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ROYAL NAVAL BIOGRAPHY.

COMMANDERS.

(Continued.)

—♦—

SIR EDWYN FRANCIS SCUDAMORE STANHOPE, BART.

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

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

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

JAMES M'DOUALL, Esq.

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

MONTAGU MONTAGU, Esq.

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

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

EDWARD HOLLINGWORTH DELAFOSSE, Esq.

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

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

“ Dec. 23d, 1806.

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

(Signed) T. TROUBRIDGE.”

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

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

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

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

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

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

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

DOUGLAS COX, Esq.

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

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

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

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

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

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

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

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

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

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

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

 WILLIAM ALLAN HERRINGHAM, Esq.

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

 JOHN M'ARTHUR LOW, Esq.

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

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

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

" Humbly Sheweth,

" That your memorialist has been upwards of eighteen years engaged

* See Vol. III. Part I. pp. 247—253.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(Signed) “ JOHN M’ARTHUR LOW.”

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

* Sec Vol. II. Part II. p. 881, *et seq.*