domingo, as will be seen by the following official extract :

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" Captain William Pryce Cumby to Vice-Admiral B. S. Rowley.

" I must, in justice to Captain Burt, of the Sparrow sloop, beg permission to state the great promptitude, zeal, and ability evinced by that officer in the landing of the lower-deck guns from this ship, under circumstances of great difficulty and labour ; two of which he transported from André Bay to the east battery, a distance of near thirty miles, across an almost impassable country, prior to the arrival of the troops."

HENRY BAUGH, Esq.

WAS made a lieutenant in 1799, and promoted to the rank he now holds, May 19th, 1808, for his gallant conduct as commander of the Rapid brig, at the capture and destruction of four Spanish gun-vessels and two valuable merchantmen, on the 23d of the preceding month *. He subsequently commanded the Vulture bomb.

WILLIAM CUTFIELD, Esq.

ELDEST son of Mr. J. Cutfield, upwards of fifty years a master in the royal navy, and latterly master-attendant at Deal.

This officer entered the navy in 1796 ; served as midshipman and mate, under Captains John Bazely, Richard Budd Vincent, and William Haigood, in the Overysse 64, Arrow sloop, and Belleisle 74. At the memorable battle of Trafalgar he was wounded in the breast.

On the 17th March, 1806, Mr. Cutfield was made a lieutenant ; and soon afterwards appointed to the Grasshopper sloop, Captain Thomas Searle, in consequence of whose warm commendation of his conduct in an action near Faro, on the coast of Portugal, April 23d, 1808 † he was promoted to the rank of commander on the 19th of the ensuing month.

In 1809, Commander Cutfield was appointed to the command of all the small hired craft attached to the Walcheren expedition ; in July, 1814, to the Woodlark sloop ; and, Oct.

* See Suppl. Part I. p. 312 *et seq.*

† See *id. ib.*





14th, 1821, to the Barraconta, surveying-vessel, fitting out for the coast of Africa. On his return from the survey of one of the rivers which run into Delagoa Bay, after an absence of fourteen days in an open boat, he fell a victim to the fever of the country, which also proved fatal to sixty-eight of his companions. He was then, Nov. 30th, 1822, in the thirty-fifth year of his age.

CHARLES CHAMBERLAYNE IRVINE, Esq.

ENTERED the navy, as midshipman on board the Orion 74, Captain Charles Chamberlayne, in 1789, and was promoted from the Queen Charlotte, first rate, bearing the flag of Lord Keith, into the Princess Royal 98, flag-ship of Rear-Admiral T. L. Frederick, in Aug. 1799. He subsequently served under Sir Charles Hamilton, Bart. in the Melpomene frigate, at the Texel and on the coast of Africa. During the latter part of the French revolutionary war, we find him commanding the Goree, a ship mounting 16 guns, employed in cruising between Senegal and Sierra Leone, for the protection of the trade, which had previously suffered much from the enemy's privateers in that quarter. After the renewal of hostilities, in 1803, he served in different ships, on the West India, Boulogne, Irish, and other stations. In Mar. 1808, being then first lieutenant of the Eagle 74, Captain (now Sir Charles) Rowley, he was appointed to the *pro-tempore* command of the Glatton 54, employed in the Mediterranean; and on the 24th May following he obtained the rank of commander. His subsequent appointments were, to the Lord Eldon and Duchess of Bedford, hired armed ships, the latter of which was paid off in 1810.

ROBERT PARREY, Esq.

WAS made a lieutenant on the 2d Nov. 1790, and promoted to his present rank in Aug. 1808.

FRANCIS

WAS made a lieutenant on the 29th, 1808, and died at

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Lost an arm, and the rank of Captain. He was present at the battle of Merlin sloo of a French was present Adolphus I tion, in Aug took place

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the boats of the dleton, at the age of 18 guns in 1798. He was killed at Kennington of his age.

FRANCIS ALEXANDER HALLIDAY, Esq.

Was made a lieutenant in 1801, and commander Aug. 29th, 1808. He lost the Ferret sloop, near Leith, in 1812; and died at Caen, in Normandy, July 25th, 1830.

HENRY CLEMENTS THOMPSON, Esq.

Knight of the Swedish Military Order of the Sword.

Lost an arm during the French revolutionary war; obtained the rank of lieutenant in 1802; commanded the boats of the Merlin sloop, Captain Edward P. Brenton, at the destruction of a French privateer, near Gravelines, Oct. 27th, 1803; and was presented with the Order of the Sword, by Gustavus Adolphus IV., for his distinguished services on the Baltic station, in Aug. 1808. His promotion to the rank of commander took place on the 19th of the ensuing month.

In consequence of interesting himself too arduously in the election contests of Grantham and Barnstaple, in which Sir Manasseh Lopez was also concerned, this officer latterly became greatly embarrassed in his circumstances, and was obliged at length to seek relief under the Insolvent Debtors' Act. He was accordingly committed to the King's Bench Prison, on the 11th Mar. 1824; and he died there, of apoplexy, on the 22d May following.

WILLIAM RUSSELL, Esq.

OBTAINED the rank of lieutenant in 1793; and commanded the boats of the Flora frigate, Captain Robert Gambier Middleton, at the capture of the French national brig Mondovi, of 18 guns and 68 men, in the harbour of Cerigo, May 13th, 1798. He became a commander in Oct. 1808; and died at Kennington, co. Surrey, May 16th, 1828, in the 65th year of his age.

GODDARD BLENNERHASSETT, Esq.

WAS made a lieutenant in 1796; and served as first of the Amethyst frigate, at the capture of la Thetis, Nov. 10th, 1808*. The following is an extract of his captain's official letter on that occasion :

"No language can convey an adequate idea of the cool and determined bravery shewn by every officer and man of this ship; and their truly noble behaviour has laid me under the greatest obligation. The assistance I received from my gallant friend the first lieutenant, Mr. Goddard Blennerhassett, an officer of great merit and ability, is beyond all encomium.

(Signed) "MICHAEL SEYMOUR."

This officer's commission as commander bears date Nov. 11th, 1808. Towards the end of 1810, he was appointed to the Challenger brig-sloop; and on the 12th March, 1811, he had the misfortune to be captured by a French frigate and an armed store-ship, off the Seven Islands. In May, 1814, having then just returned from captivity, he was tried by a court-martial, honorably acquitted, and highly praised for his seamanlike endeavours to join the British squadron off St. Maloes.

THOMAS WELLS, Esq.

WAS made a lieutenant in 1795, and promoted to the rank of commander in Nov. 1808. On the 1st of that month, being then acting in the Cruiser sloop, he engaged a Danish flotilla, near Gottenburgh, captured one vessel of ten four-pounders, and compelled her consorts, about twenty in number, to take refuge under the island of Læsøe. In the summer of 1811, he was appointed to the Phipps sloop; and on the 11th Mar. 1812, we find him capturing le Cerf, French lugger privateer, of five guns and thirty-one men. On the 4th May following, he assisted at the recapture of H. M. sloop Apelles †. This officer died on the continent, in 1825.

* See Vol. II. Part I. p. 295. † See p. 366. and Suppl. Part. III. p. 114.

WILL

WAS made a lieutenant in command of the Dec. 27th, 1805. He received a gold medal for the capture of the Egyptian

THOMAS

WAS made a lieutenant in the sent rank of commander of the Jamaica station

EDWARD

OBTAINED a commission on board the senior lieutenant of the capture of the for which were immediately appointed to the 23d J. lugger privateer one men.

This officer died in late Rev. S.

WAS made a lieutenant in Edward F. 1805. In the vessel, under

WILLIAM HENRY WHORWOOD, Esq.

WAS made a lieutenant in 1798; and promoted to the command of the *Pylades* sloop, on the Mediterranean station, Dec. 27th, 1808. He is one of those officers who received gold medals from the Turkish government, at the close of the Egyptian campaign.

THOMAS PARRY JONES PARRY, Esq.

WAS made a lieutenant in 1803; and promoted to his present rank on the 27th Dec. 1803. He subsequently commanded the *Musette* and *Royalist* sloops, the former on the Jamaica station.

EDWARD WILLIAM GARRETT, Esq.

OBTAINED his first commission in 1801; received a wound on board the *Mars* 74, at the battle of Trafalgar; and was senior lieutenant of the *Onyx* sloop, Captain Charles Gill, at the capture of the Dutch national brig *Manly*, Jan 1st, 1809; for which gallant exploit both his commander and himself were immediately promoted. In the following year he was appointed to the command of the *Hope*, of 10 guns; and on the 23d June, 1813, we find him capturing an American lugger privateer, armed with swivels and manned with thirty-one men.

This officer married, Feb. 18th, 1819, a daughter of the late Rev. Samuel Price, of New House, Glamorganshire.

ALEXANDER NESBITT, Esq.

WAS made a lieutenant into the *Nautilus* sloop, Captain Edward Palmer, on the Mediterranean station, Nov. 12th, 1805. In May following, he commanded the boats of that vessel, under the orders of Lieutenant Sir William Parker,

Bart. of the *Renommée* frigate, whom he "gallantly supported" in a successful attack upon the Spanish national schooner *Giganta*, lying moored under the guns of Torre de Vieja, with boarding nettings up, and in every respect prepared for an obstinate resistance.

On the morning of Jan. 5th, 1807, the *Nautilus* was wrecked upon a rock, about four or five miles from Peri, a small uninhabited island in the Archipelago, between Cerigo and Cerigotto: the consequent sufferings of her officers and crew are thus described by one of the former:

"H. M. late sloop *Nautilus* left the Bay of Abydos, in the Hellespont, charged with despatches of an urgent nature to the commander-in-chief off Cadiz. A fine fresh wind from the N. E. carried us rapidly clear of those celebrated castles which defend the entrance of the Dardanelles. On the 4th Jan. about 5 p. m., we made Falconera, and, shortly after, Anti-Milo, fourteen or sixteen miles N. W. of the extensive island of Milo, which we could not see, from the weather being thick and hazy. Here the pilot gave up his charge of the ship, never having been beyond it; but our captain, having so plainly seen Falconera and Anti-Milo, determined to go on during the night.

"The wind continued to increase; and though our ship had but little sail set, yet we went at the rate of nine knots an hour, for she was assisted by a high following sea, which, together with vivid lightning, made the night particularly awful. On the 5th, at 2-30 A. M., we distinguished high land, which we took to be the island of Cerigotto. We now thought that all was safe, and that we had left every danger behind us. We altered our course to get past this island, and continued to run without accident until 4-30, when breakers were discovered a-head, and immediately the ship struck with most tremendous violence. It is impossible to describe the sensations that predominated at a moment so distressing:—fear, hope, and despair, by turns prevailed. The greater part of those below immediately hurried on deck, which they had scarcely done before all the ladders gave way, and left many struggling in the water that had already rushed into the lower part of the ship. Upon deck all was now confusion and alarm; and when we clearly had ascertained our situation, we could not but consider our destruction as inevitable. Every sea lifted the ship, and then again dashed her on the rock with a force that carried every thing before it. In a very short time we had only the rigging to fly to; the lightning had ceased, the night was extremely dark, and we could not see the length of the ship from us. About an hour before day-light, the main-mast gave way, and we were enabled by it to reach a small rock above water; the struggling and confusion that we experienced in thus far escaping death, is not to be described: several of our unfortunate shipmates

were drowned, ship sheltered our situation soon be obliged another that mined to follow seas, had safe mination, and an immense of the channel w at once to risk were most se in gaining the our feet were with blood.

"Day-light the 5th of Jan morning—whe vered with the companions w the dead and to afford them wreck—in tw crew placed in and affrighted sidered our re of Heaven. above the wa been about th We were at le found to be t Archipelago. had escaped vessel might which we ha the neighbour distant. Bu the inclemen difficulty, by taken out of which after a kind of ten could find of few clothes comfort, an

were drowned, and one man had his arm broken. For a long time the ship sheltered us from the surf; but as our poor vessel broke up, we found our situation every moment becoming more perilous, and that we should soon be obliged to leave the part of the rock we were then on, to wade to another that appeared to be somewhat larger. It was therefore determined to follow the example of our first lieutenant; who, by watching the seas, had safely got to the other side. We had scarcely formed our determination, and prepared to put it in execution, than we had to encounter an immense quantity of loose spars, that were thrown immediately into the channel we had to pass; but we were compelled to be desperate, and at once to risk our fate. Many, in crossing from one rock to the other, were most severely wounded; and we all suffered more at this time, than in gaining the small rock; the loss of our shoes was most severely felt; our feet were dreadfully lacerated, and the legs of many were covered with blood.

"Day-light now began to appear, and soon shewed us the morning of the 5th of January, surrounded with horrors: to us a most memorable morning—what a sight had we to witness! The sea all around was covered with the wreck of the ill-fated *Nautilus*; many of our unfortunate companions were seen floating away on spars, and other parts of the wreck: the dead and dying mixed together—without a possibility of our being able to afford them the least assistance. Our much admired ship was a perfect wreck—in two short hours had she been completely destroyed, and her crew placed in a situation that at once reduced them to despair. Our wild and affrighted looks plainly marked our grief and horror: when we considered our real situation, there was nothing left but resignation to the will of Heaven. We found ourselves placed on a barren coral rock, scarcely above the water; and which, from the writer's recollection, might have been about three or four hundred yards long, and two hundred broad. We were at least twelve miles from the nearest islands, which we afterwards found to be those of Cerigotto, and Pora, at the western entrance of the Archipelago. It was now first reported that a small boat with several men had escaped; but her fate was uncertain: our only hope then was, that a vessel might pass near us, and probably might see our signal of distress, which we had raised on a long pole fastened in a hole of the rock. From the neighbouring islands we could not expect relief; they were too far distant. But we were doomed to suffer still greater distress. To avoid the inclemency of the weather, which was extremely severe, we with much difficulty, by the help of a knife and a flint, and with some damp powder taken out of a small barrel washed on shore, endeavoured to make a fire; which after great trouble was accomplished. We then proceeded to make a kind of tent, with pieces of old canvass, boards, and such things as we could find of the wreck; and by these means were enabled to dry the very few clothes we had about us. We had now to pass a long night with little comfort, and without hope: but we were in some measure consoled with

the thought, that our fire might perhaps be seen in the night, and be taken for a signal of distress ; and it was to this circumstance, and to the exertions made by a brave shipmate, that we who now survive, next to Heaven, owe our existence. The boat, that has been mentioned as reported to have escaped, was a small whale boat, which at the time the ship struck was hanging over the quarter, into which the captain's coxswain (George Smith), an officer, and eight men got ; and by immediately lowering themselves into the water, most providentially escaped ; they had, however, to toil at their oars for a considerable time, and at length reached the small island of Pora, after having rowed twelve miles against a very high sea, and with the wind blowing exceedingly hard. They found Pora to be scarcely more than a mile in circumference, on which were nothing but a few sheep and goats that had been placed there by the inhabitants of Cerigo ; who in the summer months come over for the breed of those animals, leaving as many as they think sufficient for the returning season. Some rain water in the hole of a rock, was all the fresh water they could find, and that was barely sufficient to last those that afterward remained for four days, although most sparingly used. Our more fortunate companions had not the least idea, that any but themselves could have escaped a destruction which appeared to them so inevitable ; but our fire during the night, which they saw, made them conjecture that some had survived. With this idea the coxswain proposed to risk again the boat, and to endeavour to afford those that might be thus left every possible assistance : though this met with some little objection, yet this brave fellow was determined to assist us, and by his persuasions induced four others to accompany him.

" It was about nine o'clock on the morning of Tuesday, the second day of our shipwreck, that we discovered the whale boat coming towards us ; when all uttered a cry of joy ! If a reprieve gives to the mind of a criminal emotions that may be fatal to him, what must have been our sensations at the sight of our little boat—but alas, many were too, too sanguine, in this expectation : Why had not the rude and boisterous element rather have swallowed up at once those dear fellow-sufferers, who were afterwards doomed to a lingering and melancholy death : Merciful Providence ! forgive the agonizing remembrance that inadvertently dared to ask the question.—The writer of this narrative not but with tears recollect their unhappy fate : the remembrance of their looks, their actions, and never-to-be-forgotten friendship are engraven on his heart : The last dying looks of his departed and lamented friends are still before him. It was his first intention to have given a more particular detail of the sufferings of these individuals ; but a regard to the feelings of those relatives they have left, prevents him. It would be impossible to describe the surprise which the sight of so many survivors gave to the brave coxswain and his crew ; they soon came near us, and we had the happiness to greet our more fortunate shipmates, and to devise a plan for our release : one difficulty occurred, that of their

coming on shore imprudently exertion, the captain was a Greek, pilot informed doubt would if Heaven had dark black clouds violent storm fury : the waves were nearly higher than the There nearly rope fastened by each other being swept fatigues we last night, were became delirious no longer. the fears we draw more rope then were ; into oblivion many hardships crossing the dashed against a dreadful ocean next morning to meet them without cover of our boat and before and merciful the minds of collection of afflictions our departure cheering us fatigue. the weather cold alone stance of yet unknown a disgrace

coming on shore to us, as the surf ran very high, and several of our people imprudently endeavoured to get into the boat. After some little consultation, the captain ordered the coxswain to take on board the pilot, who was a Greek, and to make the best of their way to Cerigotto; where the pilot informed us they would find some families of fishermen, who without doubt would readily relieve us. Soon after the departure of our boat, as if Heaven had decreed our destruction, the wind began to increase, and dark black clouds fast approached us: we had all the apprehensions of a violent storm: in about two hours it reached us, and blew with the greatest fury: the waves rose considerably, and soon destroyed our fire. The rock was nearly covered, and we were compelled to fly to a small part rather higher than the rest; the only part indeed that could afford us any shelter. There nearly ninety men passed a night of the greatest horror: a small rope fastened round the summit of the rock, and with difficulty holding on by each other, were the only means we had of preventing ourselves from being swept away by the surf, which every moment broke over us. The fatigues we had already gone through, and more particularly those of this night, were too much for many of my unfortunate shipmates: several became delirious—their strength was exhausted, and they could hold on no longer. Our affliction was still further increased before the morning, by the fears we entertained, which appeared probable, that the wind might draw more round to the north, so as to bring the sea to the place where we then were; in which case one wave would inevitably have swept all of us into oblivion. It may appear incredible that we could have sustained so many hardships as we had already gone through: one poor fellow, in crossing the channel between the rocks at an improper time, was violently dashed against the crags, so as to be nearly scalped, and presented a dreadful object to our view—he lingered out during the night, and the next morning expired. His more fortunate survivors were but ill prepared to meet the terrible effects of famine—our strength exhausted—our bodies without covering—and hope again exhausted: we feared for the safety of our boat—she might be lost. The storm came on soon after she left us, and before it was possible she could have reached the island. It is a great and merciful God that we have to thank as the cause of our preservation; the minds of every one of us will be ever impressed with an awful recollection of our miraculous deliverance, particularly when we remember the afflicting scene that day-light presented. The cold and wounded bodies of our departed shipmates were seen, who but one hour before had been cheering us to support our miseries; some expiring—all exhausted by fatigue. The sea all night passing over us, and the extreme severity of the weather had so completely exhausted us, that many had died from cold alone. It is now that the writer of this narrative has to relate an instance of inhumanity, that leaves on the character of the crew of a vessel, yet unknown, the greatest degree of infamy—whoever they were, they are a disgrace to the country to which they belong:—if they have the common

feelings of men, they will surely experience some remorse when they learn that not less than thirty brave fellow-creatures fell a sacrifice to their unexampled cruelty. It was some time after day-light, when we perceived a vessel, with all sail set, coming down before the wind, and steering directly for us : as well as our weak state would permit, we made every possible signal of distress ; which at last was seen, and the vessel hove-to and hoisted out her boat. What delight it gave us ! We prepared immediately to form rafts to take us through the surf, not doubting but the boat was provided with every thing to relieve us : who then can judge of our agony, when this boat full of men, dressed after the manner of Englishmen, came within pistol-shot, looked at us for a few minutes, and then rowed off again to their ship : Still more to distress us, during the whole of the day, they were employed in taking up the wreck of our unfortunate sloop.

" All that melancholy time we anxiously watched the return of our boat, thinking to send her to the vessel ; but we saw nothing of her, and our fears that she was lost were still further confirmed. But how can any description be given of the agitation—the despondency—that we this day experienced. We had nothing before us but the most gloomy prospect of death : our fellow-creatures had seen our distress, and instead of relieving us, had taken advantage of our misery : if it were just to utter an anathema against the most abandoned of men, with how much justice would it be allowed to us to utter it on those villains who had so inhumanly abandoned us. Our thirst was now become intolerable ; and some were desperate enough to resort to salt water to allay it : instances were cited of its terrible effects, but without avail ; and we had soon the grief to learn, by experience, what we had to expect in following the examples of our companions—in a few hours it brought on a violent madness, with which nature could not struggle, and she was consequently soon exhausted. Full of every idea that could terrify our imagination, we had again to pass a most miserable night. The weather was, however, considerably more moderate, and we had hopes to pass this night with more comfort than the last : we endeavoured to preserve ourselves from the cold, by pressing close to each other, and by covering ourselves with the few rags we had left. We soon found ourselves particularly drowsy, but could not sleep : the ravings of our companions, who had drank the salt water, were truly horrid ; all that could be said to console them was ineffectual. In the middle of the night we were unexpectedly hailed by the crew of the whale boat ; our first cry was, *Winter !* they had none ! they could not procure any but earthen vessels, and these could not have been conveyed through the surf. The coxswain, however, informed us, that in the morning a large fishing vessel would take us off the rock, and with this we were obliged to be content : it was some consolation to learn that our boat was safe, and that we had so far succeeded in procuring relief. All anxiously awaited the coming of the morning—Alas, the

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fourth morning came, more gloomy than those that had preceded it: no boat—no vessel appeared—there was not the least mitigation of our sorrow and our distress: all that we had heard from the boat now appeared like a dream—an illusion of our distempered brain: but still we clung to some distant hope, and that preserved us. The sun for the first time had this day cheered us with his rays, and we could not but feel gratitude for having so far escaped death: but to preserve ourselves still longer, what were we to do? Our misery and hunger were extreme: we knew that unfortunate men in our situation had been reduced to adopt means that even then we thought of with disgust. Yet when those horrid means were the only ones left to preserve life, we might in some measure be excused in adopting them. Such were the ideas that were then suggested to us, and we prepared for the mournful event—it cost us thousands of tears. With the most awful sense of the dreadful alternative that became men in our unhappy state, we selected a young man who had died the night before; and having offered our prayers to Heaven to forgive us, we tasted human flesh: how far it relieved us is uncertain; many had not power to masticate; their throats were completely ulcerated, and the saliva had ceased to flow. Toward evening death made hasty strides, and many brave men fell; amongst whom was our beloved captain and first lieutenant. An eulogium is due to their virtues: their memories deserve more than the writer's feeble ability has power to dictate. * * * * * The sullen silence that was preserved by every one, plainly marked our grief and increased our despair: we had again to pass another night, which to all of us appeared endless. We could not obtain any sleep: we thought the morning never would come!

“During the course of this night, was suggested by many the possibility of forming a raft that would carry us to Cerigotto, as the wind was favorable; and might aid us in reaching that island: at all events it appeared better to do this, than to remain where we were, to die of hunger and thirst. Accordingly at day-light we prepared to put our plan in execution: some of the larger spars were placed together, and great hopes were entertained that we should succeed. The eventful moment of launching the raft through the surf came; but it brought only disappointment; a few moments destroyed a work that some of our strongest men had been labouring at for hours, yet this was not sufficient for the few who were become from this disappointment absolutely desperate. Five men resolved to trust themselves to a few small spars they had weakly lashed together, on which they had scarcely room to stand, and, bidding us farewell, they launched out into the sea: in a short time we had the grief to see those poor fellows swept away by the current, which they did not know was so strong among those islands, and a few minutes took them for ever from our sight.

“Towards the afternoon, our whale boat again arrived, and the coxswain informed us, that he had found great difficulty in prevailing on the Greek

fishermen to trust themselves in their boats; they were afraid of the weather, and would not permit our own men to take their boats without them: he gave us hopes that the next day, *if the weather remained fine*, they might be induced to fetch us: he spoke of the fatigues he had undergone, and the sorrow he had experienced in not yet relieving us. While he was relating these circumstances, twelve or fourteen of our men plunged themselves into the water, and very nearly reached the boat: two got so far that they were taken in, one man was drowned, and the rest providentially again reached the rock. The coxswain saw the danger of his situation, and immediately left us. How we envied those two men who had escaped; but those who returned were very justly censured for the step they had taken: had they accomplished their object in reaching the boat, they certainly would have swamped her, and then our fate would have been determined for ever. The events of this day entirely occupied our minds, but it increased our weakness. Toward evening, the writer of these pages found himself fast approaching to annihilation; his eyesight began to fail; his senses were confused; and his strength was most visibly exhausted: he turned his eyes on the setting sun, perhaps the last sun he was ever again to witness—he was struck with unutterable grief. This last night of our miserable situation passed, without his being scarcely sensible of its events; and he cannot but feel gratitude to an Almighty Providence in escaping from such a night of danger. He was astonished in the morning to find himself alive, and more particularly when he found that several very strong men had fallen in the night. We were reflecting on their fate, and considering this day as the last of our lives, when unexpectedly the cry of *The boats are coming!* was heard: now does language fail in relating the extravagant joy that possessed us; the little blood we had left, rushed to our hearts at the long expected moment of relief. Our little boat with four large fishing vessels was very near us, and shortly after the crew landed: they brought with them a large quantity of water, of which they suffered us to drink most plentifully. Ah! little did we before this moment know, how many blessings we had enjoyed in simply possessing fresh water; more delicious than the finest wines, more grateful than it is possible to convey an idea of. We trust that our prayer of thanksgiving reached the throne of God.

“Anxious to leave a spot on which so many of our dear friends had terminated a life of sufferings, we eagerly prepared for our departure for the island of Cerigotto; where we arrived about six o'clock in the evening, after passing six days from the night before the ship struck: until the following Saturday at noon, we had not taken the least kind of sustenance, unless the little we had with so much disgust received might be called so, and it was not every one that partook of it. It undoubtedly was an unparalleled instance of a most miraculous deliverance, and of a series of sufferings scarcely credible. Had we been left until the next day, very few would have survived to tell the melancholy tale: our loss amounted to

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fifty-eight men, out of 122, the number on board at the time of our shipwreck, of which eighteen, as we supposed, were drowned when the ship struck : five were lost on the small raft, one was drowned in trying to get to the boat, and thirty-four perished by famine."

Mr. Nesbitt, who was then second lieutenant of the *Nautilus*, obtained a commander's commission in Jan. 1809; married, in 1811, Maria, youngest daughter of William Fisher, Receiver-General for the county of Norfolk; and died, we believe, in the year 1824.

GEORGE HALSTED, Esq.

BROTHER to Admiral Sir Lawrence W. Halsted, K.C.B. He was made a lieutenant in 1796, and promoted to the rank of commander in Jan. 1809.

WILLIAM BISSELL, Esq.

WAS the son of a clergyman, and a native of Tattenhall, in Cheshire. His younger brother, Captain Austin Bissell, an eminently distinguished officer, perished in the *Blenheim 74*, bearing the flag of Sir Thomas Troubridge, on his return from Madras to the Cape of Good Hope, in Feb. 1807.

This officer entered the navy as midshipman on board the *Inflexible 64*, Captain Rowland Cotton, with whom he sailed to the relief of Gibraltar, in Mar. 1781 : he was also in the same ship under the command of Captain the Hon. J. Chetwynd, in the last action between Sir Edward Hughes and Mons. De Suffrein, fought off Cuddalore, in the East Indies, June 20th, 1783. On his return to England, he joined the *Culloden 74*, then commanded by Captain Cotton; and we subsequently find him serving in the *Fortune* sloop, *Orion 74*, *Porcupine 24*, *Victory* first rate, and *Winchelsea* frigate. In the beginning of 1790, he was entrusted with the command of a small cutter, borrowed from the Commissioners of the Irish Revenue, and employed as a tender to the *Porcupine*; on the 18th May in the same year, he was severely

wounded in a rencontre with a large armed smuggling lugger; and in July 1794, he received the subjoined testimonial: on the 22d of the same month, he was promoted to the rank of lieutenant.

"These are to certify that Mr. William Bissell served as midshipman on board H. M. S. Orion, under my command, in Admiral Earl Howe's engagements with the French fleet, on the 29th May and 1st June, 1794, in both which actions he distinguished himself by spirited exertions and officer-like conduct. (Signed) "JOHN T. DUCKWORTH."

Mr. Bissell's first appointment, as lieutenant, was to the Gibraltar 80, Captain John Pakenham, which ship formed part of the fleet under Vice-Admiral Hotham, in the action off Frejus, July 13th, 1795. He was likewise present at the battle of Camperdown, having been appointed to the Montagu 74, Captain John Knight, a short time previous to that memorable event. In Oct. 1800, he commanded the boats of that ship at the capture and destruction of thirteen French vessels, in Port Danenne; and three others at the entrance of the Loire: the former was described, by Earl St. Vincent, to be "a meritorious piece of service;" and, in reporting the latter exploit, Captain Knight, after alluding to the position of the enemy's vessels, powerfully protected as they were, in the broad face of day, says, "the boats of the Montagu, with great intrepidity and alacrity, brought them out." Other services in which Lieutenant Bissell participated are noticed in p. 354 *et seq.* of Suppl. Part III.

In 1801, this officer was appointed first of the Donegal 80, Captain Sir Richard J. Strachan; and he continued to serve in that ship, under Captain (now Sir Pulteney) Malcolm, until Dec. 1805; when he was removed, on his own application, to the Powerful 74, Captain Robert Plampin, then off the Canary Islands, and destined to the East Indies. But for this removal he would have been present in Sir John T. Duckworth's action, at St. Domingo, Feb. 6th, 1806.

Shortly after the arrival of the Powerful in India, Mr. Bissell was taken ill; and whilst an inmate of the hospital, at Madras, he received the lamentable tidings of his gallant brother's unhappy fate, by which all his hopes of obtaining

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promotion on that station were extinguished. He returned home in the *Salcette* frigate, early in 1808; and subsequently served as first lieutenant of the *Brunswick* 74, Captain Thomas Graves, on the Baltic station.

In the beginning of 1809, the *Brunswick* was beset with ice, and repeatedly driven into very shoal water; on her arrival in Yarmouth roads, she had not a gun or shot on board, the only anchor at her bows wanted a fluke, and she had but one ton of water remaining. In the postscript to Lord Gambier's official despatch, reporting the result of an attack upon a French squadron in the road of Isle d'Aix, April 11th, 1809, we find the following mention made of Lieutenant Bissell:—

"Since writing the foregoing, I have learnt that the Hon. Lieutenant-Colonel Cochrane, and Lieutenant Bissell, of the navy, were volunteers in the *Imperieuse*, and rendered themselves extremely useful; the former by commanding some guns on the main-deck, and the latter in conducting one of the explosion vessels."

The vessel thus alluded to contained about 1500 barrels of gunpowder, started into puncheons placed end-upward, fastened to each other by hawsers wound round them, and joined together with wedges, having moistened sand rammed down between them, so as to render the whole, from stem to stern, quite solid, and thereby increase the resistance: besides which, on the top of this mass of gunpowder, lay between 300 and 400 charged shells, and nearly as many thousands of hand grenades. She appears to have been ignited when within less than three-quarters of a mile from the enemy's line: how near to it she exploded, and what effect the blast produced, the French themselves are the most competent to state.

For his gallant conduct on this occasion, Lieutenant Bissell was promoted to the rank of commander, and his commission dated back to April 11th, 1809. He subsequently commanded the *Savage*, of 16 guns; and was dismissed from that sloop, by the sentence of a court-martial, for running her ashore at Guernsey, in Jan. 1814. He died at Kentish Town, near London, Mar. 31st, 1826:

WILLIAM ROBERT SMITH, Esq.

WAS made a lieutenant in 1799; and promoted to his present rank, for conducting an explosion vessel into the road of Isle d'Aix, April 11th, 1809, at which period he was first lieutenant of the *Theseus* 74. He subsequently commanded the *Shearwater* sloop, on the Mediterranean station.

THOMAS GOLDWIRE MUSTON, Esq.

OBTAINED his first commission in July 1804; served as lieutenant under Sir James Saumarez and Lord Gambier, in the *Victory* and *Caledonia*, first rates, on the Baltic and Channel stations, and was promoted to the rank of commander, for conducting an explosion vessel into the road of Isle d'Aix, April 11th, 1809. He married, in 1816, Susanna Eliza, daughter of Nathaniel Godbold, of London, Esq.

HENRY JONES, Esq.

WAS made a lieutenant in Nov. 1805; and served as such under Sir Robert Stopford, in the *Spencer* 74 and *Cæsar* 80. He was made a commander, for conducting a fire-vessel into the road of Isle d'Aix, April 11th, 1809. This officer died, June 20th, 1829, aged 47 years.

WILLIAM HEXT, Esq.

SECOND son of the late Francis John Hext, Esq. formerly an attorney-at-law, but latterly residing at Tredethy, near Bodmin, co. Cornwall, [an estate he possessed in right of his wife, Margaret, daughter of E. Lang, of Plymouth, co. Devon, Esq.], and a junior branch of the family of the same name, settled at Lostwithiel and Trenarren, near St. Austle.

This officer was born at Bodmin, July 5th, 1780; and received as midshipman on board the *Russel* 74, by that distin-

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guished character, the late Rear-Admiral John Willet Payne, in 1793. He was consequently present at the defeat of the French republican fleet, on the glorious 1st of June, 1794; and, under the command of Captain Thomas Larcom, an officer of equal merit, at the capture of three ships of the line, near l'Orient, June 23d, 1795*. He afterwards served under Captain Payne, in l'Impetueux 74; the Hon. Robert Stopford, in the Phæton frigate; and Captains Sampson Edwards and Sir Edward Pellew, in l'Impetueux; of which latter ship he was appointed a lieutenant, Aug. 8th, 1799. His subsequent appointments were, in June, 1802, to the Clyde frigate, Captain John Larmour, on the North Sea station;—May, 1804, to the command of the Sheerness, hired armed cutter, employed off Brest;—and, Jan. 1805, to be senior lieutenant of the Santa-Margaritta frigate, Captain Wilson Rathborne, under whom he assisted in capturing four French line-of-battle ships, on the 4th Nov. following†. In the beginning of 1808, he sailed for India, as passenger on board the Barracouta sloop; and on his arrival at Madras, joined the Culloden 74, bearing the flag of Sir Edward Pellew, then commander-in-chief on that station, where he also served for some months as first lieutenant of the Blanche frigate, Captain George Bell. In Jan. 1809, he was appointed acting commander of the Wilhelmina, hospital-ship at Pulo-Penang, where he continued until Feb. 1810. His commission as commander bears date April 28th, 1809.

After his supersession in the command of the Wilhelmina, the subject of this sketch returned home in an Indiaman, and was not again employed until June, 1813, when he was appointed to the Vesuvius bomb, but ordered to assume the *pro-tempore* command of the Unicorn frigate, and to assist Captain John Hancock, of the Nymphen, in escorting the outward bound trade to Portugal; after which he proceeded, with some merchantmen under his convoy, to Gibraltar. His subsequent services in the Gironde river were most highly

* See Vol. I. Part I. p. 246 *et seq.*

† See Vol. II. Part II. p. 742.

spoken of by the late Sir Charles Penrose, and have been briefly noticed at p. 287 *et seq.* of Suppl. Part II.

Commander Hext married, in Sept. 1812, Barbara, youngest daughter of the late James Read, M. D., of Tremear, near Bodmin, and sister to Lieutenant John Read, R. M., who was killed at the attack upon Cayenne by Sir James Lucas Yeo, in 1809. His eldest and only surviving brother, the Rev. F. J. Hext, is rector of Helland, near Bodmin. The next, Samuel, a major of the 83d regiment, who served with great credit in Egypt, under Abercrombie; throughout the peninsular war, under Wellington; and subsequently at the Cape of Good Hope and Ceylon; died after entering the River Thames, on his return home, in 1822. His youngest brother, Lieutenant George Hext, of H. M. S. Barrosa, a most promising young officer, was shot by a rifleman while leading the boats of that frigate to the attack of some American vessels. His eldest sister married the late Rev. C. Kendall, of Pelyn, near Lostwithiel, brother to the late Captain Edward Kendall, R. N.

THOMAS OLIVER, Esq.

OBTAINED his first commission, and commanded the *Berbice* schooner, at the Leeward Islands, in 1793; was wounded while serving as a lieutenant of the *Leyden* 68, at the unsuccessful attack made by Lord Nelson upon the *Boulogne* flotilla, in the night of Aug 15th, 1801; promoted to his present rank in Jan. 1806; and appointed to the command of the *Apelles* sloop, on the North Sea station, about Sept. 1808. He was attached to the expedition against *Walcheren*, in 1809; and we subsequently find him capturing a French privateer, of 18 guns and 56 men.

Mr. James, in his *Naval History*, Vol. III. p. 187, gives this officer the credit of having performed a "noble exploit," at *Mariel*, in the island of Cuba, April 5th, 1805; and follows up his error, by observing, in the succeeding page, that "the name of Thomas Oliver among the commanders of the year

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shows, that his conduct, as all similar conduct ought, excited the notice of those to whom the power belonged of dispensing rewards to the brave and meritorious." The service in question, *viz.* the storming of a tower, and cutting out of two vessels, laden with sugar, was performed in the manner Mr. James has stated, but under the directions of Lieutenant *James Oliver*, who did not obtain the rank of commander until Dec. 4th, 1813.

ALEXANDER KENNEDY (*a*), Esq.

WAS made a lieutenant in April, 1806; advanced to his present rank in June, 1809; and dismissed from the command of the Forrester sloop, by sentence of a court-martial, for disobedience of the orders of Rear-Admiral William Brown, commander-in-chief on the Jamaica station, April 26th, 1814. In the preceding year, while accompanying the trade from England, he assisted at the capture of an American privateer.

ROBERT TUCKER, Esq.

WAS born at Devonport, on the 7th Feb. 1769; and had his name entered on the books of the *Boyne 70*, commanded by the late Admiral Herbert Sawyer, in 1777. We first find him serving in an hired armed vessel, the *Three Brothers*; and, in 1785, he appears to have joined the *Weazel* sloop, Captain (afterwards Sir Samuel) Hood, then employed in surveying the coasts and harbours within the limits of the Halifax station.

On the completion of this service, about May, 1788, Mr. Tucker was removed to the *Pegasus 28*, Captain (now Sir Herbert) Sawyer, on the Newfoundland station; which ship he left, in order to rejoin Captain Hood, who had been appointed to the *Juno 32*, in the summer of 1790. The ships in which he subsequently served, as midshipman and master's-mate, were the *Diana* frigate, Captain Thomas Macnamara

Russell; Dover 44, armed *en flûte*, Lieutenant ——— Drummond; Vengeance 74, Captain Sir Thomas Rich, Bart.; Berwick 74, successively commanded by Captains Sir John Collins, Knt., William Shield, George Campbell, William Smith, and Adam Littlejohn; and the Britannia, first-rate, bearing the flag of Vice-Admiral (afterwards Lord) Hotham, by whom he was promoted into the Courageux 74, Captain Augustus Montgomery, shortly after the action between the British and French fleets, off Genoa, in March, 1795*.

The Courageux was subsequently placed under the command of Captain Hallowell (now Sir Benjamin H. Carew), and Lieutenant Tucker was almost constantly employed in her boats, attacking the coasting trade to the westward of Toulon, skirmishing with gun-boats, and obtaining information from the shore. On several occasions we find him capturing and destroying vessels close to the enemy's batteries.

The melancholy fate of the Courageux has been recorded in p. 467 *et seq.* of Vol. I. Part II. We have here to add, however, that at the period when she was wrecked, Captain Hallowell and Mr. Tucker (then third lieutenant) were absent on duty; the first and second lieutenants sick; and the ship and all on board under the charge of a very young and inexperienced officer.

Subsequent to this disaster, Lieutenant Tucker joined the flag-ship of Sir John Jervis, by whom he was ordered to assist in bringing home the San-Josef, a Spanish first-rate, captured off Cape St. Vincent, Feb. 14th, 1797. We afterwards find him first-lieutenant of the Saturn 74; from which ship he followed the late Rear-Admiral Totty into the Invincible, of similar force.

On the 16th Mar. 1801, the latter ship sailed from Yarmouth Roads, for the purpose of joining the expedition sent against the Northern Confederacy; and she was proceeding with a fair wind, at the rate of nine knots, when she unfortunately struck upon Hammond's Knowl; both the master and the pilot having neglected to make allowance for a rapid

* See Vol. I. Part I. p. 340.

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tide then running to the eastward. In this situation she continued, beating heavily, for three hours, during which time many heavy stores were thrown overboard, and the pumps kept incessantly at work, until they became choaked and useless. The mizen-mast having fallen, the main-mast was then cut away, and the ship at length drifted over the bank into seventeen fathoms water. Night now approaching, an anchor was let go; and the pumps being again rendered efficacious, the water in the hold was soon reduced from ten to four feet: owing, however, to the master having stoppered the cable when only one-third had run out, and the rudder having been knocked away, she again struck the shoal about 10 P. M., and with such violence as to convince every one on board that she could not long hold together. At this awful juncture, a fishing-smack approached; and Rear-Admiral Totty, Mr. John Clyde (purser), four young midshipmen, and one boat's crew, succeeded in reaching her. During the night, four other boats were cut adrift with people in them, the whole of whom had the good fortune to get on board a merchant brig to leeward. On the following morning, at day-light, the flag of the commander-in-chief in Yarmouth Roads was seen; but, although a cutter had answered the first guns fired as signals of distress, and immediately stood for that anchorage, nothing could be discovered coming towards the Knowl. At 7 A. M., the Invincible once more drifted into deep water, and immediately began to sink head foremost. Lieutenants Tucker and Quash, two master's-mates, the boatswain, and a few seamen, then got into the launch, the only remaining serviceable boat, and were the happy means of saving nearly 120 persons: the total number of officers and men saved amounted to 193; that of the unfortunate sufferers to about 490.

After this sad catastrophe, Lieutenant Tucker accompanied Rear-Admiral Totty to the Baltic and West Indies, in the Zealous 74, and their old ship, the Saturn. On the 28th May, 1802, he was appointed acting captain of the Excellent 74, bearing the broad pendant of Commodore (now Sir Robert) Stopford; and we subsequently find him commanding

the *Hornet* and *Surinam*, sloops, in which latter vessel he was sent by Commodore Samuel Hood, to demand the liberation of two British officers, who had imprudently thrown themselves into the power of the brigands at St. Domingo, although instant death was the declared fate of every white person who should then venture to land within the space under their jurisdiction. Having, at the risk of his own life, and by the aid of many presents, ascertained, that one of those officers had been executed, and that the other had escaped to Port-au-Prince, Commander Tucker proceeded from the neighbourhood of Gonahives to Jacquemel, where he rendered such material assistance to the besieged French garrison as procured him most handsome letters of thanks from the commandant and principal inhabitants, the latter of whom concluded their address to him as follows :

"We beg you, Sir, to receive the thanks of all our fellow citizens, for your voluntary stay among us, and for your spontaneous offer daily to harass the insurgents, a measure so necessary towards the security of our women, children, and sick, and the further preservation of the town. We have seen with the most lively interest the effects of a proceeding so noble, and which, whilst it convinces us of the goodness of your private character, assures us at the same time of the union and good understanding between our respective Governments. We have the honor, Sir, to salute you with sentiments of the most perfect consideration.

(Signed by the Council of Select Men of the town of Jacquemel)

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The following *cruel* and *infamously false* charge is alleged against Commander Tucker, in James's *Naval History*, Vol. III. p. 411 *et seq.* :

"When, in the middle of the year 1803, intelligence of the declaration of war against Holland reached Port Royal, Jamaica, the 10-gun schooner *Gipsy*, acting Lieutenant Michael Fitton, was despatched to Curaçoa, to warn any British cruisers that might be lying there, of what had taken place, in order that they might provide for their safety. Arriving in the harbour of St. Ann, the *Gipsy* found at anchor there the 18-gun ship-sloop *Surinam*, Captain Robert Tucker. To this officer, in as secret a manner as he could, Lieutenant Fitton communicated the intelligence, and advised him immediately to get under weigh. 'No,' says Captain Tucker, 'I'll

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summon the fiscal to surrender the island to me.' In vain did the lieutenant represent the folly of such a proceeding; in vain did he point to the numerous batteries around the harbour: Captain Tucker went on shore, and made his proposal in form. The Dutch authorities had received no official account of the war; but they took the captain's word, and not only his word, but his sword, and his ship, and all that were on board of her. Knowing well what would happen, Lieutenant Fitton, in the mean time, had weighed and stood out; and the Gipsy was soon chased off the port by two armed vessels of superior force, which, in consequence of Captain Tucker's imprudence, had been despatched in pursuit of her."

In refutation of this statement, we shall first give an extract of a letter recently written by Lieutenant Fitton; and then lay before our readers Commander Tucker's own account of the causes which led to his detention and subsequent imprisonment.

"H. M. S. Agincourt, Devonport, 20th Nov. 1831."

"Sir,—I this day received yours of the 15th instant, informing me of a statement made in James's Naval History. I immediately sent for the volume to which you refer, and am sorry to find my name mentioned in an affair of which I never had any knowledge:—to the best of my recollection, *I never saw the Surinam; and never, till this day, did I know the name of her commander:—*THE HISTORIAN, THEREFORE, IS COMPLETELY IN ERROR. * * * * *

(Signed)

"MICH^L. FITTON."

"To Commander R. Tucker."

"On the second day after my departure from Jacquemel," says Commander Tucker, "the Surinam sprung her fore-top-mast, had all her lower-rigging stranded, and pitched with so much violence that the casks in the ground-tier literally fell to pieces, leaving all the other contents of the hold in dangerous motion. Thus circumstanced, I steered for Curaçoa, and was there busily employed in refitting my ship, when private information from the island of St. Thomas led me to believe that Great Britain and Holland would, ere long, be again declared enemies. I therefore redoubled my efforts; and, although not quite ready for sea, had warped the Surinam to the head of the harbour, in hopes of preventing any similar information reaching the Dutch governor, when a prize-schooner, in charge of Lieutenant Thomas Forrest, whom I had despatched to Commodore Hood, and who

was returning from that officer with orders for my future guidance, ran past me, and incautiously proceeded until she reached the government-wharf, when some of her late crew, who had so imprudently been afforded the opportunity, jumped on shore, and reported that the British had already commenced hostilities.

"On receiving the orders brought by Lieutenant Forrest, I instantly sent him back to his schooner, with directions not to remain a moment longer in the harbour; at the same time intimating my intention of immediately putting to sea; but before I could do so, the Surinam was hailed by a Dutch frigate, and threatened with instant destruction if she attempted to move; the forts and batteries were then evidently preparing to carry this menace into effect. I was soon afterwards sent for by the governor, who acquainted me that, according to affidavits then lying before him, Dutch vessels had been detained by the British squadron on the Leeward Islands station; but that if I would recal the schooner, and her commander would pledge his word and honor to the contrary, the Surinam should not be detained. This, as I then felt convinced, was merely a *ruse*, and I therefore considered it my duty likewise to dissemble: I accordingly professed to acquiesce; but instead of recalling Lieutenant Forrest, I hailed the Surinam, directing that he should be ordered by signal to proceed to the commodore. There not being any possibility of effecting my escape, I now employed myself in taking plans of the forts and batteries, and in ascertaining the disposition of the inhabitants of St. Ann; transmitted all the information I acquired both to Sir John T. Duckworth and Commodore Hood; and was informed by those officers, that as soon as troops could be spared, an expedition would be sent against Curaçoa. My last despatches, however, were treacherously delivered into the hands of the Dutch governor, who immediately demanded the surrender of my ship, and ordered me to be confined in a room over the soldiers' barrack, the windows of which were level with a rampart, and watched by two sentinels. In the course of the same evening, two musket-balls were fired into this room, one of

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which struck a table that I had just before removed from. On the following day, my servant was informed by a Mr. Ricardo, captain of the burgher-guard, that if we were not very particular I should be poisoned. Several shot were afterwards fired into my prison-room, and had I not shifted my bed repeatedly, every night, some one or other of them would probably have proved fatal. On one occasion, I was threatened with confinement in a dungeon, and actually placed for a few hours in one, because I would not divulge the names of the inhabitants through whose hands I still contrived to send and receive letters. In this state of suspense I was kept for four months.

“ My men, I should observe, were sent to Jamaica soon after the surrender of the Surinam, the enemy hoping that an equal number of Dutch sailors would have been exchanged for them; instead of which, however, only a receipt for the number was returned; as I had pointed out to Sir John T. Duckworth the probability of H. M. late sloop being instantly sent to cruise against our trade. At length the enemy conceived it a good plan to send me, with my officers and the receipt, to Barbadoes; but in this instance likewise they were unsuccessful. Finding no man-of-war at that island when we arrived there, I however took upon myself to send them back nine Dutch clergymen in lieu of us; and I have the satisfaction to add, that, when tried by a court-martial, I was acquitted of all blame for the loss of the Surinam.”

CHARLES ALLEN, Esq.

Is descended from Captain William Allen, of the Bonaventure 50, who, in 1696, retook the British settlements in Hudson's Bay; and, on his return home, was mortally wounded in action with a French private ship of war. A medal which he obtained from Pope Innocent II. is now in the possession of Commander Allen, whose grandfather died captain of the Mary yacht, in 1752; and whose father, the late William Allen, Esq., was many years in the Stamp

Office, Somerset Place, and a Director of Greenwich Hospital.

The subject of this sketch was born at Blackheath, co. Kent, July 22d, 1779; and embarked as midshipman on board the *Diomedé* 44, Captain Matthew Smith, in May, 1793. On the 2d Aug. 1795, he suffered shipwreck, near Trincomalee*; and we subsequently find him serving under Captain Alan Hyde (afterwards Lord) Gardner, in the *Heroine* frigate, at the reduction of the Dutch settlements in Ceylon. On the 18th June, 1799, he was promoted from the flag-ship of Vice-Admiral Rainier, commander-in-chief on the East India station, into the *Victorious* 74, Captain William Clark, with whom he returned home in 1803†. His next appointment was to the *Spencer* 74, Captain the Hon. Robert Stopford; which ship he was obliged to leave, in consequence of receiving a severe injury, which rendered him incapable of serving afloat for upwards of two years. In Jan. 1806, he was appointed to the signal station at Selsea; and in the ensuing autumn, to the *Thetis* frigate, Captain (now Rear-Admiral) Gage, then employed as a cruiser in the North Sea. From Aug. 1807 until Sept. 1808, he was again on half-pay, owing to a violent attack of rheumatism; and from the latter period until his advancement to the rank of commander, he served under the flag of Lord Gardner, in the *Bellerophon* 74, Captain Samuel Warren, on the Baltic station. The service for which he was promoted is officially detailed at p. 369 *et seq.* of Suppl. Part III.; the thanks of his commander-in-chief were conveyed to him and his gallant companions, in a general memorandum of which the following is a copy:

"H. M. S. Victory, July 9th, 1809.

"The commander-in-chief cannot too highly extol the valiant conduct displayed by the officers and men belonging to part of the squadron under his orders, in the late attack made upon the enemy's flotilla, off Percola

* See Vol. II. Part I. p. 74.

† On her arrival in the chops of the channel, the *Victorious* encountered a severe gale of wind, and was obliged to bear up for Lisbon, where she was condemned and broken up.

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Poist, and the intrepid gallantry with which they boarded and brought off six gun-boats, carrying heavy metal, and a complement of men nearly double their numbers; he sincerely deplores the loss of Lieutenant Hawkey, of the Implacable, and of Lieutenant Stirling, of the Prometheus, with the other brave men who fell in the execution of this important service: so brilliant an achievement cannot but deeply impress the enemy with the superiority of the British navy, and the undaunted courage with which they are ever animated in the service of their King and Country.

"The commander-in-chief takes this opportunity of returning his sincere thanks to Lieutenant Allen, of the Bellerophon, and the other officers and men who so highly distinguished themselves on this occasion, which he requests Captain Martin will communicate to them.

(Signed) "JAMES SAUMAREZ."

Mr. Allen's commission as commander was dated back to July 7th, 1809, the day on which the above exploit was performed; but, wanting interest, he has ever since been unemployed.

JOHN WORTH, Esq.

OBTAINED the rank of commander in Aug. 1809.

WILLIAM MAY, Esq.

WAS made a lieutenant in 1798; presented with the Turkish gold medal for his services during the Egyptian campaign; and promoted to the rank of commander, on his arrival in England with despatches from Rear-Admiral Sir Richard J. Strachan, announcing the reduction of the island of Walcheren, in Aug. 1809; on which occasion he was recommended to the Admiralty "as an officer of merit." He married, Jan. 1st, 1814, Miss Flamark, of Newton-Abbott, co. Devon.

CHARLES BEECROFT, Esq.

A FOLLOWER of the heroic Sir W. Sidney Smith, to whose notice he was first introduced by the lamented Captain John Westley Wright, and with whom, after receiving a severe

wound, he was taken prisoner, near Havre, in April, 1796. He obtained the rank of lieutenant in 1802; and was most honorably mentioned by Sir Sidney, in his reports of the capture of the island of Capri, and the destruction of a Turkish squadron at the entrance of the Dardanelles, in May, 1806, and Feb. 1807. His commission as commander bore date Oct. 3d, 1809; and at the time of his decease, in 1825, he enjoyed a pension for his wounds, of £150 *per annum*.

HENRY CONYNGHAM COXEN, Esq.

WAS made a lieutenant in Nov. 1803; and advanced to the rank he now holds in Oct. 1809.

THOMAS CUNNINGHAM, Esq.

WAS made a lieutenant in 1765; and commander Oct. 25th, 1809, on which day His Majesty King George III. entered into the fiftieth year of his reign. This officer died in 1823.

JOSEPH HAYNES, Esq.

WAS made a lieutenant in 1771, and commander Oct. 25th, 1809. He died in 1828, aged 84 years.

GEORGE TURNBULL, Esq.

WAS made a lieutenant in 1774, and commander Oct. 25th, 1809. He died in the beginning of 1826.

JOHN WYBORN, Esq.

ENTERED the navy in 1793, as midshipman on board the *Savage* sloop, on the Downs station; but left that vessel, and joined the *Ramillies* 74, Captain (afterwards Sir Henry)

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Harvey, early in 1794 : he was consequently present at the defeat of the French republican fleet, by Earl Howe, on the glorious 1st of June ; and he appears to have continued in the same ship, under Captains Sir Richard Bickerton and Bartholomew S. Rowley, on the Channel, West India, Newfoundland, and North Sea stations, until after the mutiny at the Nore, in 1797. He subsequently proceeded to the Cape of Good Hope, in the Lancaster 64, bearing the flag of Sir Roger Curtis. In 1800, he suffered very great privations, and narrowly escaped being devoured by the Caffres, on the east coast of Africa, whilst employed in conducting a prize from Mauritius to the Cape. On the 17th Jan. 1801, he was promoted by Sir Roger, into the Diomede 50, Captain the Hon. Charles Elphinstone (now Fleeming) ; and his appointment as lieutenant appears to have been confirmed by the Admiralty, on the 19th Nov. following. He shortly afterwards went to the East Indies, first of the Rattlesnake sloop, and remained there, in that vessel, and as senior lieutenant of the Sceptre 74, Captain (afterwards Rear-Admiral) Joseph Bingham, until 1808. Towards the end of that year, he was appointed to the Sirius frigate, Captain Samuel Pym ; but on the Sceptre being re-commissioned by Captain Bingham, in Mar. 1809, he rejoined that ship, and, as we have already shown, highly distinguished himself at the attack upon Flushing, in the months of July and August following*.

After the reduction of Walcheren, the Sceptre, then commanded by the late Vice-Admiral Ballard, was ordered to the West Indies ; and on the 18th Dec. 1809, Mr. Wyborn was again officially commended, for the prompt measures he adopted in destroying the batteries of Ance la Barque, in the island of Guadaloupe, after having assisted at the destruction of two heavy French frigates lying under their protection. For his conduct on this occasion, he was promoted to the rank of commander, by commission dated back to the day of the action. After the conquest of Guadaloupe, he returned home passenger on board the Cormorant store-ship,

* See Vol. II. Part II. note † at p. 907.

and was not able to obtain any further employment until 1819, when we find him appointed to assist in superintending the Ordinary at Sheerness.

THOMAS SWINNERTON DYER, Esq.

BROTHER to the late Colonel Sir John Swinnerton Dyer, Bart., a groom of the bedchamber to his late Majesty King George IV. when Prince of Wales.

This officer was made a lieutenant in 1793; and advanced to his present rank in Jan. 1810; previous to which he had commanded the Ready gun-brig. One of his daughters is married to J. S. Williams, Esq., late of the Bengal native cavalry; and another to the Rev. Richard William Kerly, A. M.

JOSEPH SIMMONDS, Esq.

COMMISSION as commander dated Mar. 7th, 1810.

GEORGE BROWN, Esq.

COMMISSIONS as lieutenant and commander dated Oct. 18th, 1804, and Mar. 7th, 1810.

JAMES ROBERT DALTON, Esq.

OBTAINED the rank of lieutenant in Nov. 1806, and a commander's commission on the 30th April, 1810.

WILLIAM HENRY SMITH, Esq.

WAS made a lieutenant in Dec. 1799; and promoted to the command of the Demerara sloop, on the West India station, May 2d, 1810. He died at Essequibo, of yellow fever, Mar. 9th, 1825, aged 41 years.

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HENRY NATHANIEL ROWE, Esq.

YOUNGEST son of the late Rev. Henry Rowe, LL. B. of Padnal Hall and Toby Priory, co. Essex, rector of Ringshall, in Suffolk, by Harriet, daughter of the Rev. Thomas Bland, vicar of Sittingbourn, co. Kent, and rector of Warley, in Essex. His grandfather, Nathaniel Rowe, of Eastworth House, Chertsey, co. Surrey, sailed round the world with Commodore (afterwards Lord) Anson, and was a nephew to Lord Bathurst, then High Chancellor of England. His more remote ancestor, Sir Thomas Rowe, was knighted in the field of battle, during the crusades, and from him branched the celebrated poet, Nicholas Rowe, who sang of Tamerlane, and whose mortal remains are entombed in Westminster Abbey.

This officer commenced his naval career at a very early age, under the auspices of Isaac Hawkins Browne, Esq., M. P. for Bridgenorth, by whom he was recommended to the protection of Captain Thomas Parr, commanding the flagship at the Great Nore, in 1798. He subsequently served under Captains Jeffery Raigersfeld, ——— Wright, and John Wight, in the *Hermes* and *Wolverene* sloops, on the North Sea and Channel stations; as supernumerary midshipman on board the *Andromeda* frigate, Captain James Bradby, with whom he proceeded to Martinique; as master's-mate of *l'Eclair* schooner, Lieutenant (afterwards Captain) Kenneth M'Kenzie; and as acting lieutenant of the *Guachapin* sloop, commanded by the same gallant officer, under whose orders he succeeded in cutting out many of the enemy's vessels, and assisted in capturing several French privateers, on the West India station. From thence he returned home passenger on board the *Arab* 20, bearing the broad pendant of Commodore the Hon. Robert Stopford, Mar. 7th, 1803. We next find him joining the *Impetueux* 84, Captain (now Sir T. Byam) Martin; from which ship he was appointed sub-lieutenant of the *Aimwell* gun-brig, stationed in Blackwater river, about the close of 1804. On the 19th Mar. following, he obtained the rank of lieutenant in the *Ajax* 80,

then commanded by Captain Christopher Laroche, but afterwards by Captain William Brown, in Sir Robert Calder's action with the combined fleets of France and Spain; by Lieutenant John Pilfold, at the memorable battle of Trafalgar; and by Captain the Hon. Henry Blackwood, in the expedition against Constantinople. The destruction of that ship by fire, in the night of Feb. 14th, 1807, has been noticed in p. 648 *et seq.* of Vol. I. Part II.

During the subsequent operations of the squadron under Sir John T. Duckworth, Lieutenant Rowe served as a volunteer on board the Windsor Castle 98, Captain Charles Boyles, which ship, when returning through the Dardanelles, was struck by several marble shot of great size, one in particular measuring six feet eleven inches in circumference: her total loss, however, did not exceed four men killed, and twenty, including Mr. William Jones, master's-mate, wounded.

Lieutenant Rowe's next appointment was to the Valiant 74, Captain James Young, then about to sail for Copenhagen, under the orders of Admiral Gambier. During the siege of that capital, he was placed in command of the Charles armed transport, attached to the advanced squadron, which vessel was blown up by a shell pitching into her magazine, whilst engaged with the Danish flotilla and land batteries, Aug. 31st, 1807. On this unfortunate occasion, Lieutenant Rowe had his leg shattered above the knee, his collar-bone broken, his body dreadfully lacerated, and his head and face so violently contused, as to be for some time bereft of sight. Thus mangled, he fell into the sea at a considerable distance from the spot where the explosion took place, and was in the act of sinking when a seaman caught hold of his hair and dragged him into a boat belonging to the Thunder bomb, on board of which vessel he underwent immediate amputation: the other sufferers by the same unlucky event were thirty in number, of whom the master of the transport and nine men were killed, and a mate of the Vallant (named Philip Tomlinson) and nineteen men wounded, the former mortally.

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On the 11th Jan. 1808, Lieutenant Rowe obtained a pension for his wounds, the present amount of which is 200*l.* per annum ; and when sufficiently recovered he was ordered out to the Leeward Islands on promotion. He accordingly proceeded thither in the Rosamond sloop, Captain Benjamin Walker ; and after serving for a short time in the Abercrombie 74, Captain (now Sir William Charles) Fahie, was advanced by Sir Alexander Cochrane to the command of the St. Christopher sloop, an appointment which appears to have been confirmed by the Admiralty, May 2d, 1810. After the reduction of Guadaloupe, he was removed to the Asp sloop, and sent home with despatches ; since which he has not held any appointment.

In 1819, Commander Rowe published a poetical work, entitled "Sacred Beauties ;" and he is now, we understand, employing his leisure hours on another, to be entitled "The Intellectual Globe," and addressed to William Lawrence, Esq. Professor of Anatomy, author of "The Natural History of Man."

This officer married Joanna, youngest daughter of Mr. Thomas Crew, and allied to a very respectable family in Cheshire, by which lady he has issue two sons and five daughters. His elder brother, John, died of yellow fever, in the West Indies, while serving as midshipman on board the Severn 44, Captain John Whitby.

HENRY WILDEY, Esq.

OBTAINED a lieutenant's commission in 1797 ; and commanded the Whiting schooner, fitted for throwing rockets, at the attack made upon the French squadron in the road of Isle d'Aix, April 11th, 1809. He was advanced to his present rank on the 8d May, 1810.

JAMES MOLINEUX, Esq.

OBTAINED his first commission in 1794 ; and served as a lieutenant of the Defence 74, Captain John Peyton, at the

memorable battle of the Nile ; and of the Windsor Castle 98, Captain Charles Boyles, in Sir Robert Calder's action with the combined fleets of France and Spain, July 22d, 1805. We next find him flag-lieutenant to Rear-Admiral Thomas Wells, at Sheerness, where he continued from the end of 1808 until promoted to the rank of commander, May 4th, 1810. The out-pension of Greenwich Hospital was granted to him in Nov. 1827.

PETER PROCTER, Esq.

WAS made a lieutenant in 1798 ; and presented with the Turkish gold medal for his services during the Egyptian campaign, in 1801. He appears to have been first of the Ajax 80, Captain the Hon. Henry Blackwood, when that ship was destroyed by fire, in the night of Feb. 14th, 1807 ; and we subsequently find him commanding the Thistle schooner, of ten 18-pounder carronades, with a complement of fifty officers, men, and boys ; in which vessel he captured the Dutch national corvette Havik, of ten guns, principally long 4-pounders, and fifty-two men, having on board a flag-officer, late lieutenant-governor and commander-in-chief at Batavia, and partly laden with spices and indigo, Feb. 10th, 1810. In the action which took place on this occasion, each party had one man killed ; and the Dutch admiral, and seven of his men, Lieutenant Procter, and six of the Thistle's crew, were wounded.

Mr. Procter was promoted to the rank of commander, whilst serving on the Halifax station, June 2d, 1810 ; and afterwards appointed to the Post-office packet Prince of Wales, which ship he had the misfortune to lose on the S. W. side of Heneaga, when proceeding with a mail from the Bahamas to Jamaica, July 19th, 1811 *. He subsequently commanded the Lady Wellington packet ; and died in Mar. 1826.

* See Nav. Chron. vol. xxvii, p. 47.

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HENRY THOMSON, Esq.

Was made a lieutenant in 1802; promoted to the rank of commander in June 1810; and appointed to the *Portia* sloop, in August, 1811. He died at Marseilles, Jan. 23d, 1827.

PETER GILES PICKERNELL, Esq.

OBTAINED his first commission in 1800; commanded the *Gallant* gun-brig, on the North Sea station, in 1809 and 1810; was advanced to his present rank July 4th in the latter year; and appointed to the Ordinary at Sheerness, under Captain Samuel Jackson, C. B. in Sept. 1823.

NATHANIEL BELCHIER, Esq.

OBTAINED the rank of lieutenant in 1794; served as such under Captain (now Sir Robert Waller) Otway, in the *Trent* 32; and commanded the boats of that frigate at the capture and destruction of a Spanish ship and three schooners, lying in shoal water, under the protection of a five-gun battery, at Porto Rico, in Mar. 1799. He afterwards served on the coast of Egypt, and was presented with the Turkish gold medal, in common with his brother officers. We next find him first of the *Thetis* frigate, Captain George Miller, by whom he is highly spoken of in an official letter addressed to the senior officer off Guadaloupe, reporting the capture of a French national corvette, *le Nisus*, and the destruction of the fortifications of the port of Des Hayes, Dec. 12th, 1809*. He was advanced to the rank of commander, while serving as first lieutenant of the *Neptune* 98, at the Leeward Islands, Oct. 21st, 1810.

This officer married, April 28th, 1803, the daughter of the Rev. Edward Bryant, of Newport, co. Essex; and became a widower in May 1830.

* See Suppl. Part II. pp. 201—203.

JOHN HOULTON MARSHALL, Esq.

OBTAINED the rank of lieutenant in 1794; and was first of the Naiad frigate, Captain William Pierrepont, at the capture of the Spanish national ship Santa-Brigida of 36 guns and 300 men, having on board 1,400,000 dollars, with a cargo of equal value, Oct. 18th, 1799*. We next find his name mentioned in an official letter addressed to Admiral Cornwallis, of which the following is a copy:

"Naiad, in Pontevedra Bay, May 17th, 1801.

"Sir,—The boats belonging to the Naiad and Phæton, manned by volunteer officers, seamen, and marines, under the direction of Lieutenant Marshall, highly distinguished themselves on the night of the 16th instant, by the capture of L'Alcudia, and destruction of El Raposo, armed Spanish packets, in the port of Marin, near Pontevedra, under the protection of a five-gun battery, 24-pounders, prepared to receive them. L'Alcudia, the largest, commanded by a very old lieutenant in His Catholic Majesty's service, was moored stem and stern close to the fort, and her sails had been sent on shore the preceding day. This service was undertaken from information that she was a corvette of 22 guns. I am happy to state, that four men only, belonging to the two ships, were wounded. I have the honor to be, &c. (Signed) "W. H. RICKETTS, Captain."

This officer was advanced to the rank of commander while serving as first of the Africa 64, in Oct. 1810; and had the misfortune to lose the Halcyon sloop, in Anato Bay, on the north side of St. Domingo. May 19th, 1814.

CHARLES CLYDE, Esq.

WAS made a lieutenant in 1794; and advanced to his present rank, whilst serving as first of the York 74, on the 21st Oct. 1810. He married, April 20th, 1818, a daughter of the Rev. William Milton, vicar of Heckfield, co. Hants.

* See Suppl. Part II. p. 475 *et seq.*

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THOMAS VIVION, Esq.

Son of the late Mr. Thomas Vivion, the senior purser in H. M. navy.

This officer was made a lieutenant in 1794 ; and commander, while serving as first of the Royal Sovereign 110, in Oct. 1810.

GREGORY GRANT, Esq.

Was made a lieutenant in 1795 ; and appears, by James's Naval History, to have been wounded in an action with the Cadiz flotilla, while serving in the boats of the Prince George 98, July 3d, 1797. He was promoted to his present rank from the Royal Oak 74, in Oct. 1810 ; appointed to the Drake sloop, on the Heligoland station, Mar. 12th, 1812 ; and subsequently sent to Jamaica.

ROBERT BENJAMIN YOUNG, Esq.

A SON of the late Lieutenant Robert Parry Young, R. N., whose only sister was the wife of the late Admiral John Brisbane.

This officer was born at Douglas, in the Isle of Man, Sept. 15th, 1773 ; and first went to sea, in the Cruiser cutter, about June 1786 ; between which period and Sept. 1794, he served in various line-of-battle ships, on the Channel and West India stations. At the latter date he was appointed acting lieutenant of the Thorn sloop, Captain (now Sir Robert Waller) Otway, who makes honorable mention of his spirited conduct in the action between that vessel and le Courier National, French corvette, ending in the capture of the latter, May 25th, 1795. He also distinguished himself on various occasions during the Carib war in the Island of St. Vincent, but particularly at the attack of Owia and Chateau-Bellair, the loss of which posts obliged the enemy to retire into the interior. On the former occasion, he commanded the party landed with

a detachment of H. M. 60th regiment, led the boats himself through a heavy surf, and had his hat and coat shot through, whilst proceeding to the assault. His first commission from the Admiralty, appointing him to the *Majestic* 74, bearing the flag of Sir John Laforey, and about to return home from the Leeward Islands, bears date Jan. 21st, 1796. He arrived in England on the 24th April following: and subsequently served under Captains Charles Lindsay and Richard Retalick, in *la Bonne-Citoyenne* sloop, on the Channel and Mediterranean stations. Whilst thus employed, he witnessed the battle off Cape St. Vincent, Feb. 14th, 1797; and assisted in capturing two French privateers, *le Pluvier* and *la Carnarde*. In Oct. 1798, he was removed, at Naples, to the *Colossus* 74, Captain George Murray; with whom he suffered shipwreck in St. Mary's harbour, Scilly, Dec. 10th following*.

Lieutenant Young's next appointments were,—in April 1799, to be first of the *Savage* sloop, Captain Norborne Thompson, then employed on the Boulogne station, and afterwards in occasional co-operation with the British forces at the Helder;—in 1802, to the *Goliah* 74, commanded by his first cousin, Captain (afterwards Rear-Admiral Sir Charles) Brisbane, under whom he assisted at the capture of *la Mignonne*, French corvette, near Cape Nicola Mole, St. Domingo;—Sept. 30th, 1803, to the *Windsor Castle* 98;—shortly afterwards to the *Foudroyant* 80;—and, Mar. 28th, 1804, to command the *Entreprenante* cutter. His exertions, as first of the *Goliah*, during, and after a midnight hurricane, in which that ship was laid on her beam-ends and dismasted, on her return home from the West Indies, appear to have been no less deservedly than highly praised; for we are informed, that on the very next day she was in full chase of, and succeeded in recapturing, a merchantman of considerable value. It was in the storm to which we allude, that the *Calypso* sloop, Captain W. Venour, then under the orders of Captain Brisbane, was run down and sunk by one of the homeward bound convoy; not an individual on board of either escaping.

* See *Nav. Chron.* I. 86.

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The *Entreprenante*, after having had the honor of attending on King George III., at Weymouth, in company with the *Crescent* and *Æolus* frigates, was employed in escorting supplies to the blockading squadrons off l'Orient and Havre, near which latter port she made several captures. In July 1805, she was attached to the Mediterranean station ; and on the day previous to the ever memorable battle of Trafalgar, Lieutenant Young received directions to keep close to Nelson's flag-ship, the heroic chief having resolved to send him home with the account of his justly anticipated victory. Towards the close of that celebrated engagement, a French 74, l'*Achille*, caught fire, and, in about an hour afterwards, exploded ; but not before the *Entreprenante*, in conjunction with the *Pickle* schooner, and the boats of the *Prince George* and *Swiftsure*, had succeeded in rescuing about 200 of the unfortunate enemy. This, we should observe, was a most dangerous, and, to Lieutenant Young, an expensive service ; l'*Achille*'s guns, when heated, discharging their contents ; and humanity prompting him to distribute among the captives the whole of his linen, wine, and other necessaries, for which he never received the least remuneration. During the tremendous gale that immediately ensued, the *Entreprenante*, although crowded with prisoners, and in the greatest distress for want of water, was indefatigable in ascertaining, and correctly reporting the position of the prizes, one of which, the *Bahama* 74, would have been run into Cadiz but for her timely telegraphic intelligence. Instead, however, of being sent to England, according to the deceased hero's intention, Lieutenant Young was ordered to convey the duplicate despatches to Faro ; and, consequently, instead of obtaining preferment, and the usual handsome donation, all that he received was a sword, value one hundred guineas, presented to him by the Committee of the Patriotic Fund. In 1806 and 1807, he was almost incessantly employed in watching the enemy's fleet at Brest, a service of the most arduous nature. In 1809, after having been indulged with a few months' relaxation, for the recovery of his health, he was appointed first lieutenant of the *Ulysses* 44, Captain the Hon. Warwick Lake ; and he appears to have been the senior offi-

cer of his rank employed in flat-bottomed boats during the Walcheren expedition. On the termination of that service, he was removed to the Princess Caroline 74, Captain Charles Dudley Pater; under whom he was serving, in the Gulf of Finland, when promoted to his present rank, Oct. 21st, 1810. Since that period he has most reluctantly continued on half-pay.

This officer married in Mar. 1810, and has issue three sons and two daughters. His grandfather died first lieutenant of the Cumberland 66, bearing the broad pendant of Commodore Pocock, on the East India station, in 1755. His paternal uncle, James Young, Esq. was a lieutenant-colonel of marines: and his brother, Lieutenant John James Young, R. N. died afloat in the year 1796.

WILLIAM RICHARD BAMBER, Esq.

OBTAINED a lieutenant's commission in 1796; and commanded the Bouncer and Havock, gun-brigs, between 1801 and 1810. He was promoted to his present rank on the 21st October in the latter year; appointed to the Imogene sloop, Oct. 7th, 1813; and employed in the Ordinary at Portsmouth between 1825 and 1828. His eldest son, a midshipman of the Hyperion frigate, was drowned off Monte Video, Jan. 6th, 1820.

HENRY DAVIS, Esq.

WAS made a lieutenant in 1796; promoted to his present rank, whilst serving as first of the Venerable 74, Oct. 21st, 1810; and appointed to the Ordinary at Portsmouth, in 1822.

HYDE JOHN CLARKE, Esq.

WAS made a lieutenant in 1797, and commander Oct. 21st, 1810.

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ALEXANDER ROSE, Esq.

Was made a lieutenant in 1797 ; presented with the Turkish gold medal, for his services during the Egyptian campaign, in 1801 ; and promoted to the rank of commander Oct. 21st, 1810. He died in 1826.

JAMES LEACH, Esq.

Was born at Deal, in Kent, Oct. 16th, 1778 ; and sent to France, at a very early age, in order to acquire the language of that country. He commenced his naval career in Aug. 1790 ; and served until the breaking out of the French revolutionary war, as midshipman on board the Cockatrice, of 14 guns, Captain Walter Locke ; Pomona 28, Captain Henry Savage ; and Kite 14, Captain William Lamb. He was in the Alfred 74, Captain John Bazely, at the great battle of June 1st, 1794 ; in the Blenheim 90, commanded by the same officer, at the destruction of l'Alcide 74, in the vicinity of Toulon, July 13th, 1795 ; in le Censeur 74, Captain (now Sir John) Gore, when that ship was taken by an enemy's squadron, under Mons. Richery, after a most obstinate defence, Oct. 7th following ; in the Isis 50, Captain Robert Watson, during the mutiny at the Nore ; and in the same ship, acting as lieutenant, under the command of Captain William Mitchell, at the defeat of the Dutch fleet, near Camperdown, Oct. 11th, 1797. For his conduct on the two latter occasions, he was promoted into the Albatross sloop, Captain George Scott, on the 18th of the ensuing month.

After a short period, Lieutenant Leach was removed to the Isis, at the particular request of Captain Mitchell ; and we subsequently find him serving under the late Lord Collingwood, in the Triumph 74, off Brest. His next appointment appears to have been to the Falcon 14, which sloop was converted into a fire-vessel, and sent with three others to attempt the destruction of four French frigates, in Dunkirk roads ; an enterprise already noticed under the head of Cap-

tain Patrick Campbell *. Between July, 1800, and Nov. 1801, he commanded the hired armed vessels Thetis and Earl Spencer. After the renewal of hostilities, in 1803, he was successively appointed to raise seamen at Lynn, in Norfolk; to serve under Captain Richard Grindall, in the Prince 98; to command the Jennet cutter; to assist in training the Topsham district of Sea-Fencibles; to be a lieutenant of the Audacious 74, Captain (now Admiral) Lawford; and to command the Prince Frederick, convalescent-ship, and, July 30th, 1806, the Milbrook schooner, which vessel was wrecked on the Burlings, near Lisbon, Mar. 26th, 1808. Previous thereto, he had received the following handsome testimonials from the British Factory at Oporto :

“September 2d, 1807.

“Dear Sir,—I have herewith the pleasure to send you a copy of the resolution taken at a general meeting of the Factory on the 31st ultimo, with a bill for the purchase of the token therein mentioned.

“To this public testimony of the deserved esteem in which you are held by all your countrymen here, I beg leave to add the assurance of my personal regard and most friendly consideration. I shall be at all times happy to be in any shape useful to you, in this part of the world; and with my best wishes for your health and happiness, I am, dear Sir, your most faithful, humble servant,

(Signed) “WILLIAM WARRE, Consul.”

(ENCLOSURE).

“Resolved,—That Mr. Consul be requested to convey our hearty thanks to Lieutenant Leach, commander of H. M. schooner Milbrook, for the effectual protection he hath afforded to our trade, as well as to the trade in general of this port, during the time of his being stationed here; and together with the assurance of our best wishes for his health and happiness, to beg his acceptance of a piece of plate, of the value of 50*l.*, as a token of our regard, and of the high sense we have of his professional merit.”

(Signed by the Consul, by Richard Pennell, Esq.
the Treasurer, and by the heads of fourteen
mercantile firms).

Copies of these documents, together with a letter signed by most, if not all, of the masters of merchant vessels then employed in the Oporto trade, were transmitted to the under-

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

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writers at Lloyd's, and by them laid before the Lords Commissioners of the Admiralty. The court-martial by which Lieutenant Leach was necessarily tried, for the loss of the *Milbrook*, not only acquitted him of all blame, but deemed his conduct highly meritorious and praiseworthy; and the crew of that vessel, in order to evince their esteem and gratitude, requested his acceptance of a sword, value fifty guineas.

We next find Lieutenant Leach proceeding in the *Black Joke* lugger, to the coast of Spain, on a special service; and afterwards commanding the *Desperate*, mortar-vessel, on the Downs station. He served as an agent for transports during the Walcheren expedition, in 1809; obtained the command of the *Arrow* schooner, on his return from the Scheldt; and was advanced to the rank of commander in Oct. 1810. Between Sept. 1814 and Dec. 1815, he commanded the *Martial* sloop, successively employed on the Irish, West India, and Channel stations. From June 1825 until July 1828, he assisted Captain John Bowker and his successor, in superintending the Ordinary at Plymouth.

Commander Leach died at his native place, Deal, Aug. 22d, 1831. He was twice married; but left no issue.

JOHN CARTWRIGHT, Esq.

(Better known as Major Cartwright, the celebrated political agitator).

THIS officer was descended from a family, the head of which represented the borough of Retford, during the reign of Charles I. One of his brothers, Charles Cartwright, Esq., was author of "*A Journal of Transactions and Events during a Residence of nearly sixteen years on the coast of Labrador*," 3 vols. 4to. published in 1793; and another, the Rev. Edmund Cartwright, D. D., rector of Goadby Merwood, co. Leicester, and prebendary of Lincoln, a gentleman of extraordinary mechanical talents, and author of several works.

Mr. John Cartwright was born, we believe, at Marsham, co. Nottingham, in 1740; and entered the royal navy just in

time to witness the demolition of Cherbourg, by the forces under Lieutenant-General Bligh and Commodore Howe, in August, 1758 *. He was likewise present, and behaved well, at the battle between Hawke and De Conflans, near Quiberon, Nov. 20th, 1759. After attaining the rank of lieutenant, we find him proceeding to Newfoundland, in the *Guernsey* 50, bearing the broad pendant of Commodore Hugh Palliser, by whom he was appointed to the command of a cutter on that station, in 1766. About four years afterwards, he went on half-pay, and began to write political pamphlets. In 1775, he became major of the Nottingham militia; and in the following year, declined serving at sea under Lord Howe, because he disapproved of the American war. On account of his repeated attendance at seditious meetings, his right of succession to the vacant lieutenant-colonelcy of the above regiment was, on five successive occasions, set aside by the Duke of Newcastle, then lord-lieutenant of the county; and he was at length finally dismissed from that corps, in 1792. From this period, down to the day of his death, in 1824, he was continually before the eye of the public, as the most indefatigable of all the preachers of radical reform, annual parliaments, and universal suffrage.

It is a singular fact, that, on the 25th Oct. 1809, nearly forty years after he had quitted the navy, this gentleman's promotion to the rank of commander was announced in the *London Gazette*. We shall here give a list of the principal of his printed works, which, exclusive of innumerable contributions to newspapers and magazines, amount to at least fifty volumes octavo.

"American Independence the Interest and Glory of Great Britain," 8vo. 1774.—"A Letter to Edmund Burke, Esq. controverting the Principles of Government laid down in his Speech of April 9th, 1774," 8vo. 1775.—"Take your Choice, Representation and Respect, Imposition and Contempt, Annual Parliaments and Liberty, Long Parliaments and Slavery," 8vo. 1776, (reprinted in 1777, under the title of, "The Legislative Rights of the Commonalty Vindicated.")—"A Letter to the Earl of Abingdon,

* See Vol. I. Part I. p. 155 *et seq.*

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discussing a Position relative to a Fundamental Right of the Constitution, contained in his Lordship's Thoughts on the Letter of Edmund Burke, Esq." 8vo. 1777.—"The People's Barrier against undue Influence and Corruption," 8vo. 1780.—"Give us our Rights," (a letter to the electors of Middlesex), 8vo. 1782.—"Internal Evidence; or an Inquiry how far Truth and the Christian Religion have been consulted by the Author of 'Thoughts on a Parliamentary Reform *,'" 8vo. 1784.—"Letter to the Duke of Newcastle, respecting his Conduct in the Disposal of Commissions in the Nottingham Militia," 8vo. 1792.—"Letter to a Friend at Boston, and to all other Commoners who have associated in support of the Constitution," 8vo. 1793.—"The Commonwealth in Danger; with an Introduction containing Remarks on some late Writings of Arthur Young," 8vo. 1795.—"A Letter to the High Sheriff of the County of Lincoln, respecting the Laws of Lord Grenville and Mr. Pitt, for altering the Criminal Law of England respecting Treason and Sedition," 8vo. 1795.—"The Constitutional Defence of England, Internal and External," 8vo. 1796.—"An Appeal on the Subject of the English Constitution," 8vo. 1797; enlarged and reprinted in 1799.—"A Letter to the Electors of Nottingham," 8vo. 1803.—"England's Ægis; or the Military Energies of the Empire," 2 vols. 12mo. 1803-6.—"The State of the Nation, in a Series of Letters to the Duke of Bedford," 8vo. 1805.—"Reasons for Reformation," 8vo. 1809.—"The Comparison; in which Mock Reform, Half Reform, and Constitutional Reform, are considered," 8vo. 1810.—He was also the author of several papers in "Yeung's Annals of Agriculture."

The subject of the foregoing sketch married, in 1780, the eldest daughter of Samuel Dashwood, of Wells, co. Lincoln, Esq.

CHARLES BENNETT, Esq.

Was made a lieutenant in 1797; and served under Captain (now Sir Charles) Tyler, in the Tonnant 80, at the memorable battle of Trafalgar; towards the close of which he boarded and took possession of the French 74 Algésiras. On the evening of the following day, the perilous situation of that ship compelled him to liberate his prisoners, by whom he was carried into Cadiz, with about fifty of the Tonnant's crew, the whole of whom, however, were allowed to return to the

* Soame Jenyns.

British fleet in a frigate sent out to receive the wounded Spaniards found on board the prizes. His commission as commander bears date Oct. 21st, 1810.

JOHN NORTON, Esq.

WAS born at Yarmouth, co. Norfolk, April 15th, 1771; and appears to have entered the navy in 1789. We first find him serving under Sir Richard J. Strachan, in the *Phoenix* frigate, on the East India station*; and next in the *Alexander* 74, commanded by the late Sir Richard Rodney Bligh, with whom he was taken prisoner and carried into Brest, in Nov. 1794†. On his return from captivity he joined the *Topaze* frigate, Captain Stephen George Church; and on the 28th Aug. 1796, assisted at the capture of *la Elizabet*, French frigate, near Cape Henry, on the coast of America. His promotion to the rank of lieutenant took place in 1799; and he was afterwards successively appointed to the *Resolution* 74, Captain the Hon. Alan Hyde Gardner, with whom he sailed for the West Indies, Feb. 7th, 1802;—to the *Trent* 36, bearing the flag of Admiral Lord Gardner, at Cork, in 1804;—to the command of the *Frisk* cutter, in 1805;—and to the *Fame* 74, Captain Richard H. A. Bennet, fitting out for the Mediterranean station, in May, 1807. Whilst in the *Frisk*, he assisted at the capture and destruction of a three-gun battery, situated on *Pointe d'Equillon*, in the *Pertuis Breton*, and was highly commended, by Lord Cochrane, for his conduct on that occasion. He obtained the rank of commander in Oct. 1810, since which he has not been employed.

This officer married in 1803, and has issue one daughter.

* See Vol. I. Part I. p. 285.

† See p. 254 *et seq.* of this volume.

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WILLIAM KELLY (a), Esq.

WAS made a lieutenant in 1799; and promoted to the rank of commander, whilst serving as first of the Illustrious 74, Captain William Robert Broughton, Oct 21st, 1810. He died in 1824.

WILLIAM SLAUGHTER, Esq.

WAS made a lieutenant on the 18th Sept. 1806; and distinguished himself whilst serving as third of the *Amphion* frigate, Captain William Hoste, at the capture and destruction of an enemy's convoy, moored in a strong position under a battery of four 24-pounders, in sight of the Italian squadron at Venice. The official details of this "very gallant and well-conducted" enterprise will be found under the head of Captain Charles G. R. Phillott, in Suppl. Part IV. The service for which Mr. Slaughter was promoted to his present rank, Nov. 21st, 1810, is thus described in the London Gazette:—

"Amphion, Gulf of Trieste, June 29th, 1810.

"Sir,—A convoy of several vessels from Trieste were chased into the harbour of Grao by the boats of the *Amphion* yesterday morning, and the officer (Lieutenant Slaughter), on his return, reported that they were laden with naval stores for the arsenal at Venice. As the Italian Government are making great exertions at the present moment to fit out their marine at that port, the capture of this convoy became an object of importance; and I was the more induced to attempt it, as its protection (it was said) consisted only in twenty-five soldiers stationed at Grao, an open town in the Friule; the sequel will shew that we were deceived both as to the number of the garrison and the strength of the place; and if I should enter too much into detail in relating to you the circumstances attending its capture, I trust, Sir, you will consider it on my part as only an anxious desire to do justice to the gallant exertions of those who were employed on the occasion.

"The shoals of Grao prevent the near approach of shipping of burthen; the capture of the convoy therefore was necessarily confined to boat service, and I telegraphed to H.M. ships *Cerberus* and *Active* on the evening of the 28th, that their boats and marines should assemble alongside the *Amphion* by twelve o'clock that night. It fell calm in the early part of the even-

ing ; and conceiving, from our distance from Grao, that the boats of the Active (who was considerably in the offing) would not arrive in time, I wrote to Captain Gordon to request they might be sent immediately : I mention this, as it will account why that ship's boats and marines were not in the station assigned them in the attack, and that no possible blame can be imputed to the officers and men employed in them for their not being present, as distance alone prevented them. Captain Whitby, of the Cerberus, very handsomely volunteered his services on this occasion ; but I considered it as a fair opportunity for my second lieutenant (Slaughter), (the first lieutenant being absent, having been detached on other service in the barge the day before,) to distinguish himself, and he has fully in every way justified the confidence I had in him.

"The convoy were moored in a river above the town of Grao, and it was absolutely necessary to be first in possession of it. The defences of the town were two old castles, almost in ruins, with loopholes for musketry, and a deep ditch in their front, extending from one castle to the other. The boats from the Amphion and Cerberus put off from the ship about forty minutes past eleven, and the marines of both ships, under Lieutenants (Thomas) Moore and (Jeremiah) Brattle (of marines), and Lieutenant (James) Dickenson of the Cerberus, the whole under the command of Lieutenant Slaughter, landed without musket-shot to the right of the town before day-light, and instantly advanced to the attack, the launches with carronades under Lieutenant (Donat Henchy) O'Brien (third of the Amphion) accompanying them along shore. It had been intended that the Amphion's and Active's should have landed to the right of the town, and the Cerberus to the left ; but the former boats not arriving, Lieutenant Slaughter very properly took the Cerberus's with him, and left the gig to direct the Active's to the left ; of course they had much further to row, and, much to the regret of all, did not get on shore till after the place was taken. A very heavy firing commenced about dawn of day. The enemy considerably stronger than was imagined, and assisted by a numerous peasantry, kept up a very destructive fire upon our men whilst advancing, who purposely retired a little to the left, taking shelter under some hillocks, and what the unevenness of the ground afforded ; they were followed by the French troops, who, conceiving this to be a retreat on the boats, quitted their advantageous position and charged with the bayonet. It no longer became a contest to be decided by musketry ; they were received with the steadiness and bravery inherent in Englishmen. Both officers and men were personally engaged hand to hand, and out of the number killed of the enemy in this encounter, eight were bayonet wounds, which will convince you, Sir, of the nature of the attack.

"A struggle of this kind could not last long, and the French troops endeavoured, in great confusion, to regain their former position. They were closely pursued, and charged in their turn, which decided the business ; and the whole detachment of the enemy, consisting of a lieutenant, serjeant,

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and thirty-eight privates of the 81st regiment (all Frenchmen) were made prisoners, leaving our brave men in possession of the town, and thirty-five vessels laden with stores and merchandize. The Active's boats landed at this moment, to the left, and her marines, under Lieutenant Foley, were of great use in completely securing the advantages gained. Every exertion was now made to get the convoy out of the river; but it being almost low water, it was late in the evening before they could be got afloat, and much labour and fatigue was occasioned, being obliged to shift the cargoes into smaller vessels, to get them over the bar. About eleven o'clock in the forenoon, an attack was made on the town by a party of French troops coming from Maran, a village in the interior. The force nearest them, under Lieutenants Slaughter, Moore, and Mears, of the Active, instantly attacked, assisted by the launches in the river; and the enemy, finding all resistance ineffectual, after losing two killed, threw down their arms and surrendered. In this latter business, a lieutenant and twenty-two men of the 5th regiment of light infantry (all French troops) were made prisoners. The same intrepidity which had ensured success before, was equally conspicuous on this second occasion. About seven in the evening I had the satisfaction of seeing the whole detachment coming off to the squadron, which I had anchored about four miles from the town, directly the wind allowed, and every thing was secured by eight o'clock. A service of this nature has not been performed without loss; but every thing considered, it falls short of what might have been expected from the obstinate resistance met with. Lieutenant Brattle, of the royal marines, of the Cerberus, is severely wounded in the thigh, but will, I trust, recover. He has (with every officer and man in the party) distinguished himself greatly. No credit can attach itself to me, Sir, for the success of this enterprise; but I hope I may be allowed to point out those to whose gallant exertions it is owing: nor can I sufficiently express my thanks to the commanding lieutenant, Slaughter, who has on this, and on many frequent instances before, given proofs of courage and conduct, which merit every encouragement; and I beg leave to recommend him, in the strongest terms, to your consideration. He expresses himself in the handsomest manner of Lieutenant Dickenson, of the Cerberus, and Moore and Brattle, of the marines, and of every petty officer and man employed.

"It is hard to particularize where all distinguish themselves; but the conduct of Lieutenant Moore, who commanded the marines (till the Active's landed), is spoken of in such high terms by all, that I feel it a duty to mention him; and I do it in that confidence of his worth, which his exemplary behaviour, during five years' service together, has long insured him.

"Opportunities do not often occur where officers are personally engaged; but in the one I have endeavoured to describe, the commanding lieutenant, and his two gallant associates (Moore and Dickenson), owe their lives to their own individual bravery and strength. Indeed, the con-

duct of every one employed merits the warmest encomiums; and I regret I cannot have it in my power to particularize them.

"The vessels captured are chiefly laden with steel, iron, and merchandize. The prisoners in all are two lieutenants, two serjeants, and fifty-six privates, of the 5th and 81st regiments, which composed part of General Marmont's army, and distinguished themselves in the late war with Austria, at the battle of Wagram.

"I enclose returns of the killed and wounded, and have to regret four valuable marines amongst the former. I also forward the returns of officers employed on this service, with the vessels captured; and I have, &c.

(Signed)

"W. Hoste."

"To Admiral Sir Charles Cotton, Bart.

&c. &c. &c."

The loss sustained by the attacking party amounted to four men killed and eight wounded. The petty-officers, &c. employed under Lieutenant Slaughter, whose names are not given above, were Mr. Charles H. Ross, master's-mate; Messrs. Joseph Gape, Thomas Edward Hoste, Charles Bruce, and Cornwallis Paley, midshipmen; Mr. Samuel Jeffery, volunteer; and Mr. James Leonard Few, schoolmaster; of the *Amphion*: Messrs. John Miller, George Farenden, Joseph Stoney, George Fowler, William Sherwood, Charles Mackey, and Lewis Rollier, midshipmen; and Mr. John Johnson, gunner; of the *Cerberus*.

In Dec. 1812, Commander Slaughter was appointed to the *Archer* sloop, in which vessel he continued during the remainder of the war.

ROBERT RUSSEL, Esq.

Was made a lieutenant on the 1st Mar. 1805; and slightly wounded while commanding a sub-division of gun-boats, at the reduction of Flushing, in Aug. 1809. He obtained his present rank, together with an appointment to the *Cygnets* sloop, Jan. 3d, 1811; and lost that vessel, off Courantyn River, in 1815.

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WALTER FORMAN, Esq.

COMMENCED his gallant career in the royal navy on the 4th Feb. 1795 ; and served the whole of his time as midshipman, under the command of the present Admiral Sir Edward Thornbrough, G. C. B., in the Robust 74, Formidable 98, and Mars 74*. On the 10th Oct. 1801, he was promoted into the Ville de Paris, first-rate, bearing the flag of Admiral the Hon. William Cornwallis ; and in the beginning of 1802, he appears to have been removed into the Magnificent 74, Captain (now Vice-Admiral) John Giffard, under whom he assisted in quelling the mutiny of the 8th West India regiment, at Prince Rupert's, in the island of Dominica†. He subsequently joined the Rambler brig, of 14 guns ; and was the only lieutenant on board that vessel for a period of three years, during nearly the whole of which time she was most actively employed, either in watching the Brest fleet, or in keeping up a communication between the commander-in-chief off Ushant and the blockading squadrons off Rochefort and Ferrol. In the course of the latter service, she was twice on the point of foundering, and obliged to throw overboard all her guns. The following are copies of letters written by the officer who commanded her at the commencement of the late war :

" H. M. sloop Rambler, Aug. 16th, 1804.

" Sir,—I have the honor to acquaint you, that, being between l'Isle Dieu and the Main, on the morning of the 7th instant, I observed nine sail close inshore, steering to the south-eastward. About 9, it fell calm. I then sent the boats, under the command of Lieutenant Forman and Mr. Cox, master's-mate, to take possession of them ; but, favored by a light air, they came to an anchor under the battery of St. Gillies, within musket-shot of the shore ; notwithstanding which, two sloops were brought off, with great gallantry, under a smart fire from field-pieces and musketry. The others cut their cables, and ran aground, so near the pier-head that it was impossible to get them off. I have the honor to be, &c.

(Signed)

" THOMAS INNIS."

" To Sir Charles Cotton, Bart.

&c. &c. &c."

* See Vol. I. Part I. p. 169 *et seq.* † See Vol. II. Part II. p. 750 *et seq.*

Deal, October 11th, 1827.

"Dear Sir,—I have received your letter, and am extremely happy to have it in my power to bear testimony to your meritorious conduct during the time you served as lieutenant in H. M. sloop Rambler, when under my command, in 1803 and 1804, particularly the gallantry you displayed in cutting out two vessels belonging to a small convoy, which took shelter in the harbour of St. Gillies, under a heavy fire of field-pieces and musketry from the shore; and I remember the readiness with which you volunteered your services in all times of danger.

"Admiral Cornwallis mentioned to me your offer to join in an attempt to destroy the French fleet by fire-ships; for which purpose arrangements were made: but the removal of the fleet into the inner harbour prevented the admiral from putting his design into execution. I am, dear Sir, yours very sincerely,

(Signed)

"THOMAS INNIS, Captain."

"To Commander Walter Forman."

In 1805, the Rambler, then commanded by the present Captain Henry E. P. Sturt Grindall, engaged three French national vessels, each mounting fourteen guns, and drove them and the vessels under their protection into the harbour of Couquet. Her log will prove, that she was several other times engaged in skirmishes with coasting convoys, under the enemy's batteries.

Lieutenant Forman's next appointment was, shortly after the battle of Trafalgar, to the Queen 98, in which ship, successively bearing the flags of Lord Collingwood, the late Admiral John Child Purvis, and the present Sir George Martin, he served nearly two years, off Cadiz and in the Archipelago. In 1806, being then at Gibraltar, the boats of the Euryalus frigate were placed under his command, and sent to rescue an English gun-vessel which had drifted close to the shore, in the neighbourhood of St Roque:—although exposed to a heavy fire from the Spanish batteries, he succeeded in warping her clear of all danger, and that without losing a man. "His removal from the Queen," says Lord Collingwood, "was at his own request. He preferred a small ship; and I thought it proper to gratify an active and zealous officer with a situation which he considered more likely to afford him an opportunity of distinguishing himself. I accordingly appointed him first lieutenant of the Herald

sloop of that ship

"My I. H. M. sloop trabaccolo out, under Walter F. gallantry, vessel and Caesar, F. on board bound to when all, received to say th Wood, ca in the shi

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sloop of war." On the 14th Nov. 1807, the commander of that ship made the following report to his lordship :

" My Lord,—In the execution of your orders, when off Otranto, with H. M. sloop under my command, on the 25th ultimo, I observed an armed trabaccolo under that fortress; and conceiving it practicable to cut her out, under cover of night, I despatched the boats, directed by Lieutenant Walter Forman, who executed the orders given to him with the greatest gallantry, under a heavy fire of great guns and musketry, both from the vessel and the shore. She was shortly brought out, and proves to be le Cæsar, French privateer, of four 6-pounders, belonging to Ancona, having on board a cargo of rice and flour, on account of the French Government; bound to Corfu. The crew defended her until the boats were alongside, when all, excepting four men, escaped by a stern hawser. The Herald has received some little injury both in the hull and rigging; but I am happy to say that my object was obtained with only one officer (Mr. James Wood, carpenter, dangerously) wounded in the boats, and three seamen in the ship. I have the honor to be, &c.

(Signed)

" G. M. HONY."

" To the Right Hon. Lord Collingwood,
 &c. &c. &c."

On a subsequent occasion, Lieutenant Forman, in the Herald's gig, with only four men, captured a large coasting vessel, in a bay at the mouth of the Dardanelles, her crew, consisting of thirty Greek sailors and ten armed Turks, deserting her before he got alongside, leaving two long 4-pounders and a number of small arms already loaded and primed. A short time afterwards, in the same small boat, he got possession of a similar vessel, close to the rocks of Scio; but being exposed to a smart fire from the Turkish musketry on shore, and pelted by the Greek crew with heavy stones from the overhanging cliffs, he was obliged for a time to abandon her, with one of his men severely wounded in the face. On being joined by the Herald's cutter and jolly-boat, he immediately landed, drove away the enemy, and brought off his prize in triumph. Another time, while successfully attacking some vessels at the island of Cephalonia, a man in the same boat with him was shot through the arm. He subsequently drove on shore and destroyed a large brig, under a heavy fire of musketry, by which a man close to him, and two others, belonging to the Paulina sloop, were very

severely wounded. We next find him sent with the boats of the *Herald* alone, to board a large armed transport ship, which had been driven on shore, in the middle of the day, within musket-shot of a martello tower, about half-way between Brindisi and Otranto, where she was also protected by about forty Italian grenadiers, with a field-piece on the beach. This service was performed in the most gallant and masterly manner, under a very heavy fire of grape shot from the ship, the tower, and field-piece. After carrying the former, the launch, armed with a carronade, drove the soldiers out of the tower, the gun upon which was soon dismounted, by turning those of the prize against it. She proved to be laden with corn, and bound to the island of Corfu; but, unfortunately, she could not be warped out, and was consequently set on fire. In the performance of this brilliant exploit, one of the gallant party was shot through the body, by a musket-ball from the shore. A few days afterwards, Lieutenant Forman landed in the island of Santa Maura, under a heavy discharge of musketry, and succeeded in bringing off a brig, with a similar cargo, and likewise bound to Corfu, then strictly blockaded: his loss on this occasion consisted of one man killed, one mortally and two severely wounded.

On the 4th June, 1809, the following letter was addressed to Lord John Thynne, by the officer who had some time before succeeded Captain Hony in the command of the *Herald*:

"My Lord,—Though I have not the pleasure of your lordship's acquaintance, yet, at the desire of my first lieutenant, Mr. Walter Forman, I am induced to address you, in order that his merits may not pass unnoticed.

"Understanding that your lordship is about to intercede with the Admiralty to get him promoted, may I beg to assure you that there cannot be a person more worthy than he is; that I have several times been an eye-witness of his gallantry and judgment as an officer, in very dashing affairs; and there is no one in the service, whom I am more desirous to see promoted than my worthy friend Mr. Forman. I have the honor to be, &c.

(Signed)

"GEORGE JACKSON."

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Herald, under Captains Hony and Jackson, he commanded the boats of that sloop in thirty close actions with the enemy; captured and destroyed more than forty vessels of different descriptions, including those already mentioned; and had between twenty and thirty of his subordinates killed and wounded. In 1810, he was, for a short time, first lieutenant of the Princess Charlotte frigate, Captain George Tobin, and present at the capture of two French privateers. In the beginning of 1811, he was ordered to India, on promotion; and proceeded thither in the Actæon brig, Captain Bertie Cornelius Cator. On his arrival at Ceylon, he was appointed first of the Bucephalus frigate, Captain — Drury, then at Java, and sent to join her in the Cornelia 32, Captain W. F. Owen, by whose directions he did duty as senior lieutenant during the whole of the passage; and from whom he subsequently received an order to act as commander of the Procris brig, in which vessel he accompanied the late Captain James Bowen, of the Phoenix frigate, on an expedition against Sambas, a piratical state on the western coast of Borneo.

Finding, on his arrival off the principal river, that frigates could not cross the bar, Captain Bowen then hoisted a broad pendant on board the Procris, and proceeded in her, accompanied by two other small vessels and the boats of the squadron, to the attack and capture of Palambang, situated sixty miles from the sea. On his way thither, batteries containing altogether 101 pieces of cannon, were taken without resistance; as was likewise the Sultan's palace, although 140 guns were mounted for its defence.

After commanding the Procris for five months, Lieutenant Forman was appointed first of the Malacca frigate, Captain Donald Hugh Mackay; and, finally, promoted to the rank of commander, Dec. 1st, 1813. Since that period he has never been employed, though, as appears by the following documents, he has repeatedly tendered his services.

Admiralty, Dec. 13th, 1814.

"Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 12th instant, with its enclosure, requesting that you may be allowed to serve under Commodore Owen, as a volunteer, I have their

Lordships' commands to acquaint you, that your request cannot be complied with. I am, &c. (Signed) "JOHN BARROW."

"To Captain Forman, R. N."

The next is a letter addressed by Captain Forman to Viscount Melville, just before the conclusion of the war with America.

"My Lord,—As I conceive it to be the duty of every Englishman to impart whatever observations may tend to promote the good of his country, I do not hesitate to address myself to your Lordship upon a subject which, if not the most important, at least affects the honour and national feelings of this country more, perhaps, than any other possibly could,—I mean the ascendancy which the American men-of-war seem to possess, individually, over the ships of His Majesty's navy. If we may credit newspaper reports, the American corvette *Wasp* recently sustained an engagement with His Majesty's brig *Avon* for nearly two hours; and then, after receiving two broadsides from the *Castilian* (another English man-of-war), sheered off, without apparently having received any material damage, while her opponent was left in a sinking state.

"This wonderful success, my Lord, on the part of the Americans, cannot be solely attributed to disparity of force. The difference of a few guns was not an object of calculation during the French war, and cannot possibly be the principal cause of the results which we now so often witness. Had the guns of His Majesty's brig, in this encounter, produced the same effect in the *Wasp*, proportioned to their number and weight of metal, as the guns of the *Wasp* did in her, her opponent (the *Wasp*) would have been, very nearly, in as helpless a condition as herself, and might easily have been captured by the *Castilian*. Either these two vessels fought at some distance from each other, and the guns of the *Wasp* were plied with greater precision than those of the English brig, or, if they were close alongside of each other, there must have been some cause, independent of a trifling superiority of force, which gave the American corvette so great an advantage over her English antagonist. As I do not happen to be acquainted with any of the officers that have been engaged with the Americans, I have no means of proving the justice of my opinion; but as it is clear that the ships of both nations are composed of the same materials, the same force ought to make the same impression on both sides, which does not appear to have been the case in some of our recent naval engagements with the Americans. It is therefore very natural to conclude, that the effect of our guns must either have been weakened by having been *overloaded*, or else (in compliance with an order which was once issued by the Admiralty respecting *carronades*) our ships' *carronades*, when closely engaged with the enemy, have been loaded *solely* with grape and canister, which will not penetrate a ship's side, while the Americans

have made use of round shot only. Even *supposing* that the guns of our ships were loaded with round shot, *together with grape and canister*, and that the Americans used round shot only, the Americans even then might have reloaded their guns much oftener than we could, and their fire, at the same time, would have been more efficacious. As a proof of this, the Brunswick, in Lord Howe's engagement, used, *I believe*, nothing but round shot, and sunk her opponent, the Vengeur; and, after the action, a great many of the Vengeur's grape and double-headed shot were found sticking in the Brunswick's sides. Be this, however, as it may, it would be worth while to ascertain how our guns (and, if possible, how the American guns) have been loaded in the late actions; and we might then determine, to an absolute certainty, which method should be adopted for the future.

“Again, my Lord, the American ships, from being much better manned than ours, have usually a greater number of small-arm men; and on this account, the commanders of our ships may, *perhaps*, be disposed to avoid coming in close contact with them; and, if so, they give the Americans the principal, if not the only advantage which they can derive from their superior numbers. The Americans, from being better manned, can manœuvre their ships and fight their guns well at the same time, while we have not a sufficient number of men to do both together; and accordingly we find that, in every one of the recent engagements, in which our ships have been unsuccessful, the Americans have reaped great advantage from this very circumstance; for they have invariably crippled our ships, without being materially injured themselves. In short, my Lord, when a ship is constrained to engage another of superior force, her best chance of succeeding is to reduce the two forces as nearly as possible to the same level, and her only way to do this is to lay her adversary close on board; because, in that case, if her adversary should be ever so much longer, she can only bring the same number of guns to bear upon her; if she has more men to fire musketry, she has more men exposed to be shot; and if the smaller ship should take the lee-side instead of the weather-side, the men stationed in the tops on board her opponent, will be precluded by the sails from taking aim. The little loss which was sustained by the Shannon in her *close* engagement with the Chesapeake, and the very severe losses which our other frigates sustained in their unsuccessful engagements with the enemy, afford pretty strong grounds to warrant such an assumption.

“Having now, my Lord, laid before your lordship my opinion respecting the principal causes of some of our recent defeats, I beg leave to renew my offers of service; and to request, that if you should approve of what I have written, you will afford me the opportunity of putting my schemes in practice, by appointing me to the command of one of His Majesty's sloops. I am, &c.

(Signed), “WALTER FORMAN.”

Some considerable time since, the author received a letter

from Commander Forman, relative to a proposal of his to join the Greek service, under the command of Lord Cochrane, now Earl of Dundonald :—the following is a copy :

My dear Sir,—In reply to your letter, of the 27th ult., in which you request me to forward to you whatever documents I may possess, relative to my naval services during the late war, I have to observe, in the first place, that I should be well pleased to suffer my name to remain (where it is at present) in oblivion, if I could be certain that, by passing it over without notice, you would not, indirectly, brand it with a stigma, which all who know me will say that I do not deserve. I have little to say of any services that I have performed ; but I can safely lay my hand upon my heart, and declare, in the presence of God, that I not only never willingly missed a fair opportunity of distinguishing myself in the service of my country, but have frequently tendered my personal services, and proposed plans for distressing the enemy, which (whether justly or not is no matter) have been thought too hazardous to be put in execution ; and therefore, if my name is to appear in your work, I must beg you to have the goodness to publish, at the same time, all the documents which I herewith transmit to you ; and which, if called upon to do it, I am ready to authenticate by producing the originals. I am, my dear Sir, your very obedient servant,

(Signed) "WALTER FORMAN."

"To Lieutenant John Marshall, R. N."

In justice to this gallant, zealous, and truly respectable officer, the author cannot decline complying with his request. The documents are worded as follow :

"4, Pierrepont Street, Bath, March 12th, 1825.

"Sir,—If I should be informal in addressing you as the Chairman of the Greek Committee, I trust that you will impute it to my ignorance, and not to my intention. I cannot mean to offend where I wish to obtain a favor ; and my anxiety to benefit a cause, in which you take so lively an interest, will, I dare say, be deemed a sufficient apology for the liberty which I am going to take.

Not to be tedious, I think that I could suggest a very practicable scheme for destroying a great part, if not the whole of the Turkish fleet ; and I address myself to you, Sir, in the hope that, if you should approve of the plan, you will make use of your interest to procure for me an opportunity of sharing the danger, as well as the glory of the enterprise.

I shall be in town in the early part of next month ; and then, if you will favor me with an interview, I think that I shall be able to convince you, that, if my plan should be adopted, nothing, in all human probability, will be wanting to insure success, beyond the courage and determination

which the Greek sailors have so repeatedly displayed in their several fresh tests last year. Indeed, for my own part, I am so sanguine, that although I am aware that my commission in His Majesty's navy must be forfeited, I am quite ready to make the sacrifice, provided I can be sure of obtaining the command of one of the Greek fire-ships that would be employed upon this occasion. I have long had it in contemplation to go out and offer my services to the Greeks; but was apprehensive that the want of a recommendation, and being ignorant of the Greek language, might induce them to decline my overtures; and it was only to-day, on reading in the papers an account of the formidable preparations that the Turks are making for the ensuing campaign against the Greeks, that it occurred to me to apply to you for an introduction. I have now, Sir, only to add, that, if you should think it worth while to listen to my proposal, I shall be happy to wait upon you at any time that you may think proper to appoint; but, unless the occasion should be urgent, it would be rather inconvenient to me to leave Bath before the 6th of next month. I am, Sir, &c.

(Signed) "WALTER FORMAN, Commander, 'R. N.'"

"To Joseph Hume, Esq. M. P."

"London, 14th March, 1825."

"Sir,—I have received your letter of the 12th instant, and have to state, in answer to it, that if you will call (when you come to town) on Edward Ellice, Esq. M. P., Freeman's Court, Cornhill, your proposals, in regard to Greece, will be attended to. I am, &c.

(Signed) "JOSEPH HUME."

"To Captain Forman, R. N."

"Mr. Ellice presents his compliments to Captain Forman, and encloses a letter of introduction to the Greek deputies, to whom Captain F. had better communicate his plan.

"Mr. Ellice has no other means of recommending the plan to the Greek Government, and no power to undertake any engagement on their behalf."

Captain Forman's remarks on the above note.

"Mr. Hume's letter to me certainly inferred that the Greek committee had, at least, the power to recommend, to the Greek Government, any suggestion that was likely to benefit the Greek cause, or why did he tell me that, if I would wait upon Mr. Ellice, 'my proposals, with regard to Greece, would be attended to;' and, moreover, if the Greek committee had no power to take my economical scheme into consideration, how happened it that these very gentlemen

(whether as a committee, or as private individuals, is of little consequence) could take upon themselves, about three months afterwards, to recommend the Greek deputies to enter into a very expensive, and, as it turned out, very useless arrangement, with Lord Cochrane?

“ If Mr. Ellice had submitted my plan to the consideration of experienced naval officers, before he declined to interfere in its behalf, he would have exonerated both himself and the Greek committee, from the smallest imputation of lukewarmness for the cause which they professed to have so much at heart ; but, by transferring the plan, *as he did*, to the consideration of the Greek deputies, he *tacitly*, and, I have no doubt, *intentionally*, gave them to understand that he did not approve of it.

“ These gentlemen, at all events, must have understood Mr. Ellice's *transfer* in that light ; and, accordingly, they overwhelmed me with compliments, promised to transmit it to the Greek Government, took my address, but gave me no reason to hope, from any thing that dropped from themselves, that it would be backed by their recommendation. They certainly praised the scheme, even far beyond its merits ; but (*sapiently*) intimated, at the same time, that they were afraid that it never could be put in execution, because, *forsooth*, the Turkish officers were so intimidated by their recent defeats, that they never would suffer the Greeks to catch them at an anchor any more ; and the object that I had in view, was to make the attack when they were at anchor upon a lee shore, and could not possibly escape. It was in vain for me to urge, that these Turkish ships must occasionally go into their own ports to refit, if they did not attempt to land troops on the Greek coasts ; that, after all, their adoption of the plan would be attended with no expense until it should be put in execution, and even then, the total amount of the expense would amount to no more than the purchase of a few old ships, that might possibly be fit for nothing else but to make fire-ships of. All I could say was of no avail. They did not think that the Turks would ever furnish the Greeks with such a favorable opportunity of

attacking them; and yet, within, I believe, one month of their having made this sage declaration, the fleet of Ibrahim Pacha anchored at Modon, and, for nearly two years afterwards (either at Modon or Navarin), actually did furnish the Greeks with abundant opportunities of attacking them in the very manner which I proposed.

“The following plan of the proposed expedition was submitted to the inspection of Mr. Ellice, and transferred, as before stated, to the Greek deputies.

“In all cases, hitherto, where fire-ships have been employed for the purpose of destroying an enemy's fleet, the attack has either been made in the night-time, when the enemy's ships were at anchor, or in the day-time, under cover of a protecting force, when they were under weigh in the open sea.

“Both these plans are necessarily subject to many great inconveniences; and my object is, *with several additions of my own*, to combine the good parts of both of them, and leave out all that is bad; or, in plain English, I propose to make the attack in the day-time, instead of the night, when the Turkish fleet shall be at anchor upon a lee shore.

“In a night attack, fire-ships, owing to the darkness, almost invariably miss the objects they are intended to destroy; they are generally fired too soon; and if by *accident* one, out of a dozen, should fall on board an enemy's ship, it must necessarily have so much way (i. e. velocity), in consequence of not shortening sail, that it is hardly possible for its grapplings to hold. Thus, for instance, in Lord Cochrane's celebrated night attack upon the French squadron in the road of l'Isle d'Aix, not one of these ships was injured by a fire-vessel; and, if the captains of these ships had had the presence of mind to remain quietly at anchor, they might have laughed at our impotent attempt to destroy them.

“In a day attack by fire-vessels, in the open sea, the chances of success are not much increased. The ships that are attacked see the danger approaching, and, most generally, have the means of escaping: and, moreover, whenever any of them happen to be set on fire in this way, the mischief ends there; because, in the open sea, it is not likely that they can drift upon other ships that are under weigh, and, of course, in a condition to avoid the contact. The English and French have long since given up this mode of warfare, because it is long since they have discovered the inutility of it. The Greeks, owing to alarm and want of coolness on the part of the Turks, have certainly reaped considerable advantage from it; but, after all, with the loss of nearly one hundred fire-ships, they have done little more than intimidate the Turks, without materially crippling their resources.

“What I propose, then, is to wait the opportunity of catching a Turkish

fleet at anchor, in such a situation as would render it impossible for any one of them to escape, except by running on shore, and to make the attack *in the day-time*, when, with the arrangements, which I am going to recommend, the Greek fire-vessels cannot possibly miss their objects; and as the weather-ships will be fired first of all, these will necessarily drift down upon those that are to leeward, and will become fire-ships in their turn. In the Mediterranean and Levant seas, the wind, as is well known, most generally, in the summer season, blows directly into all harbours during the afternoon and early part of the night; so that if the Greek fire-ships should make their attack in the early part of the evening, they would at once see the object of attack, and be sure of having a leading wind in, which in all probability would not fail them before they completely effected the object in contemplation.

In order to make the attack as effective as possible, I propose, in the first place, to have the fire-ships filled with empty casks, and would have them carry very little, if any ballast, and then they may be hulked repeatedly by the batteries without being in danger of sinking; and, if any of them should happen to be dismasted, they would still drift in before the wind, and create confusion, if they did no further mischief*. This misfortune, however, is not much to be apprehended. Not one of Sir John Duckworth's squadron was dismasted in passing through the Dardanelles, in the day-time; and not one of Lord Nelson's ships was dismasted at the battle of Copenhagen, till long after every one of them had taken her proper position. It is morally impossible, therefore, that more than two out of a dozen of the Greek fire-vessels could be dismasted, or materially crippled, by the Turkish batteries, in passing, with a fair wind, into any harbour, before they had run the enemy's ships on board.

"In the second place, I propose that the fire-ships shall make the attack in couples, connected by a cable, or chain, fastened to their quarters; by which means, if properly conducted, they will be sure to enclose the objects of their attack, and must necessarily remain in contact, even if the grappings should not retain their hold. It can hardly be necessary to point out the advantage which this mode of attack would possess over every other. A single fire-ship, with no one at the helm, is very likely to pass wide of the object of attack, or her grappings may not retain their hold, even if she should get alongside, when she is going with considerable rapidity through the water; but it is not likely that the object of attack should escape, when she is enclosed by two fire-ships, which are

* If they had been filled with empty casks, and the interstices between the casks filled up with water, they would have been in good sailing trim; and then, in the event of being hulked by the batteries, there would have been no room for more water.

coupled in the manner which I have represented in the accompanying figure. In Lord Cochrane's attack on the French squadron, with *single* fire-vessels, there was but *one* out of the whole that ran on board an enemy's ship; and her grapplings did not keep their hold, so that she passed by without doing any further mischief than merely tearing away some of the rigging.

"In the next place, I recommend that no other combustibles should be taken on board the fire-ships than what are absolutely necessary to cause them to take fire readily; and then, as there will be no fear of an explosion, there will be no necessity for the Greeks to quit their fire-vessels, until it will be impossible for them to miss the shipping which they intend to fire. Some wetted straw, and damp powder formed into devils, might be ignited, on entering the harbour, which, by producing a great deal of smoke, might occasion alarm, and prevent the enemy's boats from approaching the fire-ships, in order to tow them into another direction.

"With these preparations, if the attack should be made, *in a pretty strong sea-breeze*, a little *before* the close of day, the Greek seamen will at once be able to see the object of attack, and will pass too rapidly by the batteries to be materially injured by them in going in. In which case, if they should possess sufficient resolution to remain on board their *own* ships till they are on the point of grappling with the enemy, they will not only succeed in their enterprise, but may be morally certain that the Turkish boats will be too much occupied in taking care of their own people to think of pursuing them on their return. And if the Greek Government will intrust me with the command of one of their fire-ships, I will pledge all that is sacred in man, to be the *first* to advance, and the *last* to retire."

"This plan was presented, and the offer of my personal services made, to the Greek deputies, in the early part of April, 1825, before Ibrahim Pacha had landed in the Morea; and a similar plan, together with an offer of my personal services, was presented to Lord Cochrane, on his accepting the chief command of the Greek navy, in the following August; who, by the way, wanted the politeness to make me any reply*. It is now submitted to the criticism of my brother officers of all grades; and I shall leave it to them to make their own comments, after merely stating, that, as Sir Edward Codrington, at the battle of Navarino, carried a leading wind into the harbour, in the day-time, Lord Coch-

* In the plan which was presented to Lord Cochrane, all allusion to the Basque Roads expedition was carefully suppressed.

rane might have done so with his fire-ships; and, had he been so disposed, might possibly have anticipated that gallant admiral's intentions, and have claimed the victory for himself."

"4, Pierrepont Street, Bath, Aug. 22d, 1825.

"My Lord,—I have just seen it stated in the papers, that your lordship has accepted the command of the Greek navy; and presuming that you will not be offended at an intrusion which is meant to benefit a cause in which your lordship takes so lively an interest, I take the liberty of recommending to your notice the enclosed rough sketch of what is, in my opinion, a more effectual plan for destroying the Turkish fleets than has yet been adopted by the Greeks. It is offered, however, merely as a hint for your lordship to improve upon; and, if it should meet your approbation, I trust that you will permit me to share in the glory of the enterprise. Indeed, under any circumstances, I should be most happy to serve under your lordship, in so good a cause, with a fair prospect of having an opportunity of distinguishing myself, though I must make a sacrifice of all I have in the world by so doing. By the Foreign Enlistment Bill, I am liable to be deprived of my rank, as a commander in His Majesty's navy, with the half-pay attached to it, if I accept any appointment in the service of the Greeks: and these I would willingly sacrifice, in exchange for the glory of sharing (not to say commanding) in such an expedition as I am suggesting to your lordship.

"Your lordship, I am sure, will appreciate the feelings of an officer, who is most anxious to rescue the Greeks from their horrible thralldom, but, at the same time, would not wish to risk the loss of his commission unnecessarily. Perhaps it might be contrived to let me go out without having any ostensible appointment in the Greek service, until an opportunity offered of putting my plan in execution, and then I shall be quite ready to risk the consequences. I remain, my Lord, with great respect, your lordship's most obedient and devoted servant,

(Signed) "WALTER FORMAN, Commander, R. N."
 "To the Right Hon. Lord Cochrane."

"Sir,—As it appears, by the concurrent testimony of all the papers, that Lord Cochrane has certainly sailed on his expedition to Greece, I have ventured to take the liberty of forwarding to you the copies of a letter and a plan for the destruction of the Turkish fleets, which I addressed to his Lordship immediately after it was announced that he had accepted a chief command in the Greek navy; in order that, if my plan should be adopted by his Lordship, you may be enabled to bear me witness, that I was the proposer of it; and if it should not, that you may judge between us, whether the Greek cause will have derived any benefit by his neglecting it.

"I am afraid, Sir, that being a stranger, you will think I am guilty of an

unpardonable liberty in thus attempting to make you the umpire between us; but if you will put yourself, for a moment, in my situation, I am sure, that, as a well-wisher to the Greeks, you will find a sufficient excuse in your own feelings, for this seeming ebullition of mine. Though I have not been so fortunate as his Lordship, I have never intentionally missed an opportunity of distinguishing myself in the service of my Country; and whatever may be the distance between us, my rank, as a commander in His Majesty's navy, entitles me to the privilege of being treated like a gentleman. My plan may possibly be a very silly one, or at least his Lordship may think so; but my offer to serve under him, in a cause which he professes to have so much at heart, deserved at least to be treated with that politeness, which, in all civilized society, is supposed to be due from one gentleman to another. Man, Sir, is but a man, whatever may be his rank and condition in life; and if his Lordship's plan of operations should turn out to be no better than mine, the honor of having even Lord Cochrane to command them will hardly make amends to the Greeks, for a delay of nearly twelve months, during which time they have constantly been losing ground. Fifteen months ago, (quite time enough to have prevented all the disasters that have befallen the Greeks since the landing of Ibrahim Pacha in the Morea) I presented this plan to the Greek committee, and offered, at the imminent risk of losing my commission in His Majesty's service, to go, *at once*, without further preparation, to put it in execution; and that without putting the Greek Government to any further expence than that of furnishing me with a conveyance to the scene of action: his Lordship, on the contrary, required very nearly *twelve* months to prepare for his expedition, during which time the Greek cause has been all but annihilated; and then sails with an overwhelming force, (that has been collected at a very great expence) which would ensure to any seaman the command of those seas, let his talents be what they may. If my offer had been accepted, the Egyptian fleet *might* have been destroyed at Modon, and Ibrahim Pacha cut off from all supplies, without robbing the treasury of more than £2,000 or £3,000 at the utmost. My offer, however, was declined by the Greek committee, on the plea that they had no power to treat with me, though it appears that, only three months afterwards, they possessed full powers to appoint, or, at all events, to recommend, Lord Cochrane to a chief command on his own terms, which amounted, by the way, to an expensive preparation, accompanied with a tedious delay, which, under existing circumstances, was tantamount to a defeat: and, if report speak true, an ample compensation for the sacrifice he has made of his interest in the service of the Emperor of Brazil.

* By a statement, which has been copied from the *Etoile*, French newspaper, it appears that Lord Cochrane received £37,000 as an equivalent for what he gave up by quitting the Brazilian service; and that £123,000 were laid out, in England, for the purchase and equipment of six

"In the month of March, 1825, I addressed a letter to Mr. Hume, as Chairman of the Greek committee, to inform him that I had a plan to communicate to him, which I had no doubt would materially benefit the Greek cause, if he should think proper to recommend it. Mr. Hume, in a very polite note, referred me to Mr. Ellice, to whom, as that gentleman was not at home when I called, I forwarded nearly the same plan which was afterwards sent to Lord Cochrane, accompanied with a written offer, either to take the command of the expedition myself, or (to prevent jealousy on the part of the Greek officers) to serve in it under the command of a Greek admiral. Mr. Ellice, in reply, told me that the Greek committee had no power to treat with me on this subject, but at the same time gave me a letter of introduction to the Greek deputies, and advised me to present my plan to them. To these gentlemen I then made my application, and begged them (in writing) to inform the Greek Government that I was willing either to take the command myself, or to serve under the command of any one of their officers; and promised, if they would give me the opportunity, that *I would be the first to go in, and the last to return.* These gentlemen, who, like the Greek committee, had no power to treat with me themselves, promised to forward my application to the Greek Government; but I was convinced, by the reception they gave me, that they were determined to throw cold water on my proposal. Out of politeness, of course, they *professed* to believe that, of all the numerous plans that had been submitted to them, mine was by far the best; but told me, at the same time, that the Turks were now so completely dispirited by repeated defeats, that they never would be found at an anchor, or suffer themselves to be found in such a situation as my plan seemed to require. This point they insisted upon to the last; and I could not, by any means, make them understand that Turkish ships, as well as those of all other nations, could not be always at sea, but must occasionally go into harbour to refit and take in supplies; and it was at those times, if my plan should be adopted, that they would have it in their power to destroy, not only a few out of the great many of their shipping, as they have hitherto done, but a great part, if not the whole, of all the ships that would be collected in the same port. They still persisted that the Turks never would afford the Greeks an opportunity of putting my plan into execution; but their prophecy was very speedily falsified. A very short time afterwards, the Egyptian fleet, under the command of Ibrahim Pacha, anchored in the harbour of Modon. The Greek admiral *had* the opportunity, and did make a night, (*instead of a day*

steam-vessels; to which must be added *more* than £100,000 which was laid out in America for the purchase of two large frigates, of which only one was forwarded to Greece. In one word, Lord Cochrane's plans and appointment cost upwards of £300,000, while mine, which must, *at least*, have been equally effective, would not have cost more than the *hundredth* part of that sum.

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attack, as I proposed, upon the fleet; which, as usual, did some damage, but not sufficient to prevent the same fleet from sailing in a few days, and bringing back a considerable reinforcement.

"There are four different methods of making an attack on an enemy's fleet by fire-ships: at anchor, and at sea, in the night-time, and in day-light. At sea, an enemy's ship, if it sails equally well, has the opportunity of running away from a fire-ship; and, in the *night-time*, from not being able to see the objects, the fire-ships are very apt to miss their aim. It was for this reason that *not* one of the French ships in Aix Roads, was injured by the fire-ships that were sent in to attack them under the command of Lord Cochrane; and, for the same reason, but little damage was done to the Egyptian fleet in the harbour of Madon; but if, as I proposed, the attack had been made in the *day-time*, and the fire-ships coupled as I have represented them in the plan, they could not possibly have missed their aim, and the Egyptian ships could not possibly have escaped: the weathermost ships would have been set fire to by the Greeks, and these, as they parted their cables, would have become fire-ships in their turns, and have destroyed those that were to leeward, as they drifted down upon them. By this means, a very great part of Ibrahim's fleet must inevitably have been destroyed, his supplies would have been cut off, and he would not have had it in his power to march his army against the town of Missolonghi; and even if this opportunity had been lost, the Capitan Pacha's fleet before Missolonghi might have been destroyed in the same way, *AND THEN supplies could have been thrown into the town* *.

"With the Greek Deputies I left my address, and almost a *petition* to their Government to be allowed to rescue their country from impending destruction, but have not been favored with any answer. The moment I heard that Lord Cochrane had determined to join the Greeks, I sent a parcel, containing the letter and plan, to his Lordship, the copies of which are here enclosed, and directed it to be forwarded to him by the Greek Committee. After waiting some time without receiving any answer, I wrote to Mr. Ellice, to beg him, as a member of the Greek Committee, to inform his Lordship, that I was desirous of serving under his command, and wished to know whether he had received my communication. Mr. Ellice, who was out of town, informed me that there was no Greek Committee in existence, and recommended me to apply to his Lordship's brother, Colonel Cochrane, who was then in town, to make inquiry about this parcel. Not having been favored with any answer from the Colonel, I at length traced the parcel from the coach office to his Lordship's hotel, near Berkeley

* As Sir Edward Codrington's squadron did carry a leading wind into the harbour of Navarin in the day-time, the Greek fire-ships might have done so also; and here it is evident that there could have been nothing to prevent the execution of my plan, but apprehension of the result.

Squire, and left a second letter for him in the landlord's hands, who promised to deliver it to him the moment he returned from Scotland. It is impossible, Sir, that all these letters could have miscarried; and though his Lordship is undoubtedly a great man, and a successful commander, I am sure that you will agree with me, that neither great talents nor good fortune will justify the neglect of those common rules of good breeding which are generally understood to characterize the gentleman. I have now, Sir, only to request that you will pardon the great liberty I have taken in troubling you with my affairs, and believe me to be, with great respect, &c. &c.,

(Signed)

"WALTER FORMAN."

"To Colonel the Hon. Leicester Stanhope."—

"Stable Yard, St. James's, Saturday.

"Dear Sir,—I have the pleasure to acknowledge the receipt of your letter, together with its enclosure.

"The services of able naval officers are much required in Greece, and I regret that yours have not been attended to as they seem to have deserved.

"I concur with you in considering that the exertion should have been made earlier, and that had the loan been properly expended, the cause of Greece would have been advancing instead of retrograding. The fault lies with the subscribers to the loan, and the contractors. The money should have been placed in the hands of some strong-minded, active, and firm commissioners, instead of being placed in those of Greek Deputies and the Greek Government. Twenty times in * * * I predicted the fate of this loan and of Greece, if the money was to be placed at the disposal of feeble men.

"With respect to your fire-ships, the plan seems to me, an unlearned man, as admirable. One decisive success, and the Turkish fleets would fly and huddle into their harbours; and thus would the resources of the invader be cut off.

"You are in error in supposing that Mr. Hume is the perpetual chairman of the Greek Committee; and again in supposing that they have any thing to do with the second Greek loan, or the present armament under Lord Cochrane.

"The Greek Committee have acted well, but their influence has for twelve months past been altogether suspended.

"I took the liberty to mention your name to Mr. Urquhart, Lord Cochrane's secretary. At present I am in no way concerned with the affairs of Greece, or should, as far as my influence went, be desirous of promoting your views towards the liberation of that struggling country. I am, dear Sir, your most humble servant,

(Signed)

"LEICESTER STANHOPE."

"To Captain Forman, R. N."

"As this letter, though a private one, relates solely to

public affairs, and contains no intimation of a desire to have it kept secret. Colonel Stanhope can, of course, have no objection to the publication of it. "W. F."

Commander Forman is the author of "An Essay on the Laws of Gravity, and the Distances of the Planets; with Observations on the Tides, the Figure of the Earth, and the Precession of the Equinoxes:" published by Longman and Co. in 1824.

AMBROSE CROFTON, Esq.

Was introduced into the naval service by Captain Moineux (afterwards Admiral Lord) Shulcham, in the latter end of 1771; and promoted to the rank of lieutenant on the 1st Jan. 1778. He subsequently served under Sir John Lockart Ross, in the Royal George of 100 guns, Bienfaisant 64, and Ocean 90; and as first lieutenant of the Monarch 74, bearing the broad pendant of Sir James Wallace, and commanded by the present Admiral Sotheron. He obtained his present rank on the 23d June, 1794; and afterwards commanded the Lutin and Pluto sloops, on the Newfoundland station. We hope, ere long, to be able to give a more full account of his professional career.

ADDENDA

TO POST-CAPTAINS OF 1814.

JAMES JOHN GORDON BREMER, Esq., C.B.

THIS officer's proceedings, while commanding the *Tamar* 26, and employed in forming a settlement upon Melville Island, in the Gulph of Carpentaria*, are noticed in King's *Australia*, vol. ii. p. 233, *et seq.* On the 8th Feb. 1827, he made the following official report to Rear-Admiral Gage, commander-in-chief on the East India station:—

"Sir,—I do myself the honor to inform you, that, having sailed from Bombay on the 20th of December, I proceeded with the squadron under my orders, in the further execution of the instructions I had the honor to receive from you.

"Cape Aden, on the coast of Arabia, was seen on the 6th of January, and having cruised there two days, I was, according to previous arrangement, joined by the Hon. Company's ship, *Amherst*, from Mocha, having Captain Bagnold, the British Resident at that place, on board. I proceeded across the sea to the African coast, and on the 10th, in the afternoon, made *Burburra*.

"A number of native vessels were in the harbour, which, on our approach, got under weigh, and, by keeping close in shore, succeeded in escaping us, although a fire was opened on them, as it was my intention to have commenced a strict blockade of the port.

"On anchoring at the entrance of the bay, I sent Lieutenant (John) Downey, with an interpreter, on shore, to the Sheiks of the place, explaining to them the object of our visit (of which they had long been in expectation), and desiring to see them on board, giving them every assurance of safety: they promised to come off the following morning.

"Having, during the night, myself sounded the bay up to the town, at daylight on the 11th, the *Tamar*, *Pandora* (sloop) and *Amherst*,

* See Supplement, Part III. p. 300.

weighed, and stood towards it. On the Amherst, which led, letting go her anchor, the natives set fire to the town in several places, and commenced a general plunder; finding that they were destroying, not only their own property, but also that of the Banyan merchants (natives of India and British subjects, who, consequently, had a right to our protection), and considering that if the place were entirely consumed, the chances of obtaining any thing in the shape of restitution from the offending tribe would be much reduced, I judged that it would be best at once to shew them that they were in our power. The ships, therefore, opened an occasional fire of round shot only (over them), and the boats of the Tamar, Pandora, and Amherst, being manned with 240 men, including the marines of H. M. ships and the sepoys of the Amherst, were despatched under the command of Captain (William Clarke) Jervoise, of the Pandora, to take possession of the town, and endeavour to save as much of it as possible.

"The natives were formidable in point of numbers, consisting probably of 2,000 men, armed according to the custom of the country; but on the boats landing many of them dispersed in various directions: the judicious measures taken by Captain Jervoise, who occupied, with the marines, a commanding hill in the centre of the town, and two other positions to the right and left of it, soon reduced the fire, and restored some confidence; the people coming in by parties, and voluntarily giving up their arms. Part of a division, under Lieutenant (Jeffrey W.) Noble, being in advance, was, however, attacked, and a marine belonging to this ship was unfortunately killed; several of the natives also have fallen, which I much regret.

"Two of the Sheiks now came off; and having seen that order was in some degree re-established, our force was withdrawn at eleven o'clock, and a negotiation entered into, regarding the retribution to be rendered to us. The Sheiks solemnly promising to use every exertion in their power to bring back the others of their tribe, and to settle the affair as we should direct. They had, however, been so dispersed, that it would require some days to recall them, and to convince them that we did not wish to injure them. Four days were accordingly given them to effect this object; and, as a proof that they were desirous to come to some understanding, they immediately supplied the squadron with fresh provisions from the neighbouring hills.

"I trust, Sir, I may be permitted to avail myself of the little affair of the landing, to express my thanks to Captain Jervoise. The occasion was in itself trifling, but it still may be considered to have been sufficient to display the zeal and judgment of that excellent officer, when it is remembered that he landed in presence of an armed population, decidedly inclined to be hostile, and of eight or ten times the number of his own men; it may consequently be taken as an earnest of what might be expected, when an opportunity more worthy of the display of his gallantry and professional talents

shall present itself. Captain Jervoise speaks in the highest terms of the conduct of Mr. Downey, senior lieutenant of this ship, who was constantly near him, and to whose presence of mind and steadiness he was much indebted. Lieutenant Downey has been several years with me; and I sincerely wish that the circumstances had been of a more important character, on his account; for he is an old, gallant, and deserving officer. Lieutenant (John) M'Donell, of the Pandora, was the organ of communication between Captain Jervoise and myself, and is most highly spoken of by his commander; who also reports, in the strongest terms, the officer-like conduct of Lieutenants Sawyer, of the Amherst, and (John Septimius) Roe and Noble, of the Tamar:—in truth, the presence of mind and steadiness of every officer and man was admirable, in a situation (surrounded as they were) in which the smallest indecision might have produced most deplorable consequences, and a shedding of blood, which it was my most anxious wish to avoid,—consistently with my determination to shew that we must be respected.

“Captain Mallard, of the Amherst, ran his ship into an *unknown* port, in admirable style: and I can only say, that, *on real service*, I should not desire a more able condjutor.

“I fear that I have been betrayed into great length in the relation of these circumstances; but, when officers and men have so well performed their task, I trust you will consider that I ought not, as I feel that I could not, refrain from offering my testimony as to their merit.

“The Atholl having chased to leeward, by signal, did not gain the anchorage until the afternoon; or I am sure I should have received all the assistance from Captain Murray which the occasion could by any possibility have required. I now beg leave to proceed in my narrative of subsequent events.

On the day appointed, ten or twelve of the Sheiks came on board: they expressed their contrition for the outrage on the brig, and their earnest desire to make every restitution in their power.—They said, however, that, unfortunately, the season throughout the whole country had been peculiarly bad; that their people had, in a moment of panic, destroyed the town, and a great quantity of valuable goods; and that the alarm of our visit had been so great, that the caravans from the interior, by which alone they could hope to repay us, would not approach the coast: they therefore besought us to deal as leniently with them as possible. Thirty thousand dollars were at first demanded; but on their expressing their utter inability to pay so large a sum, it was finally reduced to fifteen thousand, which is to be paid in three yearly instalments, of five thousand each, either in money, or produce to that amount. They swore on the Koran to abide by this arrangement; and numbers of the people returned to the town daily, after the result was made known. Considering, however, that it would be necessary to have a written document regarding the transaction, I drew up articles of agreement, binding them to a due

performance of their covenant. It was, most certainly, the first time they had ever been parties to any thing in the shape of written treaty; but I was anxious to give them an idea of the justice of our dealings with, and intentions toward them. I also considered, that by endeavouring to raise them in their own estimation, I should not only advance them in the scale of civilization, but add to the security of the commercial intercourse which might hereafter exist. The sum which they have agreed to pay falls far short of that which Mr. Lingard, the late master of the *Mary-Anne*, has stated to be his loss; but on an attentive consideration of this statement, it will be seen that much of it depended on his *probable* profits, if he had been in possession of his vessel; a mode of calculation certainly not admissible under such circumstances. It is well known, that the last season has been unusually bad throughout the whole of Abyssinia, no rain having fallen; and the crops consequently failing: the unfortunate burning of Burburra, by which property probably to the amount of 50,000 dollars was consumed, was another circumstance which rendered the expectation of a larger sum hopeless at the moment. On the other hand, it must be observed, that produce to the amount of fifteen thousand dollars at Burburra, will, on an average, bring at least twice that sum in the Indian or Arabian markets; and I therefore beg to express my hopes, that, on a view of the case in all its bearings, you will, Sir, consider that the arrangement entered into was the best that circumstances enabled me to make. The inhabitants of that part of the coast had never before seen ships of war; the appearance of the squadron has had the best effect, by shewing them the power of that flag which they had ventured to insult. Intelligence of our force was, I know, sent from one extreme to the other; and their astonishment at the strength and magnitude of our vessels was so great, that I am convinced they will hereafter be glad to cultivate our friendship, and that a British vessel may trade without the smallest risk of molestation.

"I am happy in thinking our visit has opened a new and wide field for mercantile adventure, and the employment of British capital. The port of Burburra is a very fine one, and the articles of export from it are valuable—they consist of gums, myrrh, copal, the best kinds of hides, ostrich-feathers, ghee, in immense quantities, ivory, and occasionally a small quantity of gold-dust:—their coffee is in extreme abundance, and is said to be equal to that of Yeren. These articles are brought down by caravans from the interior to Burburra, in the N. E. monsoon, from October to April, during which period the weather is very fine. In exchange, for these valuable articles of traffic, they take iron and linens, British or Indian; but it is very probable that broad cloth, and many other articles of English manufacture, would here find a ready sale. Sheep and oxen are abundant and good; the former, indeed, excellent. Burburra, unfortunately, does not, however, afford water; but, eighteen miles to the eastward of it, at a place called Zearra, are good

wells, which produce that necessary in such quantities, that the squadron completed in three days; in quality it was superior to any which is to be had in these seas, with the exception of Maculla, in Arabia.

"On the 6th, I received a request from Captain Bagnold, regarding the movements of the squadron, which I will make the subject of a separate letter; but I cannot close this without expressing my thanks to that officer, for the assistance I received from him on all occasions in which his local knowledge of the customs and languages of the country could be useful.

"Considering that no further necessity existed for the continuance of the squadron at Burburra, I sailed thence on the 6th, and intend to proceed to Aden, in order to take a cursory survey of that bay, and the one to the westward of it, as they are both imperfectly known, but appear to be excellent anchorages. By the means of thirty sets of sights for chronometers, the longitude of Burburra is $45^{\circ} 4' 13''$ E.; by lunar observations $45^{\circ} 4' 30''$; and its latitude is $10^{\circ} 26' 41''$ N. I have the honor to be, &c.

(Signed). "J. J. GORDON BREMER."

SAMUEL ROBERTS, Esq. C. B.

GREAT-NEPHEW to Thomas Santell, Esq. who lost his life while serving under the late Admiral Sir Hyde Parker, as first lieutenant, during the American revolutionary war.

We have stated in p. 29 of Suppl. Part IV., that this officer (whose whole life has been enthusiastically devoted to his profession, and whose achievements have obtained for him all his commissions) commanded a detachment of fifty seamen, at the capture of Monte Video; and that he rendered important aid to the right column of assailants, "by scaling the walls of the town, near the north gate, and helping to force it open from within." It is true, that Lieutenant Roberts landed with the army under Sir Samuel Achmuty; that he performed the duty of an officer of artillery, until some time after the capture of Monte Video; and that he shared also in the different actions and severe duties that took place previous to the storming of the town. It is likewise true, that fifty or sixty seamen were landed to be under his orders;—one-half of them serving under his immediate command, the rest attached to a corps

of pikemen, who carried scaling-ladders on the morning of the assault: but to Mr. Henry Smith, a midshipman of the Unicorn, the credit is due for having scaled the wall, and opened the gate from within, so as to admit the right column of the assailants; on which occasion that gentleman received a severe wound. Since the publication of Suppl. Part IV., in 1830, the following instances of cool bravery, on the part of Captain Samuel Roberts, have come to our knowledge.

After her return from South America, and previous to the destruction of the French ships in the road of l'Isle d'Aix, the Unicorn, of which frigate he was then first lieutenant, lay for a considerable time in Basque Roads, and her boats gave such constant annoyance to the coasting trade of the enemy, that mortar-batteries were commenced, for the purpose of driving the inshore squadron, under Captain Hardyman, from its position. Observing these preparations, Lieutenant Roberts volunteered to check the progress of the French engineers, although they were protected in their avocation by a number of troops on shore, and four gun-vessels in their front. A signal was consequently made to the squadron, directing boats from every ship to be sent to the point of attack; but, by some unaccountable mistake, all took an opposite course to those of the Unicorn, and proceeded towards a chasse-marée, lying aground under Oleron light-house. Undismayed by this circumstance, Lieutenant Roberts pushed on to the attack; but had the mortification to find, that five more gun-boats had been sent from the French fleet, and that they were drawn up with the others, in a line abreast, ready to receive him. This was a most trying moment; for, to have attempted, with only four boats, the capture of so vastly superior a force, by boarding, would have been considered an act of unpardonable temerity: on the contrary, had he precipitately retreated, it would not have been relished by the gallant fellows under his command:—he therefore determined to form a line abreast, and within pistol-shot of the flotilla; anxiously hoping, that other boats would speedily arrive to his support. In this state of sus-

pense he remained for about a quarter of an hour; but without receiving the smallest reinforcement. The launch, armed with a carronade, and her consorts, with musketry, then opened upon the enemy, who returned their fire with twenty-fold interest, each French vessel having a long gun in the bow, swivels on the gunwales, and her deck filled with soldiers. The necessity of giving up so unequal a contest soon became apparent; but still *saue qui peut* was by no means the order of the day:—instead of an inglorious flight, a steady retreat was commenced, in the true Cornwallis style: the launch, towed by the other boats, kept up an incessant fire; and so completely were the enemy daunted by the coolness and determined spirit evinced by Lieutenant Roberts and his gallant party, that, though they could have closed whenever they pleased, they kept at a respectful distance from their opponents until the latter were not more than a mile from the Unicorn, when they gave three cheers and departed. In this rencontre, Lieutenant Hamilton, a fine spirited officer, had his head severed from his body by a cannon shot; a similar fate attended one of the barge's crew; and several other men were wounded.

On the afternoon of the 12th April, 1809, the Unicorn followed Lord Cochrane into the road of Isle d'Aix, and there assisted in subduing la Ville de Varsovie, of 80 guns, and l'Aquilon 74. At intervals, as the smoke cleared away, Captain Hardyman observed some of the crew of the former French ship endeavouring to strike her colours, which were evidently entangled at the mizen-peak: the Unicorn's fire ceased; but the other frigates still kept up a tremendous raking cannonade. Lieutenant Roberts, with instantaneous promptness, took advantage of his captain's suggestion, pushed off in the gig, boarded la Ville de Varsovie through the lower-deck port abaft the gangway, and, with the coxswain, John Newton, made his way through her crew, at quarters, to the poop.—Finding there an English union-jack amongst a confused heap of flags, dead bodies, and lumber, the coxswain proceeded with it flying in his hand, to the mizen-topmast head,—a token of submission, and a hint to the British

frigates to turn their fire to a more deserving object. The captain of la Ville de Varsovie, and the whole of his officers, then delivered their swords to Lieutenant Roberts, whose mortification must have been very great when he received directions to give them up to the first lieutenant of the Valiant 74, the captain of which ship had by that time taken upon himself the command of the advanced squadron: nor was this the only mortification he had to endure; for he found afterwards that those swords were distributed amongst officers in the squadron, without regard to his prior claim *even for one of them*. It must be admitted that he earned so trifling a memento, if not more.

Few persons have served more constantly, and very few have experienced in greater abundance the hard rubs incident to a sea life, than the subject of these Addenda.—The certainty of death, if in our Country's cause, carries with it a consolation, and it is met with fortitude: but the dark sanguinary blow of the assassin brings no alleviation; and such was the character of an attempt made upon the life of Lieutenant Roberts, when belonging to the Courageux 74, in 1811. He had been sent on board the United States' frigate Essex, lying at the entrance of Hamoaze, to claim a deserter; the man in question, a black, not being able to produce an American protection, was unhesitatingly given up, and directed to return with his officer; but this he refused to do, swearing at the same time most vehemently. As he followed Lieutenant Roberts out of the captain's cabin, he made use of some incoherent expression, seized an axe from among some carpenter's tools, and made a blow at him: providentially, an American officer, on the opposite side of the half-deck, observed the fellow lay hold of the axe, and with a loud voice called out "Run, Sir, run for your life, run!" The lieutenant's attention had luckily been drawn to the side of the deck where the officer was, and observing his gestures, indicative of a mind between hope and fear, he sprang forward, ran until he reached the fore-bitts, and then, turning round, found that the black had pursued him as far as the gun before the main-mast, on the breech of which the blood-thirsty

wretch very deliberately laid his left hand, and cut it off about the wrist. This man was allowed to proceed to America in the Essex, the commander-in-chief at Plymouth considering that he had punished himself sufficiently. We have never heard of a more wanton attack on the life of an officer, who was but obeying the orders of his superior; nor ever heard of a more astonishing escape.

Captain Roberts's brother, Thomas, is a commander, R.N. His services will be noticed at the commencement of our next volume.

GEORGE GOSLING, Esq.

This officer, while serving as lieutenant of the Havannah frigate*, was, from his knowledge of the French language, often employed in conveying flags of truce to Brindisi, &c. &c. and always acquitted himself to the perfect satisfaction of his superiors. The merchant ship and sloop mentioned in p. 277 of Vol. III. Part I. were captured two days previous to the landing of the British troops near Baillif, in the island of Guadaloupe. In speaking of the capture of the piratical schooner Veloy, we have stated that sixteen of her crew were secured; whereas the number taken prisoners amounted to eighteen, one of whom, the boatswain, was hung at Jamaica, it having been proved that he was the man who fired the gun which wounded Lieutenant Lloyd. An act of parliament was afterwards passed, granting head-money for all pirates captured subsequent to January 1st, 1820: but the officers and ship's company of the Ontario were refused any compensation by the Lords of the Treasury, because they had broken the ice, by taking the Veloy, on the 17th December, 1819. Captain Gosling married Miss Felicia Jane Johnson, on the 20th Nov. 1821; not in the year 1822, as is stated at the conclusion of his memoir in Vol. III. Part I.

* See Vol. III. Part I. p. 276.

JAMES SCOTT, Esq.*(See p. 22.)*

Was born at London, June 18th, 1790; and entered the navy, in Sept. 1803, as midshipman, on board the *Phæton* frigate, Captain (now Sir George) Cockburn, whom he followed into the *Howe* 38, on the East India station, in June, 1805. We next find him serving under Sir Thomas Lavie, in the *Blanche* 38, and subsequently under Captain Cockburn and Sir Richard King, in the *Captain* and *Achille*, seventy-fours. In 1808, he joined the *Pompee*; and in 1809, the *Belleisle*, then at Martinique, and about to return home in charge of the late French garrison. Together with his first commission, he received a letter of thanks from Rear-Admiral Sir Richard G. Keats, for his conduct during the operations against Flushing and up the Scheldt. In 1810, he served as lieutenant of the *Fleche* and *Myrtle*, sloops, commanded by Captains George Hewson and Clement Sneyd. In 1811, he joined the *Grampus* 50, bearing the broad pendant of Commodore Cockburn; and in 1812, he removed with that officer, then a Rear-Admiral, into the *Marlborough* 74.

Captain Scott never joined the *Thistle*; but he commanded the *Meteor* bomb, from May to October 1824. His wife is the only child of the late Richard Donovan, Esq. (mentioned in p. 23), by Caroline Elizabeth Yate, only grand-child of Robert G. Dobyns Yate, of Bromesberrow Place, co. Gloucester, and the last descendant of the ancient families of Yate, Baun, and Dobyns. He has one son and one daughter.

WILLIAM CLARKE JERVOISE, Esq.

(See p. 46.)

ON the 15th Jan. 1830, this officer, then in Cockburn Sound, Western Australia, addressed his commander-in-chief as follows :

" Sir,—I avail myself of the only opportunity which has occurred, by the arrival of the *Norfolk*, on her way to India, to have the honor of informing you, that I quitted Port Jackson in His Majesty's ship *Success*, under my command, on the 27th of October, for the purpose of proceeding to Madras, in pursuance of instructions from Rear-Admiral Gage ; and as I had to take the western passage through Bass's Strait, I deemed it of the utmost importance not to pass the new settlement of Swan River, without ascertaining whether my services might not be required ; particularly as the Governor of Port Jackson remained in ignorance of its fate, and strong rumours existing of a powerful French squadron having put to sea, to effect, if possible, a settlement before us ; and as Captain Montague, in the *Crocodile*, had not succeeded in reaching it on his passage from India, I was the more desirous of satisfying myself with the state of the new colony for your information.

" It is now, Sir, with extreme concern, I have to report to you, that in the performance of this service the ship grounded on a reef off the south end of Pulo-Carnac, on the morning of the 28th Nov., whilst making for Cockburn Sound, and was not extricated until the 3d Dec., when, after being lightened of every thing except the ballast, she was hove off and warped into Cockburn Sound, a distance of seven miles.

" The damage was found to be considerable, having broken all the pintles of the rudder, part of the main keel gone, larboard bow stove in below the water line, and part of the stem carried away, which caused the ship to leak so much, that nothing but the most unparalleled exertion on the part of the officers and crew, with the most resolute determination to save the ship, could have kept her free. It is in the full confidence of a continuance of their extraordinary zeal and enthusiasm, that I am not without hopes of heaving the ship down, and putting her in such a state of repair as to be able to proceed, in furtherance of my orders, to Madras.

" Previous to my having attempted the passage, I took the precaution of ascertaining from the master, Mr. R. W. Millroy, (who was in the ship, and said he had sounded the passage, when commanded by Captain Stirling) whether he felt himself competent to take charge of the ship ; to which he replied, with the utmost confidence, that he was fully capable, and recommended Cockburn Sound, as a much better and safer anchorage than Gage's Roads, where I had otherwise intended to have gone.

"As we had a fine leading wind, I shortened sail to the topsails, and placing an additional look-out at the jib-boom-end and mast-heads, I allowed him to proceed; keeping the leads going on both sides, and hands stationed constantly by the bower-anchors. Whilst running down, I observed to him that we were running far to leeward; when he replied, 'We must do so, Sir, to bring the south end of the island to bear E. N. E. before we haul up.' The ship was scarcely brought to the wind, and the tacks hauled on board, when she grounded.

"A party has been sent about 30 miles up the river cutting wood, to make good our defects: the people employed in getting the guns and stores from Carnac to Garden Island, and caulking the ship preparatory to being hove down; which, with the assistance of the Sulphur, I hope to be able to effect, having throughout experienced from Captain Dance, his officers, and crew, the greatest support and most zealous co-operation, which call for my strongest admiration and most cordial thanks.

"In these operations also, I have met with every assistance from Lieutenant-Governor Stirling that his very limited means would admit of.

"I trust, Sir, I may be permitted to avail myself of this occasion to recommend to your notice Mr. (Edmund) Yonge, the senior lieutenant of this ship, whose conduct I cannot too strongly appreciate, or admire; for his ability and unremitting attentions, [and whose great assistance and exertions in his promptness to second my efforts, exceed any encomiums I could bestow. Much of this arduous service naturally devolved on this valuable officer, who is of some standing, and well known to many of the first officers in the service, whose esteem he possesses.

"To Lieutenant (Edward) Littlehales and acting Lieutenant (P.) Blackwood my warmest thanks are due; the former, who by his example and exertions inspired confidence in the people at the pumps, and kept them constantly going at the most critical moment; to the latter, who though on the sick list, and in a weak state, requested to do duty, and was directed to land on Carnac Island, to superintend the debarkation of the sick, guns, shot, stores, provisions, &c., all of which he performed with unremitting attention, and ultimately with very inconsiderable loss.

"Although from the general ability and attention of the surgeon, Mr. (William) Leyson, the sick list at this time was small, and therefore required but little of his attendance, yet I have the greatest pleasure in stating, that his general exertions were afforded on every occasion, and in every part of the ship where he thought they could be most beneficial.

"By the usual forethought and attentions of Mr. (Frederick) Hellyer, the acting purser, all the provisions were landed in perfect order, where he secured and superintended them, together with the chronometers and ship's books, most unremittingly; and to his care I attribute the preservation of this most essential part of the service.

"It must be a pleasing reflection to the relatives of these young gentlemen, whose names I have the honor to lay before you, to hear that they

have merited my warmest praise and admiration, for their spirited and undaunted exertions in the execution of the very arduous duties they had to perform, *viz.* Messrs. Moorman, Lodwick, Noble, Smith, Dawes, Branch, and Harvey.

"Amongst the general good conduct of the warrant officers of this ship, I beg leave to call your attention most particularly to that of Mr. Lewis, the carpenter, whose great attention in plugging up the holes in the bows, and attending to the leaks, and who, in an almost incredibly short space of time, knocked up a temporary rudder, by which the ship was steered into Cockburn Sound.

"In concluding this letter, the conduct of the ship's company naturally calls for some remarks. I beg to assure you, Sir, that it surpasses any praise I can bestow. When I reflect, that during our perilous situation, the little hope or prospect of safety there was at times before us, not a single instance of insubordination was observed. On the contrary, although occasionally the physical strength of the men was nearly exhausted by their unremitting labour during five days, their cheerfulness, their exertions, and their determined perseverance, at no one moment deserted them. It was to these exertions, used under the protection and guidance of Providence, our fate on this day depended, and which gave me the strongest hopes of ultimate success: they have, indeed, rendered themselves worthy of their Country, and of the service to which they are attached.

"The Archdeacon Scott (who was passenger on board, on his way to England from New South Wales) was kind enough, at my request, to offer up thanks for the officers and crew, for our miraculous deliverance from our late perilous situation: this excellent man was often requested by me to ensure his safety by landing on Carnac Island: but so determined was he to link his fate with his old shipmates, that nothing could induce him to quit whilst any doubt remained of our safety.

"From the great scarcity of provisions at present prevailing in the colony, I have found it expedient to purchase some bread, beef, and pork, from the Norfolk merchant ship, and shall continue to do so, by every opportunity that may offer, as the Government here can no longer afford us the necessary supplies.

"I shall use the utmost despatch in endeavouring to make good the defects, which I fear will not be so rapid as I could have wished, being chiefly left to our own resources.

"I beg to annex a narrative of our proceedings from the commencement of our most perilous situation, in which I trust it will be found no human exertion of any individual was wanting to rescue the ship from her almost helpless fate. I have the honor to be, &c.

(Signed) "W. C. JERVOISE, Captain."

"To Rear-Admiral Sir Edward Owen, K. C. B.

&c. &c. &c."

(ENCLOSURE).

A Narrative of the Proceedings on board His Majesty's Ship Success, which grounded on the 28th November, 1829, and was not extricated until the 3d of December, 1829, a period of five days.

"On the 27th of November, 1829, at 6 p. m., Cape Naturaliste bore east, distant three leagues;—fresh breezes from the southward. At daylight on the morning of the 28th, the land about Garden Island (Bauche of the French) bore N. E. b. E. At 6, the master (Mr. R. W. Millroy) requested my decision on going into Cockburn Sound. Going on deck, and looking at the land, I asked him if he felt quite sure that he was right, to which he replied, he 'was quite sure all was right, and that as soon as that point (pointing with his glass to the south end of Carnac Island), bore E. N. E. it would be time to haul up.' From the great confidence he seemed to express, I permitted him to take charge; the people were ordered to their stations, the sail shortened to the topsails, steering at the time N. E. b. N., an additional look-out placed on the jib-boom end, the leads were kept going, and hands constantly by the bower-anchors. At 6-30, the north point of Garden Island bore S. S. E., and the S. E. end of Pulo-Carnac E. N. E.; altered course to E. S. E., and set the courses and driver by request of the master, the duty of the ship at this time being carried on by the senior lieutenant, Mr. Edmund Yonge, under my directions. About 6-45, in hauling up to the S. E., the sails were scarcely trimmed, when the ship took the ground; the last cast of the lead being half-three.—The best-bower was instantly let go, and almost immediately parted; the sails were furled, top-gallant yards and masts got down on deck—let go the small-bower, to which the ship swung to the wind for a short time only, as the chain parted, and she again paid round with her head to Pulo-Carnac, and was driven close in shore. Sent the master away in the second gig, to sound round the ship, and report upon the best position for laying out an anchor; the boats were then hoisted out and lowered down;—the wind increasing made it necessary to strike the top-masts. The master returning, the kedge-anchor was laid out to the southward, for the purpose of assisting the boats in warping out the spare anchor. At this period, two boats were reported to me, as coming down from the anchorage in Cockburn Sound, which proved to belong to the Sulphur, in one of which was Captain Dance and the master of that ship (Mr. John Perriam), who came to offer every assistance; and the other, under the direction of acting Lieutenant Marritt, with a stream-anchor and cable, which was most speedily laid out in the same direction as our own. The stream-cables being hove taut, the Sulphur's yawl and one of our own pinnaces were directed to hang the spare-anchor, with a 14 $\frac{1}{2}$ inch cable, between them; and, hauling themselves out, to let it go in the direction of the stream-anchors. About this time, the ship striking hard, the rudder was unshipped, all the pintles and the lower gudgeon being carried away

the transom sprung by the iron tiller, and eventually out to enable us to unship it. In heaving on the spare anchor, which had been laid out to the southward two cables' lengths, it parted, the cable being cut through by the rocks; the keedge and stream parting at the same time. The sheet was instantly let go, which did not hold a minute, both flues being broken off at the crown. The ship's head was again forced to the northward, having the stern exposed and left to the mercy of a strong S. W. sea breeze, with some swell, causing the ship to strike violently, making five feet water an hour, and in this position she continued all night.

"At this critical period, I thought it necessary to assemble the ship's company, to apprise them of the perilous state of the ship, and to express my strong approbation and admiration of their great exertions from the commencement, and recommended a continuance of the same as the only means of effecting the safety of the ship:—this seemed to excite an additional degree of enthusiasm, and, amidst the loudest cheering and the strongest exertions, they returned to the pumps, swearing they would never quit her whilst she would swim. Captain Dance remained on board all night, and at day-light the following morning was directed to proceed on board the Sulphur, to send down a bower-anchor and cable, which considering the means he possessed (from his ship being unmanned by boats away on an exploring party, which prevented his being able to move his own ship) was accomplished with the utmost despatch, the Sulphur being anchored at least seven miles off. Several guns having been fired for assistance, at 4 P. M. a boat came from the Lion, a brig lying in Gage's Roads, with Mr. McLeod the master, and his supercargo, who were requested either to move the brig round, or send an anchor and cable, as at that moment we had neither, and had sustained much damage; intimating at the same time that Government would make a remuneration for any service rendered:—they left the ship, but never returned; and ultimately sailed from the place on the 30th of November. I particularly wish to mark the conduct of this man, it being so perfectly unlike the proceedings of an Englishman, in the situation in which we were placed.

"Nov. 29th.—From the peculiar situation of the ship I judged it necessary to lighten her, and commenced by landing some of the guns and other stores. At 3 P. M., the Sulphur's yawl came alongside with a bower-anchor and cable, which was laid out to the southward, bent to one of our own hempen cables and passed through the rudder hole; brought it to the capstan and tried to heave off, when the cable parted, and the ship forced herself towards a ledge of rocks about three feet above water. The end of the 14-inch cable, parted from yesterday, was crept up, bent to a shroud-hawser, passed through the starboard stern port, and hove taut. The bolts in that part of the keel in the bread-room having started, the water began to make its way among the bread; when Mr. (Frederick) Hellyer, acting purser, with his usual forethought and precaution for the safety of his stores, reported to me the state thereof, on which I requested

him to take charge of the ship's books and accounts, together with the chronometers, and his own stores, and proceed to seek a place of safety for them by the island. During the night three planks of the larboard bow were stove in, and the cutwater completely ground away to the wood-ends against the rocks.

Nov. 30th.—At 7 A. M., crept up the end of the cable parted from yesterday, lashed both messengers to it, and hove taut through the rudder hole. Crept up the small-bower chain which had parted on the 28th, passed the end of a hempen bower-cable, with a splicing piece on it, through the starboard after-port on the half-deck, and hove it taut.

The Lieutenant-Governor came on board, and remained all night; his offers of assistance were much felt by all on board. He was kind enough to express his approbation at the exertion and perseverance manifested by all. As the ship was again secured, and the sea-breeze continuing to blow fresh, we made no attempts to heave the ship off, but lightened her as fast as possible, by getting out guns, shot, ballast, provisions, and other stores; the carpenters plugging up the holes made in the bow of the ship at this time making eight feet water per hour. During this and the former days, the people were without interval kept at the chain-pumps, and the cheerful manner in which this was performed could alone give us any hope.

As it was necessary that some officer should be landed to direct the necessary arrangement of all the stores, and receive the sick, acting Lieutenant Blackwood was selected for this service, who merits my approbation in every way from his great wish to do duty at the time the ship grounded, although he had been in the sick list for several months before, and was still in a weakly state.

December 1st.—Landed the assistant-surgeon with the sick on Puloe Carnac, and part of the stores. At 3 P. M., made an attempt to heave the ship off, having shifted the stern-cable to one of the larboard quarter main-deck ports. She started a few feet when the cable parted. Succeeded in clinching it again, hove taut, seized the end to the side bolts just inside the port, keeping the messenger also on it, and brought to;—people continually employed at the pumps, clearing ship of all her stores to the ballast, thrumming a sail, and rafting the spurs. As a rise of tide was anticipated we had still a hope of saving the ship.

Dec. 2d.—Continued landing stores of every description. At 3 P. M., made an attempt to heave off by the Sulphur's anchor, with two hempen cables an end on the larboard quarter, leading through the second after port on the main-deck; to these were hitched and seized our own two messengers, the hempen one brought to the capstan on the main-deck; the coir, with a runner on it, was bitted forward: the latter was intended to assist the former, but from having less purchase was more of a standby: they were cast off as soon as we had end enough to bring the cable to the capstan—two round turns were taken, and luffs used for holding on.

Through the opposite port, led one of our hempen cables, shackled to the small-bower chain, the anchor of which was nearly astern; on this was clapped a runner and yard-tackle;—the stream-anchor which had been of necessity dropped among the rocks on the starboard quarter, the day before, was now turned to good account by leading its chain through the same port, and therewith guying the ship into the deepest water. Through the stern port on deck was the shroud hawser; the object in view was, to keep an equal strain on the two bowers whilst heaving off; by a rally at the capstan, however, one of the cables gave way; lost no time in recovering its end and re-bending; the power at the capstan was reduced to two hands to a bar, and the falls on the main-deck (or rather the other cable) better manned, and by 7 P. M. the ship was in 2½ fathoms water; the small-bower-chain was then unshackled from the hempen cable, and passed from the starboard quarter port to the hawse hole on the same side; the larboard cable was buoyed and slipped, the shroud-hawser taken to the larboard hawse-hole, the ship swung with her head to the northward, and moored with nearly three lengths of chain on the starboard cable.

“Dec. 3d.—At 4 A. M. hove up the small-bower. At 8, hove up the hempen bower, and commenced warping the ship towards Garden Island; left an officer with a party at Pulo-Carnac, for the protection of the stores and provisions. Ship making three feet water an hour. At 7.30 P. M., anchored in Cockburn Sound, in 9 fathoms, veered to 28 fathoms, and moored ship with a kedge to the northward.

(Signed) “W. C. Jervoise, Captain.”

Nothing short of such wonderful exertions as were used by Captain Jervoise, his officers and crew, (first in extricating themselves from their perilous situation, and afterwards in heaving down and repairing their ship,) could possibly have saved the *Success*. On his arrival at Trincomalee, he was most highly complimented by that excellent officer and seaman, Sir Edward W. C. R. Owen, in company with whom he sailed for Bombay, in March 1831; it having been previously determined that his little frigate, supposed as she then was, to be no longer fit for the public service, should either be sold or taken to pieces. On her being docked however, the surveying officers reported, that, with the exception of her wanting a new rudder, she was perfectly fit for sea.

At this period, Captain Jervoise was ordered to assume the command of the *Calcutta*, a new 84; but, as Sir Edward Owen had resolved that the *Success* should neither be sold nor broken up in India, he requested permission to stick by

her, as the post of honor, not wishing, as he said, to see any other officer subjected to the risk of taking home a ship which had been repaired under such peculiarly disadvantageous circumstances. His request was unhesitatingly complied with, and as an additional mark of Sir Edward's admiration of his uncommon exertions, perseverance, and skill, the whole of his warrant officers were promoted into ships of a superior rate, and the vacancies caused by their removal given to men of his own selection. Most of the other fine fellows by whom he had been so ably and zealously assisted were then transferred to the *Calcutta*, and a fresh crew sent to the *Success*, composed of 100 soldiers belonging to H. M. 1st, or royal regiment, and a few blue jackets drafted from the different ships of the squadron. Thus manned, she arrived at Spithead on the 25th Nov. 1831, and, as was generally remarked by the naval officers assembled at Portsmouth, came into harbour like a perfect man-of-war: she was paid off on the 16th of the following month. We feel much pleasure in adding, that the whole of Sir Edward Owen's appointments have since been confirmed by the Admiralty.

Agents,—Messrs. Maude and Co.

RICHARD FREEMAN ROWLEY, Esq.
(See p. 125).

Is the third son of Vice-Admiral Sir Charles Rowley, K. C. B. He married, July 12th, 1828, Elizabeth Julia, youngest daughter of John Angerstein, Esq.

JAMES WALLACE GABRIEL, Esq.
(See p. 173.)

Previous to his return home from Jamaica, on which station he had, for some time, been the senior officer, Captain

Gabriel received the following handsome testimonials from his commander-in-chief and the mayor of Kingston :

" *H. M. S. Champion, Bermuda, 22d Sept. 1831.*

" Sir,—In acknowledging the receipt of your several letters by Falcon, dated between the 22d July and 26th August, I have to express my full and entire approbation of your proceedings, in the disposal of the vessels of the squadron under your orders, at Jamaica. I am, &c.

(Signed)

" E. G. COLPOYS."

(Private)

" My dear Sir,—It gave me very great pleasure to hear of your promotion, and I have now only to regret, that my intentions of serving you in other matters, should have been frustrated by your appointment to the *Magnificent*; for had you remained in the *Columbine* even a few weeks longer, it appears you would have picked up wherewithal at least to defray the expense of your outfit; but with us all is a lottery, and truly by Dame Fortune in such matters you have not been favored. I wish with all my heart that Sir James Graham would, in farther consideration of former services, afford me an opportunity of making up to you for what you have missed, by sending you out here in command of a ship. I remain, my dear Sir, very faithfully and truly yours,

(Signed)

" E. G. COLPOYS."

" My dear Sir,—I return you the letters, and cannot take my leave without expressing to you my warmest acknowledgments for the readiness with which all my applications on behalf of this mercantile community have been attended to. We cannot too highly appreciate the interest you have uniformly taken in our welfare, and for the zeal always manifested in promoting our commercial prosperity. I can safely say we have never missed the flag at the fore while you have had charge of the port duties; and God grant we may ever have officers like you filling that responsible situation.

(Signed)

" G. YATES, Mayor."

DIGBY WILLOUGHBY, Esq.

(See p. 298.)

Was on board the *Culloden* 74, at the battle of June 1st, 1791.

TERENCE O'NEILL, Esq.

(See p. 312.)

Returned home from Jamaica in the Ajax 74, Captain Nicholas Charrington; and subsequently served under Captains Lambert Brabazon, Thomas Byam Martin, Robert Hall, and George Gregory; Lieutenant George Clarke Searle; Captain Robert Linzee, and Lieutenant Henry Gunter; in the Porcupine 24, Pylades, and Serpent sloops, Liberty brig, Saturn 74, and Pilote cutter; on the Channel, West India, and Irish stations. At the commencement of the French revolutionary war, he successively joined the Alcide 74, Commodore R. Linzee; the Windsor Castle 98, bearing the flag of the same officer as a Rear-Admiral; and the Britannia first rate, flag-ship of Vice-Admiral Hotham. He removed from the Censeur into the Cyclops 28, Captain William Hotham, and in that frigate visited the Archipelago.

WILLIAM LOVE, Esq.

(See p. 362.)

On the 14th Dec. 1831, this most respectable officer addressed the following letter to the Lord Mayor of London:

"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. Stevens 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)

"WM. LOVE."

Erratum,—P. 362, line 11 of the large type, *for* Henry, is a lieutenant, *read* Henry Ommanney, is a commander.



END OF VOL. III.—PART II.

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