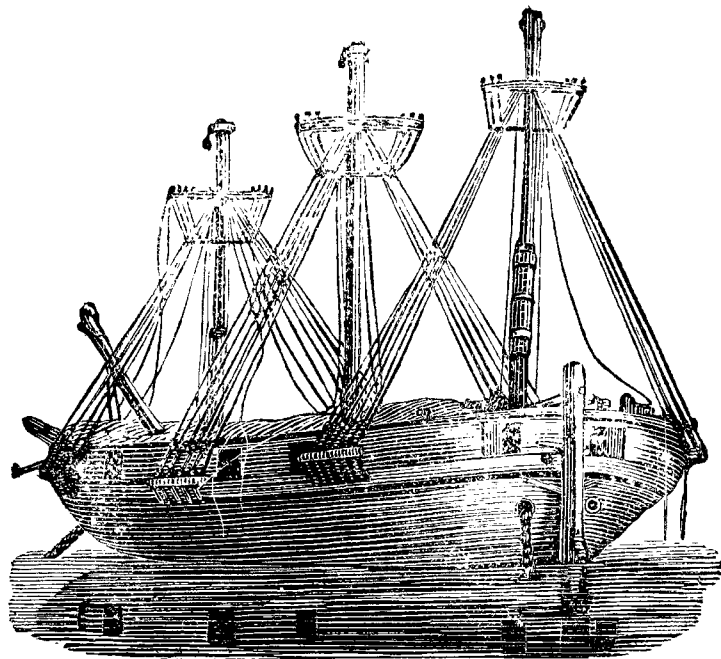


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The French prize, *Ville-de-Lyon*, mounting 16 guns, 24-pounders (French *calibre*) taken before Boulogne, 21 September, 1811, by H. M. S. *Naiad*, Captain Carteret a vessel of peculiar construction, and rough workmanship, more fit for local and temporary employment, than for general service. Engraved on Wood by Berryman, from a Drawing by Pocock.

BIOGRAPHICAL MEMOIR
OF
ARTHUR PHILLIP, ESQ.

VICE-ADMIRAL OF THE RED SQUADRON.

“ No species of writing seems more worthy of cultivation than biography, since none can be more delightful or more useful, none can more certainly enchain the heart by irresistible interest, or more widely diffuse instruction to every diversity of condition.”———DR. JOHNSON.

OF the life and professional services of Admiral Phillip, the first Governor of New South Wales, it has long been our wish and intention to present a concise memoir; and as we are not aware that a more favourable opportunity is likely to offer, we avail ourselves of the opening of our twenty-seventh Volume, for that purpose.

Nav. Chron. Vol. XXVII.

B

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Excerpt

[More information](#)

2

NAVAL BIOGRAPHY.

For the materials of this memoir we are chiefly indebted to the biographical "anecdotes of Governor Phillip," which are prefixed to the account of his voyage to Botany Bay, published in the year 1789.

Arthur Phillip, who, it has been observed, like Drake, Dampier, and Cook, is indebted to his merit and his services, for the distinction, rank, and command which he has enjoyed, was born in the parish of Allhallows, Bread Street, in the City of London, on the 11th of October, 1738. His parents, it is presumed, were not in opulent circumstances. Jacob Phillip, his father, was a native of Frankfort, in Germany; and, having settled in England, he maintained his family, and educated his son, by teaching the Languages. His mother, whose maiden name was Elizabeth Breach, had married, for her first husband, Captain Herbert, R.N.* a collateral descendant of the noble family of Herbert, Earl of Pembroke.

Young Phillip did not derive the whole of his education from

* This officer is supposed to have been the father of Captain Edward Herbert, of whom we find the following brief account, in CHARNOCK'S *Biographia Navalis*, Vol. V. p. 104 —

"He is said, in Rear-admiral Hardy's naval list, to have been appointed commander of the Torrington frigate, as successor to Captain Knight, on the 5th of March, 1741. We believe this information to be correct, notwithstanding almost all the accounts state him to have taken post on that day in the Tyger, a fourth rate. He was, however, certainly removed into that ship in a very short time afterwards, and accompanied Mr. Vernon on his unsuccessful expedition against the Island of Cuba. The Tyger being wrecked not long after the return of the armament, Captain Herbert was tried by a court martial, assembled at Jamaica, on the 10th of July, 1742, and mulcted, for neglect of duty, all the pay then due to him; but was at the same time recommended for farther employment by his judges. We believe him to have been a short time afterwards appointed to the Woolwich; and, in April, 1744, to have captured a very valuable Spanish ship, called the Ascension, bound from Cadiz to Vera Cruz, carrying 24 guns, and 120 men. On the 11th of August following, he was brought to a court martial, at Antigua, for disobedience of the orders given to him by the commander-in-chief, for which offence he was not only sharply reprimanded by the President, but was also fined twelve months' pay. We have no proof of his having received any subsequent commission, but believe him to have lived in retirement after the time above stated. He died in Wales, on the 19th of November, 1752."

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Excerpt

[More information](#)

ARTHUR PHILLIP, ESQ.

3

his father; but, being intended for the navy, he was sent to the school at Greenwich, where he received instructions suitable to his adopted profession.

In 1755, having completed his sixteenth year, he entered the service, in the *Buckingham*, of 68 guns, under the auspices of the late Captain Michael Everitt. The *Buckingham* was one of the ships which had been just put into commission at Chatham, in consequence of the apprehended rupture with France. She appears to have been employed on the home station, till the month of April, 1756; when she proceeded to the Mediterranean, as the flag-ship of Rear-admiral West, second in command of the squadron under Admiral Byng. In the inglorious action which ensued, Captain Everitt behaved with great gallantry.* He quitted the *Buckingham*, on her return to England, at the conclusion of the year, and was soon afterwards appointed to the *Union*, of 90 guns, into which, we believe, Mr. Phillip accompanied him. Captain Everitt's next ship was the *Stirling Castle*, which he commanded on the West India station in 1761. He quitted her, however, prior to the siege of the Havannah, in 1762; † but Mr. Phillip participated in that service, and was made lieutenant in the *Stirling Castle*, on the 7th of June, 1762, by Admiral Sir George Pocock.‡

The ensuing peace of 1763, suspended, for a time, Lieutenant Phillip's professional career. He, consequently, found leisure to marry, and "to settle at Lyndhurst, in the New Forest, where he amused himself with farming, and, like other country gentlemen, discharged assiduously those provincial offices which, however;

* The *Buckingham* had three men killed, and seven wounded.—For the particulars of the action, with the French and English lines-of-battle, *vide* memoir of Admiral Lord Mount Edgumbe, N. C. XXII. 180.

† Nothing is recorded concerning Captain Everitt, till his appointment to be captain of the *Amazon* frigate, on the 13th of December, 1747. He next commanded the *Buckingham*. After he quitted the *Stirling Castle*, as above mentioned, he is not known to have been employed till the year 1767, when he was appointed to the *Bellona*, of 74 guns, one of the guard-ships at Portsmouth. He died on the 13th of September, 1776.

‡ For a portrait and memoir of Sir George Pocock, *vide* N. C. VIII. 441. The details of the expedition against the Havannah commence at page 455 of the same volume.

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unimportant, occupy respectively the owners of laud, who, in this island, require no office to make them important.”

A country life, however, seems not to have been congenial with the wishes of Lieutenant Phillip; as, when the war took place between Spain and Portugal, he embraced the opportunity of offering his services to the latter power. A tender so useful was readily accepted; and, we understand, his subsequent conduct and success were such, as raised him very high in the estimation of the Portuguese Court.

Lieutenant Phillip continued in the service of Portugal, till the hostile conduct of France, towards Great Britain, in the year 1778, when he returned to his native country. Interest, inclination, and duty, were motives too cogent to be resisted; and, though the Portuguese government is said to have greatly regretted his departure, it could not but approve the spirit by which he was actuated.

Mr. Phillip was made master and commander in the Basilisk fire-ship, on the 2d of September, 1779; an appointment, we believe, which afforded him but little, if any, opportunity of displaying his professional talents. On the 30th of November, 1781, he was promoted to the rank of post captain, in the Ariadne frigate; and, on the 23d of December following, he was appointed to the Europe, of 64 guns.

During the year 1782, Captain Phillip was very actively employed; and, in January, 1783, he sailed with a reinforcement for the East Indies. His arrival in India was not sufficiently early to allow of his participating in any of the actions which took place just at the close of the war; and, the peace having rendered a reduction of our naval force in that quarter expedient, he sailed for England with Commodore King,* in the first division of the fleet,† at the latter end of the year. The Europe sailed from the Cape, a single ship, and reached home about the month of May, 1784.

* Afterwards Admiral Sir Richard King, Bart. for whose memoir and portrait the reader is referred to our XIIth Volume, page 433.

† This division consisted of the Europe (Captain Phillip), the Hero, Cumberland, Monarca, Magnanme, Africa, Exeter, Inflexible, Sceptre, San Carlos, Najad, and Seahorse; all of which arrived safe except the Exeter, which was condemned at the Cape, as unfit for service.

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Excerpt

[More information](#)

ARTHUR PHILLIP, ESQ.

5

Captain Phillip was not again employed, till the period when it was determined to effect a settlement, chiefly by the transportation of condemned felons, at New South Wales.* “The squadron destined to carry into execution the above design, began to assemble at its appointed rendezvous, the Mother Bank, within the Isle of Wight, about the 16th of March, 1787. This small fleet consisted of the following ships:—His Majesty’s frigate *Sirius*, † Captain John Hunter, ‡ and his Majesty’s armed tender *Supply*, commanded by Lieutenant H. L. Ball; § three store-ships, the *Golden Grove*, *Fishburn*, and *Borrowdale*, for carrying provisions and stores for two years; including instruments of husbandry, clothing for the troops and convicts, and other necessaries; and lastly, six transports, || the *Scarborough*, and *Lady Penrhyn*, from *Portsmouth*; the *Friendship*, and *Charlotte*, from *Plymouth*; the *Prince of Wales*, and the *Alexander*, from *Woolwich*. These were to carry the convicts, with a detachment of marines in each, proportioned to the nature of the service; the largest where resistance was most to be expected, namely, in

* “On December 6, 1786, the proper orders were issued by his Majesty in council, and an Act establishing a court of judicature in the place of settlement, and making such other regulations as the occasion required, received the sanction of the whole legislature early in the year 1787.” *Voyage of Governor Phillip to Botany Bay*; 8vo. edition, page 9.

† For some particulars relating to the *Sirius*, *vide* N. C.:XXIV. 6.

‡ A portrait and memoir of this officer, who succeeded Commodore Phillip in the government of New South Wales, will be found in our VIth Volume, page 349; and a portrait and memoir of his brother, the late Lieutenant William Hunter, of Greenwich Hospital, in our XIIIth Volume, page 1.

§ This gentleman is now a post captain. His marriage, (second, we believe) on the 19th of July, 1810, to Ann Georgina Harriette, eldest daughter of General Johnson, late of the Hon. E. I. C.’s service, is recorded in our XXIVth Volume, page 85.

|| Lieutenant John Shortland, father of the late Captain John Shortland, whose portrait and memoir are given in our XXIVth Volume, page 1, was the agent to the transports on this occasion. A brief account of his professional services is inserted in his son’s memoir; which will also be found to comprise various particulars respecting the voyage to, and the proceedings at Botany Bay

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Excerpt

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those ships which carried the greatest number of male convicts. Altogether they formed a little squadron of eleven sail."*

Of this squadron, Captain Phillip was nominated commodore, with the additional appointment of Governor of New South Wales. On his arrival at the rendezvous, he hoisted his pendant on board the *Sirius*; "and the embarkation being completed, and the time requiring his departure, at day-break, on the 13th of May, 1787, he gave the signal to weigh anchor."†

Into the details of the voyage, it would be foreign from our present purpose to enter. The *Sirius* "anchored off Teneriffe on the 3d of June; crossed the line on the 5th of July; reached Rio de Janeiro on the 5th of August; and anchored in Table Bay, Cape of Good Hope, on the 14th of October. On the 12th of November, she sailed from the Cape; and, on the 25th, Commodore Phillip left her, and went on board of the *Supply*; leaving Captain Hunter in the *Sirius*, to follow with the store-ships, and a part of the transports. The *Supply* reached Botany Bay on the 18th of January, 1788, and the *Sirius* on the 20th."‡

Governor Phillip landed at Botany Bay, on the day of his arrival, and an interview with the natives immediately took place. "They were all armed, but on seeing the governor approach with signs of friendship, alone and unarmed, they returned his confidence by laying down their weapons."

Various objections to the forming of a settlement in this Bay presenting themselves, Governor Phillip resolved to examine Port Jackson, a bay which had been mentioned by Captain Cook as immediately to the north of Botany Bay. Accordingly, on the 22d of January, accompanied by Captain Hunter, and several other officers, he set out for Port Jackson, and arrived there—a distance of about three leagues—early in the afternoon. The result was highly satisfactory; the surveyors finding "one of the finest harbours in the world, in which a thousand sail of the line might ride in perfect security." On the 24th, Governor Phillip returned to Botany Bay, and issued orders for the removal of the

* *Voyage of Governor Phillip to Botany Bay*, page 13.

† *Ibid.* page 16.

‡ N. C. XXIV. 7.

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Excerpt

[More information](#)

ARTHUR PHILLIP, ESQ.

7

fleet to Port Jackson; on the 25th, he sailed for that harbour, in the Supply; and, on the 26th, the transports and store-ships, attended by the Sirius, finally evacuated Botany Bay. In the evening of the last-mentioned day, the colours were displayed on shore at Port Jackson, “and the governor, with several of his principal officers and others, assembled round the flag-staff, drank the King’s health, and success to the settlement, with all that display of form which on such occasions is esteemed propitious, because it enlivens the spirits, and fills the imagination with pleasing presages.”

“The 7th of February, 1788, was the memorable day which established a regular form of government on the coast of New South Wales. For obvious reasons, all possible solemnity was given to the proceedings necessary on this occasion. On a space previously cleared, the whole colony was assembled; the military drawn up and under arms; the convicts stationed apart; and near the person of the governor those who were to hold the principal offices under him. The royal commission was then read by Mr. D. Collins, the judge advocate. By this instrument, Arthur Phillip was constituted and appointed captain-general and governor-in-chief in and over the territory, called New South Wales; extending from the northern cape, or extremity of the coast, called Cape York, in the latitude of $10^{\circ} 37' S.$ to the southern extremity of the said territory of New South Wales, or South Cape, in the latitude of $43^{\circ} 39' S.$ and of all the country inland to the westward, as far as the 135th degree of east longitude, reckoning from the meridian of Greenwich, including all the islands adjacent in the Pacific Ocean, within the latitude aforesaid of $10^{\circ} 37' S.$ and $43^{\circ} 39' S.$ and of all towns, garrisons, castles, forts, and all other fortifications, or other military works which may be hereafter erected upon the said territory, or any of the said islands. The act of Parliament establishing the courts of judicature was next read; and lastly, the patents under the great seal, empowering the proper persons to convene and hold those courts whenever the exigency should require. The office of lieutenant governor was conferred on Major Ross, of the marines. A triple discharge of musketry concluded this part of the ceremony; after which Governor Phillip advanced, and addressing first the private

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Excerpt

[More information](#)

soldiers, thanked them for their steady good conduct on every occasion: an honour which was repeated to them in the next general orders. He then turned to the convicts, and distinctly explained to them the nature of their present situation.....
He particularly noticed the illegal intercourse between the sexes, as an offence which encouraged a general profligacy of manners, and was in several ways injurious to society. To prevent this, he strongly recommended marriage, and promised every kind of countenance and assistance to those who, by entering into that state, should manifest their willingness to conform to the laws of morality and religion. Governor Phillip concluded his address, by declaring his earnest desire to promote the happiness of all who were under his government, and to render the settlement in New South Wales advantageous and honourable to his country.—This speech, which was received with universal acclamations, terminated the ceremonial peculiar to the day. Nor was it altogether without its proper effect: for we are informed, that in the course of the ensuing week, fourteen marriages took place among the convicts. The assembly was now dispersed, and the governor proceeded to review the troops on the ground cleared for a parade: after which, he gave a dinner to the officers, and the first evening of his government was concluded propitiously, in good order and innocent festivity, amidst the repetition of wishes for its prosperity.”

To enter farther into the history of the settlement, with the early periods of which the public are already well acquainted, is not within our present intention; particularly as, in the course of the volume, we shall probably have a more eligible opportunity of tracing the advances of the settlers towards a state of civilization and comfort, and of exhibiting a comprehensive view of the colony, with respect to its existing government, &c.

We shall now only add, that Governor Phillip continued to exercise the various functions of his office, with credit to himself, with advantage to the people entrusted to his care, and with great satisfaction to government, until the year 1795; when, having previously requested permission to resign, in consequence

* *Voyage of Governor Phillip to Botany Bay*, page 76 to 80.

NAVAL ANECDOTES, &c.

9

of ill health, he was succeeded by Captain Hunter, and returned to England.

Since that period, he has not, we believe, accepted of any command, but has lived altogether in retirement.

On the 1st of January, 1801, he was promoted to the rank of rear-admiral of the blue squadron; on the 23d of April, 1804, he was made rear of the white; on the 9th of November, 1805, rear of the red; on the 25th of October, 1809, vice of the white; and, on the 31st of July, 1810, vice of the red.

To this slight sketch of Admiral Phillip's professional life and services, we shall be happy, at any future time, to make such additions as we may be enabled to do, by the receipt of authenticated particulars.

NAVAL ANECDOTES,
 COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

CAPTURE OF L'ESPOIR.

ON Monday afternoon, 7th October, the French lugger privateer, l'Espoir, pierced for 14 guns, and carrying 56 men, a prize to the sloop Rolla, Captain Clarke, was taken into Ramsgate harbour. The circumstances connected with this capture are detailed in the following letter from on board the Rolla, then in the Downs —

“ On Sunday, 6th of October, at six P M. we discovered a lugger to leeward of us, off Dieppe; but she was so close in with the lod, that we had no other method of taking her than by hoisting French colours over the English. Having our plain side to her, she took us for a captured West Indiaman; and we, having a press of sail, were under close reef top-sails, and main-top gallant-sail set, with a fore-top-gallant-mast down in merchant-man fashion, keeping six men only on deck, the marines and the rest of the ship's company lying down to leeward, with their small arms out of sight. When within half a mile of the lugger, we hauled down the French colours, hoisted English, let down our ports, and fired into her with musketry, grape, and canister; the effects of which are visible in her masts and rigging. The lugger then endeavoured to hoist her main lug to get away from us, we going at the rate of nine knots, but she fell under our lee; we becalmed her, and hooked her main-rigging with our sheet-

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anchor. At this instant, Lieutenant Bradby, Mr. Ackers, master's mate Mr. Sæton and ten men, boarded the lugger in a gallant style, diving about forty of the enemy from the deck. She proves to be l'Espoir, out of Dieppe, had made no capture, and is pierced for fourteen guns."

DESTRUCTION OF TWO FRENCH PRIVATEERS IN AMERICA.

THE following remarkable statement, under the date of Savannah, November 18, 1811, is copied from an American newspaper —

"La Vengeance and la Franchise, French privateers, were burnt in this port on the 15th inst. As this transaction will undoubtedly excite considerable interest throughout the United States, we present to our readers as correct a narrative as we believe can be obtained, of the causes which led to it.

"On Wednesday night, the 13th inst. three or four American seamen, unarmed, were attacked in the western part of this city, by a body of the privateers' men, and received several wounds with knives and daggers.

"On the next day, the 14th inst. the heterogeneous crew of Italians, Venetians, Sicilians, Portuguese, and Frenchmen, expressed their determination of making a second assault, and on the same night carried it into dreadful execution. Jacob R. Taylor, son of John T. Taylor, of Philadelphia, second mate of the brig Betty, Captain Wm. Fountain, a respectable and decent young man, after receiving dagger wounds through the right arm, under the left shoulder, and on the crown of his head, was despatched by a sabre blow above his hip.

"At the same time, Collins, an American citizen, and lately a rigger here, was so desperately wounded, that he died the next morning; many other seamen were stabbed and maimed in a cruel manner. On Friday afternoon, the 15th instant, a number of captains and mates of vessels and seamen were proceeding in a body, with the American flag, towards the wharf, at which la Franchise was lying, and as soon as they appeared from the narrow passage which leads to it, they were ambuscaded and fired upon by the privateersmen from aloft on the wharf, when one or two cross shots were discharged from the privateer. Captain Miller, of the brig Champlin, received a shot through his head, and is in a most dangerous situation—at the same time a seaman belonging to Captain Howland's vessel was killed. An Italian, the sailing master of one of the vessels, and a Frenchman, fell in the rencontre, and a negro on board was shot through the hand.

"The popular indignation could no longer be restrained, under feelings excited to the utmost pitch, the alarm bell sounded, and the drums beat to arms. La Franchise was boarded, and immediately towed across the river, where she was fired; and a great number of seamen were in the act of dismantling, and casting off la Vengeance, when she was boarded by a detachment of the Savannah volunteer guards. The Mayor of the City soon after arrived on board, and after delivering an address to the much exasperated populace, exhorting them to keep the peace, she was committed, with the crew then remaining on board of her, to the protection