

SIR HARRY (BURRARD) NEALE,

Baronet; Vice-Admiral of the White; Knight Grand Cross of the most honorable Military Order of the Bath; M. P. for Lymington, Riding Forrester of the New Forest; and Mayor of Christchurch, Hants.

THERE can be little doubt that the name of Burrard is a pure Saxon compound, consisting of *Burh* or *Burgh*, a town or city, and *Heard*, a shepherd or keeper; which circumstance alone is sufficient to denote, that the family is of considerable antiquity.

The subject of this memoir is the eldest son of the late William Burrard, of Lymington, co. Hants, Esq. by Miss Mary Pearce, his second wife, and succeeded to the title on the demise of his uncle, Sir Harry Burrard, the first Baronet of that name, who died April 12, 1791.

Previous to the war with France, in 1793, our officer commanded the *Nautilus* sloop; and on the 1st Feb. in that year, obtained the rank of Post-Captain. He was soon after appointed to the *l'Amable*, of 32 guns, and in that ship assisted at the reduction of Bastia. On the 23d May, 1794, he captured the *la Moselle*, French corvette of 18 guns, off the *Hières* islands.

In April 1795, our officer married a daughter of the late Robert Neale, of Shaw House, co. Wilts. Esq., on which occasion he adopted the name of Neale. About the same time he obtained the command of the *St. Fiorenzo*, of 42 guns, in which frigate his late Majesty occasionally made short marine excursions, Sir Harry being stationed off Weymouth during the King's summer residence at that place.

On the 9th March, 1797, being off Brest in company with Captain John Cooke, of the *la Nympe*, who afterwards fell at Trafalgar, he discovered two French men of war standing in for the land. The wind being at this time off shore, and the enemy's fleet in Brest Road visible from their tops, it was necessary to make as decided and prompt an attack as possible; for this purpose both ships bore down on the headmost

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and largest of the French vessels, which they attacked so warmly, that after a short resistance she struck. By this time the other came up, and being instantly attacked in the same manner, soon also surrendered. They proved to be la Résistance, of 48 guns and 345 men, and la Constance, of 24 guns and 189 men. The total loss sustained by the enemy was 18 killed and 15 wounded. The British ships had not a man hurt. The prizes were taken into the service; the name of la Résistance was changed to the Fisgard, in consequence of these being two of the French squadron which had recently landed a party of convicts, disguised as soldiers, in the Bay of that name, on the coast of Wales.

Soon after this event, the St. Fiorenzo was fitted up to carry the Princess of Wirtemberg to Germany. Previous to her sailing, the mutineers at the Nore endeavoured to seduce her crew from their duty; but finding their loyalty was not to be shaken, she was ordered to anchor close under the stern of the Sandwich, on board of which was the chief ringleader, Parker. A few days after, much to the honor of her commander, the officers, and patriotic crew, she effected her escape, and proceeded to Harwich. On the 7th June following, the thanks of the merchants, ship-owners, insurers, and others concerned in commerce and navigation, were voted, at a meeting held at the Royal Exchange, to Sir Harry Neale, &c. &c., for their spirited conduct in carrying the ship through the mutinous fleet*.

On the 8th Oct, 1798, the Royal family and a number of the nobility partook of a public breakfast given by Sir Harry on board the St. Fiorenzo, in honor of Sir Horatio Nelson's victory at the Nile.

In the month of April following, the St. Fiorenzo being off Belleisle, in company with the Amelia, discovered three French frigates at anchor in the Great Road, with their top-sail yards ready hoisted to come out. A heavy and sudden squall of wind unfortunately carried away the Amelia's main top-mast, and fore and mizen-top-gallant masts. The enemy, encouraged by this accident, immediately got under weigh,

* For an account of the mutiny at the Nore, see p. 160, *et seq.*

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accompanied by a large cutter, and made sail towards the British frigates. Sir Harry Neale, with great firmness and resolution, notwithstanding the disaster which had befallen the *Amelia*, made the signal to prepare for battle, and manifested a readiness to meet the enemy. When he had run a little to leeward, he shortened sail, that the *Amelia*, whose crew had by this time with great exertions and activity cleared the wreck, might close and keep under command with her fore and mizen top-sails. The enemy soon arrived up with the British frigates, and a brisk action ensued. As the French ships kept edging down on the islands of Houat and Hedic, it obliged the English commanders to bear down three times to close with them, by which they became also exposed to the fire of the batteries on these islands. After engaging an hour and fifty-five minutes, the enemy wore and stood in towards the Loire, two of them in a shattered condition. The loss sustained by the *St. Fiorenzo* was 1 man killed and 18 wounded. The *Amelia* had 2 slain and 17 wounded. The loss on board the enemy's squadron is said to have been very severe, but was never correctly ascertained.

This action, as gallant and well fought as any during the war, reflects the highest honor on the officers and men concerned in it. They were so near the land, that they could see the shore lined with spectators. When the enemy retreated the British seamen gave them nine hearty cheers, whilst their own batteries actually fired on them. After the battle, the *St. Fiorenzo* captured a French letter of marque from Cape François, laden with sugar, coffee, and indigo.

In the spring of 1801, Sir Harry was appointed to the *Centaur* of 74 guns; and subsequently to the *Royal Charlotte* yacht, the command of which he retained until May 1804, when he became one of the Lords Commissioners of the Admiralty. In the ensuing month of July, he vacated his seat at the Board, on being appointed to the *Royal Sovereign*, a new yacht, from which he afterwards removed into the *London* of 98 guns, attached to the squadron under Sir John B. Warren.

On the 13th March, 1806, at 3^h 30' A. M. the *London*, being to windward of the squadron, fell in with a line-of-battle ship and a frigate; and after a running fight which continued from before day-light until 43 minutes after nine, in

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which she was joined by the Amazon, compelled them to strike. They proved to be the Marengo, of 80 guns and 740 men, and Belle Poule, of 40 guns and 320 men, returning to France from the East Indies; these ships being the remainder of the French squadron that had committed so much depredation upon the British commerce in the Eastern hemisphere. In this action, the London had 10 men killed and 22 wounded; the Amazon 4 killed and 6 wounded. The loss sustained by the enemy amounted to 65 slain and 80 wounded; among the latter was the French Admiral Linois.

Early in 1808, Sir Harry Neale was appointed Captain of the Channel fleet, under Lord Gambier. In the following year he was present at the destruction of the French ships in Aix Roads, and in common with the other officers received the thanks of Parliament for his conduct on that occasion. He afterwards commanded the blockading squadron off Rochefort. At the beginning of 1811, we find his flag in the Boyne of 98 guns, on board which ship it remained till the spring of 1813, when he shifted it into the Ville de Paris, a first rate, where it continued until the peace.

Our officer became a Rear-Admiral, July 31, 1810; Vice-Admiral, June 4, 1814; K. C. B. Jan. 2, 1815; and G. C. B. Sept. 14, 1822. He has for many years sat in Parliament as representative for Lymington, in which borough, being lord of the manor, he possesses great influence.

At the funeral of his late Majesty, Sir Harry Neale walked in the procession as a Groom of the Bedchamber.

Residence.—Walhampton, near Lymington, co. Hants.

SIR JOSEPH SYDNEY YORKE,

Vice-Admiral of the White; Knight Commander of the most honorable Military Order of the Bath; Member of Parliament for Reygate; and a Director of Greenwich Hospital.

THIS officer is the youngest son of the late Right Hon. Charles Yorke, Lord Chancellor of Great Britain *, by Agne-

* Lord Chancellor Yorke was the second son of Philip, 1st Earl of Hardwicke, who had also held the same high office. He received the seals

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ta, second daughter and co-heiress of the late Henry Johnson of Berkhamstead, Esq., and was born in London, June 6th, 1768.

Mr. Yorke entered the naval service Feb. 15th, 1780; and after serving some time as Midshipman in the Duke of 98 guns, commanded by the late Sir Charles Douglas, Bart., removed with that distinguished officer into the Formidable, another second rate, bearing the flag of the late Lord Rodney, to whom he acted as Aid-de-Camp at the great battles fought off Guadaloupe, April 9th and 12th, 1782, in which the French fleet was totally defeated, and Admiral the Count de Grasse, taken prisoner*.

A general peace followed the above glorious event; and the Formidable having returned to England, our young officer, after a short interval, joined the Assistance of 50 guns, Commodore Sir Charles Douglas, stationed on the coast of America; and subsequently the Salisbury of 50 guns, Captain Sir Erasmus Gower, bearing the broad pendant of the late Admiral J. Elliot, in which ship he continued on the Newfoundland station nearly three years, in the capacity of Master's Mate.

Mr. Yorke was promoted to the rank of Lieutenant, June 16th, 1789, and served as such on board the Adamant of 50 guns, Rear-Admiral Sir R. Hughes, Bart. Thisbe frigate, and Victory of 100 guns. In the following year he was elected M. P. for Reygate †, in Surry, in which borough his family has considerable property. Lieutenant Yorke continued in the Victory during the Spanish and Russian arma-

in 1770, and was created a Peer by the title of Baron Morden; but dying before the patent had passed the Great Seal, it did not take effect, and was never afterwards completed, though it had passed through the Privy Seal Office, and every other form. His eldest son however, on the demise of his uncle, the late Earl of Hardwicke, succeeded that nobleman both in title and estates.

* An account of this decisive conflict will be found under the head of Admiral William Peere Williams Freeman, the senior surviving officer of those who were present on that memorable occasion. It is here necessary to remark, that many of the British ships were near the Ville de Paris at the moment of her submission, and among others the Formidable.

† He represented Reygate in Parliament until the year 1806, and was then returned for the borough of St. Germans, Cornwall.

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ments ; and in the month of February, 1791, was promoted to the command of the Rattlesnake sloop of war, in which vessel he cruised in the Channel, until the commencement of the war with the French Republic, when he was made Post into the Circe of 28 guns, by commission dated Feb. 4, 1793, and placed under the orders of the late Admiral Earl Howe.

The Circe was actively employed in the Channel Soundings, Bay of Biscay, &c ; and Captain Yorke had the good fortune to capture several of the enemy's large privateers, and a number of merchant vessels ; he also took the *Espiegle* French corvette close to Brest harbour, and in sight of a very superior French squadron.

In the month of August, 1794, he removed into the *Stag* of 32 guns ; and after serving some time on the above station, and the coast of Ireland, was ordered to join the North Sea fleet, at that period commanded by the late Lord Duncan.

On the 22d Aug. 1795, our officer being in company with a light squadron under the orders of Captain James Alms, gave chase to two large ships and a cutter. At 4^h 15' P. M. the *Stag* brought the sternmost ship to close action, which continued with much spirit for about an hour, when the enemy struck, and proved to be the *Alliance*, Batavian frigate of 36 guns and 240 men ; her consorts, the *Argo* of the same force, and *Nelly* * cutter of 16 guns, effected their escape, after sustaining a running fight with the other ships of the British squadron. In this spirited action, the *Stag* had 4 men slain and 13 wounded, and the enemy between 40 and 50 killed and wounded.

Captain Yorke continued to command the *Stag*, and cruised with considerable success against the armed and trading vessels of the enemy, until the month of March, 1800, when he was appointed to the *Jason* of 36 guns ; and in the following year removed to the *Canada*, 74, which ship formed part of the western squadron during the continuance of the war.

On the renewal of hostilities in 1803, our officer was again called into service, and commanded successively the *Prince George*, 98, *Barfleur*, 98, and *Christian VII.* of 80 guns, (the latter a Danish ship with round quarters built from one of Ad-

* Called the *Vleigheld* by *James*, but in the Gazette account described as above.

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miral Chapman's models,) until June 22, 1810, when he was superseded on being appointed one of the Lords Commissioners of the Admiralty *, on which occasion he vacated his seat in Parliament, but was immediately re-elected. Some time previous to this, when his brother the Earl of Hardwicke obtained the Blue Ribband while Lord Lieutenant of Ireland, Captain Yorke, as his proxy, received the honor of knighthood †.

On the 31st July, 1810, Sir Joseph was advanced to the rank of Rear-Admiral of the Blue; and in the month of Jan. following, he hoisted his flag on board the *Vengeur* of 74 guns, and assumed the command of a strong squadron, with which, and a large body of troops intended to reinforce Lord Wellington's army in Portugal, he arrived in the Tagus March 4: in consequence of this reinforcement the French army, under Marshal Massena, broke up from Santarem, and began its retreat into Spain. We next find the Rear-Admiral cruising off the Western Isles, with a squadron consisting of three sail of the line and two frigates, for the protection of the homeward bound East India fleet, the whole of which reached England in safety.

At the general election in Oct. 1812, Sir Joseph Yorke was chosen M. P. for Sandwich ‡. And on the 4th June, 1814, obtained the rank of Vice-Admiral. He was nominated a K. C. B. Jan. 2, 1815; and in the course of the same year presented with the freedom of the borough of Plymouth.

* Captain Yorke's brother, the Right Hon. C. Yorke, formerly Secretary of War and Secretary of State, was about the same time nominated First Lord Commissioner, in which post he continued for two years. During the period of the two brothers sitting at the board, the Break-water in Plymouth Sound was decided upon and commenced; the dock-yard at Pembroke, and the improvements in Sheerness-yard, were also determined upon: the iron tanks, iron cables, and round bows of the ships of war, were generally introduced in the service, together with other essential improvements. Previous to Sir J. Sidney Yorke resigning his seat at the Admiralty, the round sterns were also brought forward, at the suggestion of Sir R. Seppings, and their utility strenuously supported by our officer.

† Philip, Earl of Hardwicke, was made Lord Lieutenant of Ireland in 1801, where his administration was highly approved, and where he gave great satisfaction, by displaying, in very difficult times, much wisdom, firmness, judgment, and moderation. He is a K. G., and stands high in the political world; and as a private man, a father, and husband, his character ranks with the best.

‡ The borough of Sandwich generally returns a naval officer as one of its representatives.

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The Vice-Admiral retained his seat at the Board of Admiralty until the month of April 1818, when he resigned it ; since which he has been on half-pay. He is at present M.P. for Reygate, having been returned for that borough in the summer of 1818 *, and re-elected in 1820.

Sir Joseph Yorke married, first, in April 1798, Elizabeth, daughter of James Rattray, of Atherstone, in North Britain, Esq. ; and by that lady, who died Jan. 29, 1812, has several children, one of whom, Charles Philip, a Commander in the Navy, born April 1799, served as a Midshipman of the Queen Charlotte in the battle of Algiers †, and obtained the commendations of his Captain (Sir James Brisbane) for his conduct on that memorable occasion. Sir Joseph married, secondly, May 22, 1813, Urania, dowager Marchioness of Clanricarde, and daughter of George, twelfth Marquis of Winchester.

* The following lines were addressed to Sir Joseph Sydney Yorke, on his retirement from the Admiralty :

Hail to thee, friend of the storm-beaten tar,
Hail to thee, Yorke ! ever faithful and brave ;
In peace a consoler, undaunted in war,
Hail to thee, Yorke, from a son of the wave.

Though thy hand be withdrawn from directing the helm,
Though thy voice in the Board-room no longer be heard,
Not a heart of more worth throbs in Albion's proud realm,
Not an Admiral more valued, more loved, and revered.

When old Neptune his Tritons may harness again,
When wild echoes awake that now slumbering lie,
Let thy standard be reared on the high-swelling main,
And with Yorke we'll embark—to conquer or die.

The widow still sigh'd at misfortune's decree,
The tears of the orphan fell frequent, though soft ;
These, by some disregarded, were pitied by thee—
And for Yorke grateful wishes shall now soar aloft.

Then hail to the friend of a storm-beaten tar,
Hail to a Chief, ever faithful and brave ;
In peace still beloved, and undaunted in war—
Hail to thee, Yorke ! from a son of the wave.

AN OLD SHIPMATE.

† See p. 225, *et seq.*

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Country Seat.—Sydney Lodge, a beautiful residence, situate on the margin of the Southampton River.

Town Residence.—14, New Burlington Street.

HON. SIR ARTHUR KAYE LEGGE,

Vice-Admiral of the White; Knight Commander of the most honorable Military Order of the Bath, and a Vice-President of the Naval Charitable Society.

THE Legges are descended from a very ancient and honorable family in Venice, where the original stock is said by the Sieur Amelot, in his *Hist. de Venice*, still to flourish in the highest rank of nobility. A branch of this family migrated to England, some time prior to the reign of Edward II., and was long settled at Legge's Place, near Tunbridge, in Kent. The first of its descendants whom we find particularly noticed, was Thomas, who served the office of Sheriff of London, in the 18th, and Lord Mayor in the 20th and 28th years of Edward III.

The subject of this sketch is the 5th son of William, second Earl of Dartmouth, by Frances Catharine, only child of Sir Charles Gunter Nicholl, K. B. He was born Oct. 25, 1766; entered the naval service at an early age; and in 1781, served as a Midshipman on board the *Prince George*, bearing the flag of Rear-Admiral Digby, on the American station; in which vessel he had the honor to be a shipmate with the present illustrious Admiral of the Fleet.

At the period of the Russian armament (1791), and from that time until the commencement of the war with the French republic, our officer commanded the *Shark* sloop, stationed in the Channel. He was promoted to post rank, Feb. 6, 1793, and immediately appointed to the *Niger*, of 32 guns, which ship was one of the repeaters to Earl Howe's fleet on the glorious 1st June, 1794*.

In the spring of 1795, the *Latona* frigate, into which Captain Legge had recently removed from the *Niger*, formed part of the squadron under the orders of Commodore Payne, sent

* See p. 75, *et seq.*

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to escort H. S. H. the Princess Caroline of Brunswick to this country †.

About the month of May, 1797, Captain Legge was appointed to the *Cambrian*, of 40 guns, in which ship he was employed on the French coast, where he captured several large privateers; and in occasional attendance on their late Majesties, at Weymouth, until the close of the war.

Soon after the renewal of hostilities, in 1803, he obtained the command of the *Repulse*, a new 74, attached to the Western squadron. Early in 1805, he captured a valuable Spanish merchantman off Ferrol; and in the same year, was present in the action between Sir Robert Calder and the combined squadrons of France and Spain ‡. On this occasion the *Repulse* had 4 men wounded, and received considerable damage in her spars and rigging.

Captain Legge was afterwards ordered to the Mediterranean; and in 1807, accompanied Sir John T. Duckworth to the Dardanelles, where the *Repulse* had 10 men killed, and 14 wounded §.

We next find our officer employed in the expedition to the Scheldt, an account of which will be found under the head of Sir Richard Strachan. Whilst at Flushing, a severe attack of the Walcheren fever obliged him to resign the command of his ship, and return to England, where he arrived about the latter end of 1809.

On the 31st July in the following year, Captain Legge was advanced to the rank of Rear-Admiral, but does not appear to have hoisted his flag until the Spring of 1811, when he was appointed to the command at Cadiz, and proceeded thither in the *Revenge*, of 74 guns. Previous to his departure from that station, the constitutional magistracy of the city expressed their gratitude for his co-operation in the defence of that island, in the following warm and handsome terms :

“ *Cadiz*, Sept. 18, 1812.

“ EXCELLENT Sir,—The bravery and enthusiasm with which the illustrious seamen of the naval forces under your Excellency’s command, have contributed towards the defence of Cadiz, and their hearty union with the Spanish naval force, in all the fatigues and dangers during the siege of this island by the enemy’s troops, excite in such a manner the gratitude of the

† See p. 353.

‡ See p. 405.

§ See p. 316, *et seq.*