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978-1-108-02266-8 - Royal Naval Biography, Volume 2 - Part 1

John Marshall

Excerpt

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ROYAL NAVAL BIOGRAPHY.

SUPERANNUATED REAR-ADMIRALS.

JOHN KENDALL, Esq.

THIS officer accompanied the Hon. Captain Byron, in the *Dolphin*, of 20 guns, on a voyage of discovery round the world, which was completed in twenty-two months and six days*. He subsequently served under the same commander on the coast of North America, where he was promoted to the rank of Post-Captain, Nov. 24, 1778; since which time, we believe, he has not been afloat. His superannuation as a Rear-Admiral, took place July 3, 1795.

Residence.—Scarboroughh.

* On the 3d July, 1764, the *Dolphin*, of 20 guns, commanded by the Hon John Byron, and the *Tamar* sloop of war, Captain Patrick Mouat, sailed from Plymouth, on a voyage of discovery; and on the 14th Jan. 1765, being in the lat. of 51° S., and long. 63° 22' W., some small islands were discovered, in one of which was found a most excellent harbour, where the ships anchored. Captain Byron, in compliment to the first Lord of the Admiralty, gave it the name of Port Egmont. These islands were surveyed, and taken possession of for Great Britain, by the name of Falkland's Islands. From hence the ships proceeded into the Pacific, and pursued their course to the N. W. On the 7th June, in lat. 14° 5' S., long. 144° 58' W., a cluster of small islands was discovered, but every part of their coasts found to be inaccessible, being bounded by stupendous rocks, on which a most violent surf constantly broke. The first of these islands Captain Byron named after his sovereign; the others were denominated Prince of Wales's Island, Duke of York's Island, and the Islands of Danger. On the 2d July, in lat. 1° 18' S., long. 173° 46' W., another island was discovered, which the officers of the expedition, in compliment to their Commodore, named Byron's Island. From the latter they steered for Tinian, and from thence to Batavia, the Cape of Good Hope, and England. They anchored in the Downs, May 9, 1766.

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[More information](#)**DAVID GRAVES, Esq.**

THIS officer was made a Post-Captain, Sept. 9, 1779; commanded the *London*, a second-rate, bearing the flag of Rear-Admiral Graves, in the action off Cape Henry, Sept. 5, 1781 *; and was superannuated with his present rank, Feb. 21, 1799.

RICHARD GRAVES, Esq.

THE family of Graves originally came into England from the province of Gascony, in France; and appear to have been seated at a mansion house and estate called the Greves, or Graves, in the parish of Beighley, co. Derby, as early as the reign of Henry III.; and from thence to have established themselves at Little Wressil, in Yorkshire, about the time of Edward IV.

The subject of this memoir is the son of a clergyman, and the youngest of four brothers, all born in the county of Derry, who went to sea at a very early age, and after a considerable length of services were advanced to the rank of Post-Captains in the navy. Samuel, the eldest, commanded the *Sceptre*, of 64 guns, and greatly distinguished himself in the two last actions between Sir Edward Hughes and M. de Suffrein, Sept. 3, 1782, and June 20, 1783 †. Notwithstanding his bravery on these occasions, he was afterwards placed on the retired list; and although a memorial, with Sir Edward Hughes' letter attached to it, was presented to his late Majesty, by the other three brothers, at Weymouth, he had not the good fortune to be restored to active service. John, the second brother, also served his king and country most faithfully and honorably, and likewise died a Superannuated Rear-Admiral. The next, Thomas, was more fortunate, being included in the great promotion of Flag-Officers, which took place on the 1st Jan. 1801, in honor of the union between Great Britain and Ireland; and afterwards created a Knight of the Bath, for his gallantry in the battle off Copenhagen, on the 2d April, in that year ‡.

During the colonial war, Captain Richard Graves, being

* See note at vol. 1, p. 133. † See vol. 1, note at p. 424, *et seq.*

‡ See vol. 1, note *, at p. 365, *et seq.*

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on his way to New York with despatches, in the *Swift*, a leaky brig, of 6 four-pounders and 35 men, with four feet water in her hold, and the pumps choked ; engaged an enemy's vessel of 18 six-pounders and 120 men, which he beat off, although twice a-board of each other during the action. When beaten back in an attempt to carry the *Swift* by boarding, the enemy left thirty of their pistols on the deck of the British vessel. The *Swift* was too much water-logged to pursue the fugitive, even had her force been such as to have warranted Captain Graves in so doing ; and the *Blonde* frigate, which fell in with her on the following day, was obliged to keep company until her arrival at the entrance of New York, where she sunk. In this action, Captain Graves received a severe wound. He was afterwards appointed to the *Belisarius*, mounting 20 nine-pounders ; and in that ship, after an hour's contest, compelled the *Tartar*, an American vessel of the same force, to surrender, and her consort, the *Alexander* of 22 guns, to seek safety in flight. About the same period he also captured the *Venus*, of 14 guns and 45 men.

On the termination of the American war, the services of Captain Graves being no longer required, he, with many other gallant officers, was obliged to retire from the active duties of a profession in which he had so highly distinguished himself ; and since that period he does not appear to have been afloat. His post commission bears date Aug. 29, 1781 ; and he was superannuated, with the rank of a Rear-Admiral, June 18, 1804.

Our officer married Louisa Carolina, daughter and sole heiress of Sir John Colleton, Bart. His son, Samuel Colleton Graves, Esq., Lieutenant-Colonel of the West Norfolk regiment of local militia, and a member of the Society of the Middle Temple, was the author of several political pamphlets, published under the signature of Ulysses. Of his daughters, the eldest married T. Radcliffe, Esq. ; the second is the lady of Baron Vandersmissen, a Lieutenant-Colonel of *artillerie au cheval* in the service of the King of the Netherlands ; a Chevalier of the Legion of Honor, and of the Order of Wilhelm. The third was united, in December 1819, to her

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relative, Lieutenant-Colonel Sir James R. Colleton, Bart.
Mrs. Graves died, Dec. 25, 1822.

Residence.—Brussels.

WILLIAM CHAMBERS, Esq.

THIS officer is the fifth son of the late Thomas Chambers, Esq., of Studley, in Warwickshire; at which place, and at Tanworth, in the same county, his family have resided, on their own estates, ever since the reign of Edward III. He entered the naval service in 1758, as a Midshipman, on board the *Shrewsbury* of 74 guns, under the auspices of Captain, (afterwards Admiral) Sir Hugh Palliser, with whom he served at the reduction of Quebec in 1759, and until the conclusion of the war in 1763*.

* The naval and military forces employed in the reduction of Quebec, under the orders of Vice-Admiral Saunders, and Major-General Wolfe, arrived off the island of Orleans, in the river St. Lawrence, June 26, 1759, and on the following day the troops were landed. On the 28th, an attempt was made by the enemy to destroy the fleet, by sending down the river seven fire-rafts of an uncommon description; but owing to the vigilance of the British commander, and the excellent disposition of his ships, the design proved abortive, although the channel was crowded with vessels, and the rapidity of the stream favored the attempt. On the 28th July, the French made a similar effort, but of a more formidable nature. Nearly one hundred rafts of timber, charged with combustibles of every kind, and driven by the course of the stream, seemed to threaten inevitable destruction to the British fleet; but the good fortune of Vice-Admiral Saunders again prevailed, and the alarming preparations of the enemy were frustrated. In all the subsequent events of the memorable siege of Quebec, Vice-Admiral Saunders, and those under his command, appear to have borne a distinguished share; but it would be difficult now, if not invidious, to decide how far they contributed to the general success of the enterprise. The blaze of glory which deservedly crowns the memory of Wolfe, obscures the fame of his brethren in arms. It cannot, however, be doubted, but Vice-Admiral Saunders, by his able disposition of the ships, his zeal for the service, and his perfect knowledge of the art of war, materially contributed to the reduction of the place. On the 13th September, he had the honor of signing, with Brigadier-General Townshend, who had succeeded to the command of the army, the articles of capitulation granted to the French garrison, by which this memorable expedition was terminated with complete success, though with the loss of the immortal Wolfe, and many of his gallant associates. The town was taken possession of by a naval detachment, under Captain Palliser.

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During the ensuing peace, we find Mr. Chambers serving in the *Preston* of 50 guns, commanded by Captain Alan Gardner, and bearing the flag of Rear-Admiral Parry, commander-in-chief on the Jamaica station. He subsequently joined Commodore Gambier in the *Salisbury*; and by that officer was made a Lieutenant into the *Mermaid* frigate, on the coast of North America, in 1771; but some time after re-joined his patron, and returned with him to England.

At the commencement of the American war, Mr. Chambers was appointed second Lieutenant of the *Active* frigate, one of the squadron under Sir Peter Parker, destined to act against Charlestown, in South Carolina; which ship had the honor of leading her consorts to the attack made on Sullivan's Island, June 28, 1776*. The *Active*, on that occasion, had her first Lieutenant (Pike) killed, and 8 men wounded.

From the *Active*, our officer removed as first Lieutenant, into the *Montreal* frigate, Captain Douglas; and in June 1778, he was nominated to the command of the flotilla on Lake Champlain, where he continued till the peace in 1783, when he was sent home with despatches from Sir Frederick Haldimand, the military commander-in-chief; through whose recommendations he was immediately promoted to the rank of Commander: and a statement of his meritorious conduct on many trying occasions being subsequently laid before the King, he was rewarded with a commission as Post-Captain, dated Aug. 15th in the same year. His superannuation as a Rear-Admiral took place Nov. 21, 1805.

Residence.—Rigby, Warwickshire.

ISAAC SMITH, Esq.

THIS officer entered the naval service about the year 1766, and served for some time on board the *Grenville*, a brig commanded by Cook, the celebrated circumnavigator, who was at that period employed as marine surveyor of Newfoundland; and whom he afterwards accompanied in the *Endeavour*, on a

* See Vol. I, p. 95, where the following correction and additions should be made: line 2, *for 1777, read 1775*; line 9, *after May, insert 1776*; line 24, *after Experiment, insert Active*.

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voyage to the South Sea, for the purpose of observing the transit of Venus over the sun's disk*.

His commission as Post-Captain bears date Dec. 1, 1787; and he subsequently commanded the *Perseverance* of 36 guns, in which ship he served for several years on the East India station, to which he had proceeded with Commodore Cornwallis in 1789.

At the promotion of Flag-Officers in 1807, Captain Smith, who was at that time severely afflicted with the hepatitis,

* The voyages of Captain Cook must be so familiar to the generality of our readers, that a very slight account of the one alluded to above may suffice; and indeed it would be inconsistent with the nature of this work to enter into a detail which must exceed all moderate limits.

It having been calculated by astronomers that a transit of Venus over the sun's disk would happen in 1769, and that the best place for observing it would be in some part of the South Sea, the Royal Society judging this a matter of great consequence in astronomy, addressed a memorial to the King on the subject, entreating that a vessel might be ordered at the expense of Government, for the conveyance of suitable persons to observe the transit. To this memorial a favourable answer was returned, and the *Endeavour*, a bark of 370 tons, was purchased into the service for the voyage. This vessel, commanded by Lieutenant James Cook, and having onboard Mr. Green of the Royal Observatory at Greenwich, Mr. Banks (the late President of the Royal Society), and Dr. Solander, a Swedish gentleman, who had made much proficiency in every branch of natural history under the instructions of the celebrated Linnæus, sailed from Plymouth Sound on the 26th Aug. 1768, and arrived in Matavia Bay, Otaheite, April 13, 1769. On the 3d of June, the expected transit was observed with great advantage. A particular account of this great astronomical event may be seen in the sixty-first volume of the *Philosophical Transactions*.

Lieutenant Cook remained at Otaheite until the 13th July, and then went in search of several islands which he discovered. He afterwards proceeded to the inhospitable coasts of New Zealand, and on the 10th Oct. 1770, arrived at Batavia, with a vessel almost worn out, and a crew much fatigued and very sickly. The repairs of the ship obliged him to continue at this unhealthy place until the 27th Dec., in which time he lost many of his seamen, and more on the passage to the Cape of Good Hope, which place he reached on the 15th March, 1771. From the Cape our navigator sailed to St. Helena, where he arrived on the 1st May, and staid till the 4th to refresh. On the 12th June he anchored in the Downs, after an absence of nearly three years, in which time he had experienced every danger incident to a voyage of such length, displaying on all occasions a mind that was equal to every perilous enterprise, and to the boldest and most successful efforts of navigation and discovery.

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obtained the superannuation of a Rear-Admiral. He resides, if we mistake not, with the widow of his lamented friend Captain Cook, at Merton Abbey, Surrey.

DAVID STOW, Esq.

THIS officer was made a Commander at Jamaica, after the defeat of M. de Grasse by Sir George B. Rodney, April 12, 1782. His post commission bears date Dec. 1, 1787; and he was superannuated with the rank of Rear-Admiral Oct. 9, 1807.

Residence.—Berwick.

THOMAS GOLDESBROUGH, Esq.

POST commission dated Dec. 1, 1787. Superannuated Oct. 10, 1807.

Agent.—Thomas Stilwell, Esq.

LAUHLAN HUNTER, Esq.

THIS officer was a Lieutenant in Rodney's action, April 12, 1782; commanded the Antelope of 14 guns on the Jamaica station, in 1783; and obtained the rank of Post-Captain, Sept. 21, 1790. During the revolutionary war we find him employed in the impress service, at North Yarmouth. He was placed on the list of Superannuated Rear Admirals, May 12, 1808.

Residence.—Yarmouth, Norfolk.

NICHOLAS INGRAM, Esq.

THIS officer was made a Lieutenant by Admiral Byron in 1778, and appointed to the Royal Oak, bearing the flag of Rear-Admiral Hyde Parker, who promoted him to the rank of Commander in 1780; from which period he commanded the Star brig until the peace of 1783. His next appointment was in Oct. 1790, to the Shark sloop of war; and on the 3d of the following month he became a Post-Captain. From 1797 till the peace of Amiens; and from the renewal of the war in 1803 till the date of his superannuation as a Rear-Admiral (May 21, 1808), he commanded the Weymouth district of Sea Fencibles. He married, in 1811, Elizabeth Ann, daughter of the late — Booth, Esq. of Bristol.

Residence.—Burton Bradstock, Bridport, Devon.

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[More information](#)**RICHARD WILLIS, Esq.**

THIS officer, a brother, we believe, of Dr. Willis, a gentleman celebrated for his skilful treatment of insane patients, was made Post, Nov. 3, 1790; and obtained his present rank, June 14, 1808.

Residence—Petworth, Sussex.

HENRY WARRE, Esq.

IF we mistake not, this officer was born in Portugal, and entered the naval service under the protection of Commodore Johnstone. After serving for some time as first Lieutenant of the *Trusty*, a 50-gun ship, bearing the broad pendant of Commodore Cosby, on the Mediterranean station, he was promoted to the rank of Commander, in the *Kingsfisher* sloop of war. During the Spanish armament, he commanded the *Swan* of 14 guns, stationed in the Channel. His post commission bears date Nov. 22, 1790. In the summer of 1793, we find him serving on board the flag ship of Vice-Admiral J. Sanches de Britto, commander of the Portuguese squadron that came to England with Earl Howe; and in the following year, commanding the *Mermaid*, a 32-gun frigate, in which he proceeded to the West Indies.

On the 10th Oct. 1795, Captain Warre fell in with an armed ship and a brig, off Grenada; the latter pushed into a small bay and got a-ground; and the *Mermaid*, in the eagerness of pursuit, ran on shore close alongside her; the vessel was got off, and proved to be the *Brutus*, of 10 guns, belonging to the French republic; her crew, consisting of 50 men, together with 70 soldiers, intended to support the rebellion in Grenada, landed and escaped. Captain Warre chased the ship the whole of the next day, but lost sight of her in the night. On the 14th he again discovered, pursued, and after an action of half an hour, captured her. She proved to be the *Republican*, of 18 guns and 250 men (including troops), 20 of whom were killed, and several wounded. On board this vessel was a French General, proceeding to assume the command in Grenada. The *Mermaid* had 1 man slain, and 3 wounded.

Captain Warre subsequently commanded the *Adamant* of 50 guns; he was placed on the list of Superannuated Rear-Admirals, Aug. 31, 1810.

Agent.—Thomas Stilwell, Esq.

WILLIAM CARTHEW, Esq.

THIS officer was made a Post-Captain, May 10, 1794; and in the same year commanded the *Redoubt*, of 20 guns, stationed at Sheerness as a floating battery. In 1795 he was appointed to the *Brilliant*, a small frigate, on the North Sea station; from which he removed into the *Regulus*, 44, and proceeded to the West Indies. On his passage thither, Nov. 2, 1796, he captured *El San Pio*, a Spanish corvette of 18 guns. Captain Carthew appears to have left the *Regulus* on the Jamaica station, in 1798. He was superannuated, with the rank of Rear-Admiral, Aug. 18, 1812.

Agent.—Sir F. M. Ommanney.

SANDFORD TATHAM, Esq.

DURING the Russian armament, in 1791, this officer commanded the *Argo*, a 44-gun ship, armed *en flute*, in North America. In 1793, he was appointed to the *Dromedary*, store-ship, and accompanied the expedition under Sir John Jervis and Sir Charles Grey, to the West Indies.

On the 8th Feb. 1794, whilst employed in covering the debarkation of the third brigade of the army on the side of *Cas de Navires*, in the island of Martinique, the *Dromedary*, venturing too near the battery on Point Negro, received a shot between wind and water, and a second through her upper works, which killed 1 man and wounded 4, among whom was Captain Tatham.

Our officer was promoted to the rank of Post-Captain, Nov. 4, 1794; employed on the Impress service, in 1798 and 1799; and obtained the superannuation of a Rear-Admiral, Dec. 7, 1813.

Residence.—Armitage, near Rugeley, Staffordshire.

FREDERICK WATKINS, Esq.

Soon after the commencement of the French revolutionary

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war, in 1793, we find this officer serving as first Lieutenant of the *Blanche* frigate, commanded by the late Captain Faulknor, and employed on the Leeward Islands station.

On the 4th Jan. 1795, that heroic Commander, being on a cruise off Point-à-Pêtre, at 7 A. M., observed a large republican frigate coming out of the harbour, with a schooner in company. Captain Faulknor immediately stood towards the enemy, and continued to do so until nearly within gun-shot of Fort Fleur d'Épée, the scene of his former glory*, when he tacked, hove to, and filled occasionally. Finding the French frigate disinclined to venture out from under the batteries, he made sail to examine a schooner which was coming down along shore; she proved to be an American from Bourdeaux, and appearing suspicious, was detained and taken in tow, the *Blanche* proceeding under easy sail, first towards *Mariegalante*, and afterwards stretching over for *Dominica*. At 8^h 30' P. M., the French frigate was seen about two leagues astern; upon which the schooner was cast off, and the *Blanche* made sail to meet the enemy. At half past twelve o'clock, after some manœuvring and an exchange of broadsides, when passing on opposite tacks, a most bloody and desperate action was commenced within pistol-shot; and at one A. M., Captain Faulknor ran the *Blanche* across the enemy's bows, and lashed the bowsprit of the latter to the capstern of his own ship. A brisk fire was now kept up from such guns as could be brought to bear, and musketry, which the enemy returned from his quarter-deck guns, run in a-midships and pointed fore and aft, also from small arms in his tops and elsewhere. At this period the main and mizen-masts of the *Blanche* were shot away; and the French made an attempt to board her, but were repulsed with great loss. At a quarter past two, his antagonist having dropped astern, Captain Faulknor ordered another hawser to be got up, with which he lashed the French frigate to his quarter, and whilst in the act of doing so, was shot through the heart by a musket-ball. On his death, the command naturally devolved on Lieutenant Watkins, who continued the action in a manner that did him immortal honor.

* In our first volume, at pp. 711 and 840, will be found an account of the storming of Fort Fleur d'Épée, by a gallant band, headed by Captain Faulknor, on the 12th April, 1794.