

AN AUCTION OF

THE JOHN GODDARD COLLECTION

VIEWING
AUCTION

Live Online Auction

To be held at:

16 Bolton Street

London

W1J 8BQ

Free live bidding:

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Tuesday 24th November 2015

at 2:00 pm

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Monday 9th to Friday 13th November

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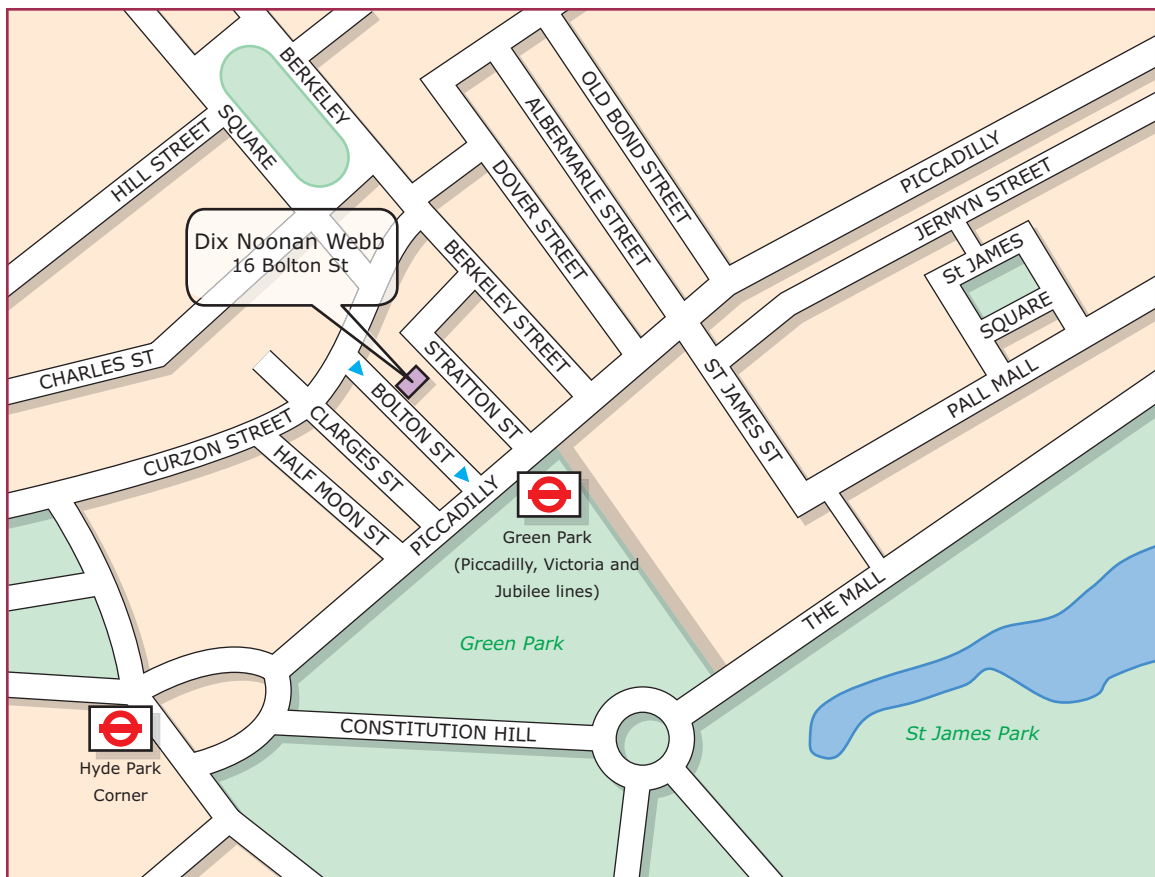
Public viewing, 9 am to 1 pm

In sending commissions or making enquiries please contact:
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FOREWORD



I was introduced to medal collecting by my father, Peter, whose first purchase on 4 October 1965 was a Queen's South Africa Medal with 27 clasps (lot 219 in DNW's 8 September sale). He paid £5 for this – quite a sum then, especially for a medal for which only 26 clasps were awarded, but a price that had to be paid if the vendor was to allow him also to secure two better medals as part of the deal. Nevertheless he enjoyed showing that medal to friends and soon afterwards became a Member of the Orders and Medal Research Society (no. 663). He continued to collect in a low-key way, aided by his 3rd edition of Gordon, very much with an emphasis on the Royal Navy in which he had served as a Lieutenant Commander, RNVR, during World War Two.

My first involvement came when he took me to one of the early OMRS Conventions. I had by then graduated from Cambridge University and was an articled clerk at a City of London law firm. I was renting a flat close to the Convention venue and so I agreed to accompany him. I attended my first ever auction there, conducted by Michael Naxton, but it wasn't until my father became unwell in 1986 and needed help with his collecting that I became genuinely interested.

I remember marvelling at Captain K.J. Douglas-Morris's circular exhibit of Naval General Service Medals to all battleships and frigates present at Trafalgar and I managed to meet and chat to the Captain when I went with my father to the 9th Convention in 1986. At the Convention, fascinated by the apparent rarity of a naval man getting an army medal, I purchased my first medal, a Military General Service Medal to J. E. Cabburn R.N., from Chris Dixon (lot 45). I then assisted the Captain with his research into naval recipients of the Military General Service Medal, which accounts for him mentioning me among the Acknowledgements in "Naval Medals 1793-1856" published the following year.

In November 1986 I joined the OMRS (no. 3617) and that month I also went to Sotheby's and purchased my first medal at auction, a Canada General Service Medal to a Royal Marine officer, with Michael Naxton again the auctioneer (lot 58). In that sale the best of the Naval General Service Medals was the rare two-clasp medal to Surgeon B.F. Outram, a medal well out of my financial league but one which I always remembered and knew I would try to buy if it ever surfaced again, as it finally did 27 years later (lot 13).

In December 1986, after buying my first Naval General Service Medal (which I sold some years later, DNW Feb 1998, lot 15), I decided, to my father's delight, that this was the area in which I would principally concentrate, whilst still trying to buy other medals if they took our fancy such as to flotillas or submarines, which my father always liked.

To my disappointment, I was the underbidder when Lieutenant H.G. Etough's N.G.S. two-bar "Shannon" medal was sold at Christie's in July 1987 (lot 14). Luckily I was able to buy the medal two years later from Richard Kirch, who also kindly sold me Joseph Bullen's "Santa Margarita" N.G.S medal, together with an aquatint of the action (lot 9). I think that Bullen must be my rarest N.G.S medal because, although the exceptional N.G.S. medal to Blackmore (lot 11) has two very rare clasps, the only other examples of Bullen's clasp are both in museums. Bullen also showed considerable gallantry over many years and was promoted as a result of the action for which he received his clasp, just as Etough was promoted as a result of the "Shannon" action and Warrant as a result of the "Sealark" action (lot 12).

After my father died in 1991, nearly all of his collection was sold but I continued to collect and, with my interest in history, had already begun to investigate how the collecting of Naval General Service Medals had developed over the years. I acquired past catalogues whenever I could and, assisted by the volume "British Numismatic Auction Catalogues 1710-1984", spent many, many Saturdays at the British Museum going through catalogues which I did not myself have. The result was "A Brief History of N.G.S. Medal Collecting 1849-1900" published in the Winter 1992 volume of the O.M.R.S. Journal. I received a number of complimentary letters about this, starting with one from Michael Naxton himself, and went on to produce four further Parts (1901-1913; 1914-1924; 1925-1931; 1932-1945), the last being published in the Spring 1999 volume.

I occasionally contributed other articles to the Journal and to the monthly magazine Medal News but, although I had intended to publish a sixth instalment for my N.G.S. series, the forbidding amount of work required for each Part, coupled with my job as a Partner at Freshfields working for the Bank of England, made me realise that that instalment was never going to be completed. Nevertheless I continued, as a result of the series, to receive quite a large number of letters from people who owned or collected N.G.S. medals asking questions about provenance and I always tried, I hope, to answer them as fully as I could.

Also at the end of 1999 I acquired a new interest after noticing, in an auction sale of Autographs, a letter from Nelson to Emma Hamilton which was delivered by John Conn, later Captain of H.M.S. Dreadnought at Trafalgar (lot 90). I attended the auction and bought the letter, so starting a secondary collecting habit, which resulted in the acquisition of 6 further Nelson letters, including the short, but for me very emotive, letter on the death of his father (lot 89) and his well-recorded note to the Rector of St. George's in Hanover Square after finally recovering from the pain of his amputation (lot 86).

My developing interest in Nelson himself, rather than just the naval medals of his period, prompted me in 2001 to join The Nelson Society as well as The 1805 Club to whose "Trafalgar Chronicle" I contributed an article about Conn before also providing his short biography for Colin White's book for the Club, "The Trafalgar Captains," published in 2005. Although I was delighted to acquire the unique Small Naval Gold Medal to Parker (lot 1) in 1996, I wish in retrospect that I had bid for Conn's Gold Medal when it was auctioned in July 1995 so that the medal and the letter he delivered to Emma could be united.

Similarly, I never did acquire the only N.G.S. medal named to John Goddard, which has the "Lion" clasp. However, my "Lion" and "Trafalgar" two-clasp medal to Decoeurdeux (lot 18) has long been one of my favourites, as has my "Unicorn" and "Trafalgar" medal to Scott (lot 10). Indeed, one could hardly get a more quintessentially British medal than one with a "Trafalgar" clasp combined with a lion or a unicorn, the heraldic supporters on the United Kingdom's Royal Coat of Arms.

Having finally managed to acquire the Outram N.G.S. medal, the time has come for me to relinquish the pursuit after nearly 30 years. Over that period I have received consistently helpful and friendly advice or encouragement, some of it many years ago, starting with my first purchase from Chris Dixon and continuing with Kenneth Douglas-Morris, Richard Kirch, Michael Naxton, Vernon Henstridge, Donald Hall, Colin Message, Gillian Hughes, Tony McClenaghan, Colin White and, most particularly, Nimrod Dix and the doyen of them all, John Hayward.

However, my greatest debt within the medal fraternity, apart, of course, from the one I owe to Nimrod for cataloguing my medals so brilliantly, is to Ron Barden of Baldwin's, who acquired a good number of the medals on my behalf,, including the fabulous six-clasp N.G.S. medal to Levertine (lot 5) as well as what I think is my most visually attractive N.G.S. medal because of its almost golden tint, the rare two-clasp "Cruizer" medal to Walker (lot 16), which Ron managed to secure by quite rightly exceeding my bidding instructions by £100 because he knew how much I would like the medal. He later moved to DNW and after his death I was so pleased when Nimrod gave me the chance to obtain a personal memento of Ron by allowing me to acquire his "Trafalgar" medal to Wise (lot 26), who, like Stewart (lot 17), was on H.M.S. Victory, the most prized ship among "Trafalgar" collectors.

Outside the medal fraternity, I am, of course, immeasurably indebted to my wife, Linda, and my children, Charlie and Emma, for the amount of time and money they have allowed me to dedicate to the pursuit at the expense of other things; to Dawn Hudson, who for over 20 years typed all my medal notes and articles; and especially to my father who kindled my passion. It gives me great pleasure to know that he would be so proud if he were here today.

John Goddard
October 2015

NAVAL MEDALS

1



The unique and earliest-dated Naval Small Gold Medal awarded to Vice Admiral Sir William Parker, Royal Navy, for the action against the French Fleet three days prior to the Glorious First of June 1794, and later the recipient of a Naval Large Gold Medal for the Battle of Cape St Vincent

NAVAL SMALL GOLD MEDAL, the reverse inscribed (William Parker Esquire, Captain of H.M.S. the Audacious on the 28 of May MDCCXCIV, the French Fleet Attacked) fitted with a replacement gilt ribbon buckle, *otherwise extremely fine* £30000-40000

Provenance: Needes Collection, April 1940; Dix Noonan Webb, November 1996. Parker's Naval Large Gold Medal for St Vincent has never been recorded on the market.

This is the first action for which the Naval Gold Medal, Large or Small, was awarded. Although Parker's medal is generally listed as being for the 'Glorious First of June 1794', and his action on the 28th May accepted as an integral part of Earl Howe's famous victory, it is an inescapable fact that his medal bears a unique inscription predating those awarded for the 1st June 1794, at which general action he was not present.

William Parker, son of Augustine Parker, sometime Mayor of Queenborough and commander of one of the King's yachts, was born in Kent on 1 January 1743. He seems to have entered the Navy in 1756, on board the *Centurion*, and to have been present in the fleet before Louisbourg in 1757, at the capture of Louisbourg in 1758, and at the capture of Quebec in 1759. In 1760, the *Centurion* went to the coast of Africa and in 1761 was on the Jamaica station. In 1762 she returned to England, and Parker, having been in her, as Midshipman and Master's Mate, for nearly six years, passed his examination on 3 November 1762. He was promoted to Lieutenant in 1766, and to Commander in 1773.

On his promotion to post rank, 28 August 1777, he commanded the *Deal Castle* in the West Indies 1778-79. He afterwards commanded the *Maidstone* and, in 1782, the *Iphigenia*, which was paid off early in 1783. He was then appointed to the *Dictator*, guardship in the Medway, for three years. From 1787 to 1790, he was commodore and commander-in-chief on the Leeward Islands station, with a broad pennant in the 50-gun ship *Jupiter*. In the Spanish armament of 1790 he commanded the *Formidable*, which was paid off in the autumn.

In December 1792 Parker commissioned the 74-gun ship *Audacious* for service in the Channel fleet under the command of Richard Howe, Earl Howe. On 28 May 1794 as the English and French fleets were in presence of each other, a strenuous attack was made on the French rear by three or four or five English ships. Foreseeing the possibility of such an attempt, the French had strengthened their rear by placing there the 120-gun ship *Révolutionnaire*, which thus became the object of continuous attack. But the English ships never succeeded in engaging her with several ships at the same time, and against them singly she was able to hold her own. At dusk Howe made the signal for the ships to take their station in the line, but the *Révolutionnaire* had by that time suffered a good deal of damage, had fallen a long way astern, and was brought to close action by Parker in the *Audacious*. As the other ships obeyed the recall, the *Audacious* was left singly exposed to the fire of her huge antagonist. Had the *Révolutionnaire* been in good order, she would most certainly have destroyed the *Audacious* but happily her men were neither seamen nor gunners, and the fight was not so unequal as it seemed. As the night closed in both ships had received a great deal of damage after a close and furious engagement of nearly two hours, and by ten o'clock they had drifted apart.

On the morning of the 29th they were still in sight of each other, and a detached French squadron coming within gunshot placed the *Audacious* in imminent danger. Though her rigging was cut to pieces, her masts were all standing and she could sail before the wind. As she ran to leeward a thick haze concealed her from her pursuers, and being unable to rejoin the fleet, Parker was compelled to return to Plymouth. The *Révolutionnaire* was towed to La Rochelle, and thus the result of the engagement was that, in the action of the 1st June, the French were deprived of a 120-gun ship, the English of a 74. Parker received his Naval Gold Medal for this brave action, but there were more honours to come.

Battle of St Vincent and Naval Large Gold Medal

On 14 July 1794, Parker was promoted to Rear Admiral, and in 1795, appointed commander-in-chief at Jamaica, with his flag in the *Raisonable*. Due to illness he spent the summer of 1796 in England but, in January 1797, he was sent out to join Sir John Jervis (later Earl St Vincent) with a reinforcement of five sail of the line, his flag being on board the *Prince George* of 98 guns. He joined Jervis on 9 February, and on the 14th the battle of Cape St Vincent was fought. The *Prince George* was the third ship in the English line, and came early into action, in which she had an effective share. It appears certain that it was her fire that beat the *San Josef* before Nelson boarded and took possession of her. Parker thus felt more than a little sore at the publication of Nelson's account of what took place, in which, as he thought, an undue share of the success was claimed for the Captain. Parker accordingly drew up a narrative of what happened from his point of view, exaggerating the *Prince George's* part in the battle at least as much as Nelson had depreciated it. Though it is conceded that the capture of the *San Josef* was mainly owing to the tremendous broadsides of the *Prince George*, nothing in Parker's conduct could compare with Nelson's bold initiative in wearing out of the line.

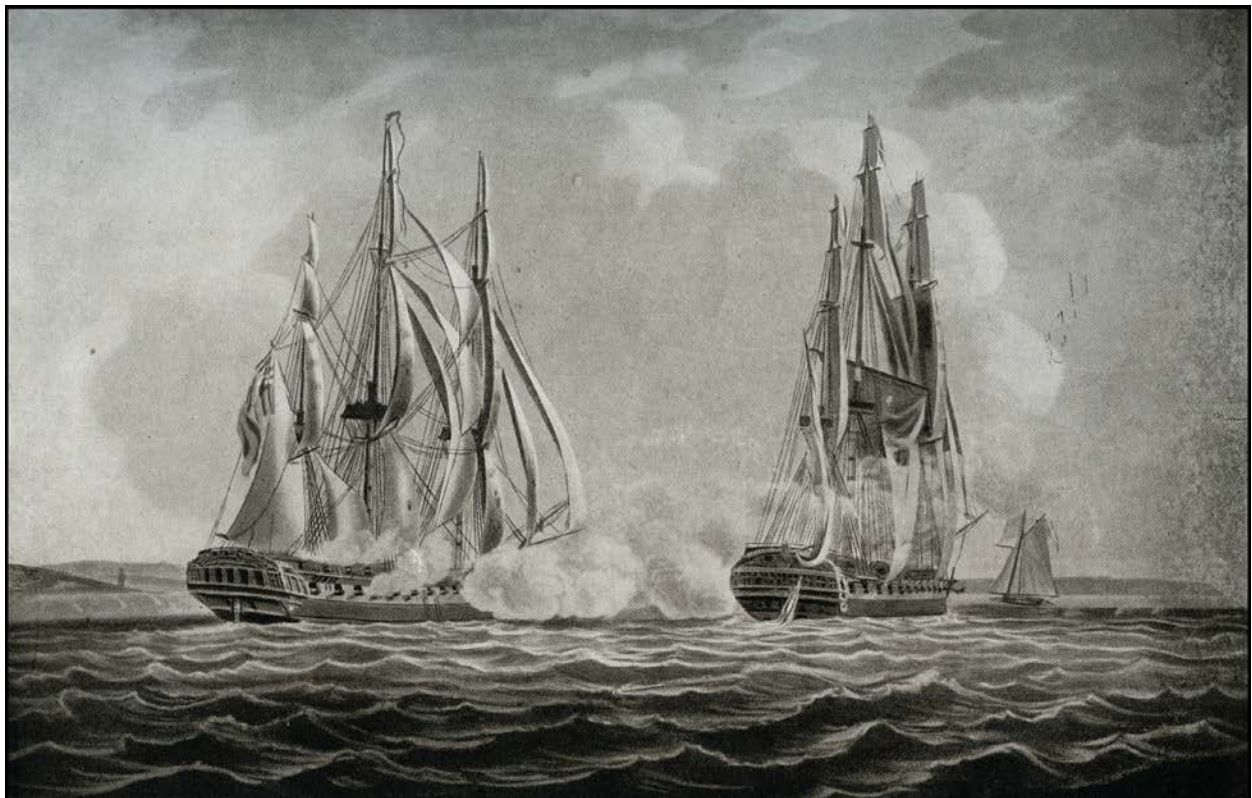
As third in command in a battle so glorious and of such far-reaching effects, Parker was made a Baronet, was presented with the Freedom of the City of London in a gold box, and, in common with the other Admirals and Captains, received the thanks of both Houses of Parliament, besides being presented by the King with a Naval large gold medal.

Parker remained with the fleet under Lord St Vincent, becoming second in command with the recall of Vice Admiral Thompson. In the summer of 1798 he was deeply injured by the appointment of Nelson, his junior, to a detached command in the Mediterranean, and complained bitterly to the commander-in-chief, who led him to believe that it was done entirely by the Admiralty. Parker remained with the fleet until 1799, and was with Lord Keith in the pursuit of the French fleet out of the Mediterranean and into Brest, after which he went to Spithead and struck his flag. In March 1800 he was appointed commander-in-chief on the Halifax station, but was recalled the following year having, contrary to Admiralty orders, sent two ships to the West Indies. He demanded a court martial, which was granted. The offence was a technical one and the court, while acquitting him of any misconduct, was of the opinion that his orders to the two ships had been 'indiscreet.' The sting of the admonition would probably have been soothed by another command but the Peace was on the point of being signed, and during 1802 he remained on shore. On the last day of the year he died suddenly in a fit of apoplexy at Ham, near Richmond, Surrey.



Master-at-Arms William Madge, who was Quarter Gunner of the *Crescent* at the capture of *La Réunion* in 1793, and afterwards followed his Captain, Sir James Saumarez, into the *Orion* to share in the victories at St Vincent and the Nile

NAVAL GENERAL SERVICE 1793-1840, 3 clasps, Crescent 20 Octr 1793 [12], St. Vincent [346], Nile [326] (William Madge.)
minor edge bruise, otherwise nearly extremely fine *£8000-10000*



The Crescent and the Reunion

Provenance: Bonhams, September 1994.

Crescent 20 Octr 1793 [12 issued] - only the fourth medal to appear on the market with this clasp, which is also not held by the National Maritime Museum, Greenwich, nor the Royal Naval Museum, Portsmouth.

St. Vincent [348 issued] - including 23 to *Orion*.

Nile [326 issued] - including 19 to *Orion*.

William Madge served as Quarter Gunner aboard the *Crescent*, and as Quarter Gunner and Master-at-Arms aboard the *Orion* at St. Vincent and the Nile respectively.

Crescent captures Le Réunion

The 36-gun frigate *Crescent* (Captain James Saumarez) had a crew of 257 men who were principally volunteers from the island of Guernsey, home to its distinguished captain. On the morning of 20 October 1793, lookouts on board *Crescent* reported sails off Cape Barfleur, on the Cotentin Peninsula, heading towards Cherbourg. Saumarez set a course to intercept, and with the wind in his favour, soon came up on the port side of the two vessels which proved to be the 38-gun French frigate *La Réunion* and a 14-gun cutter named *Espérance*, returning from a raiding cruise in the Channel under the command of Captain François A. Dénian.

A second British frigate, the 28-gun *Circe*, was becalmed some 9 nautical miles away and *Espérance* fled towards Cherbourg, leaving *Réunion* and *Crescent* to engage alone. Although the French ship was bigger, 951 long tons compared to 888 long tons, and carried a larger crew, the British ship had a slight advantage in weight of shot, 315 pounds to 310 pounds and was marginally faster.

After the opening exchanges, *Réunion* lost her fore yard and mizzen topmast while *Crescent* lost the top off her foremast. Both ships had rigging cut and a number of sails damaged but *Crescent* was still able to manoeuvre across *Réunion's* stern and rake her. This raking caused huge damage to the French ship and her crew, and although *Réunion* continued to resist for some time, she was no longer able to move effectively. With Saumarez about to cross his bow and *Circe* now rapidly approaching due to a strengthening wind, Dénian realised he had no choice but to surrender his vessel. The engagement had lasted two hours and ten minutes during which time the cutter, *Espérance*, managed to escape to Cherbourg. The French frigate *Sémillante*, which had been anchored in the harbour, was unable to come to *Réunion's* rescue because of contrary wind and tides.

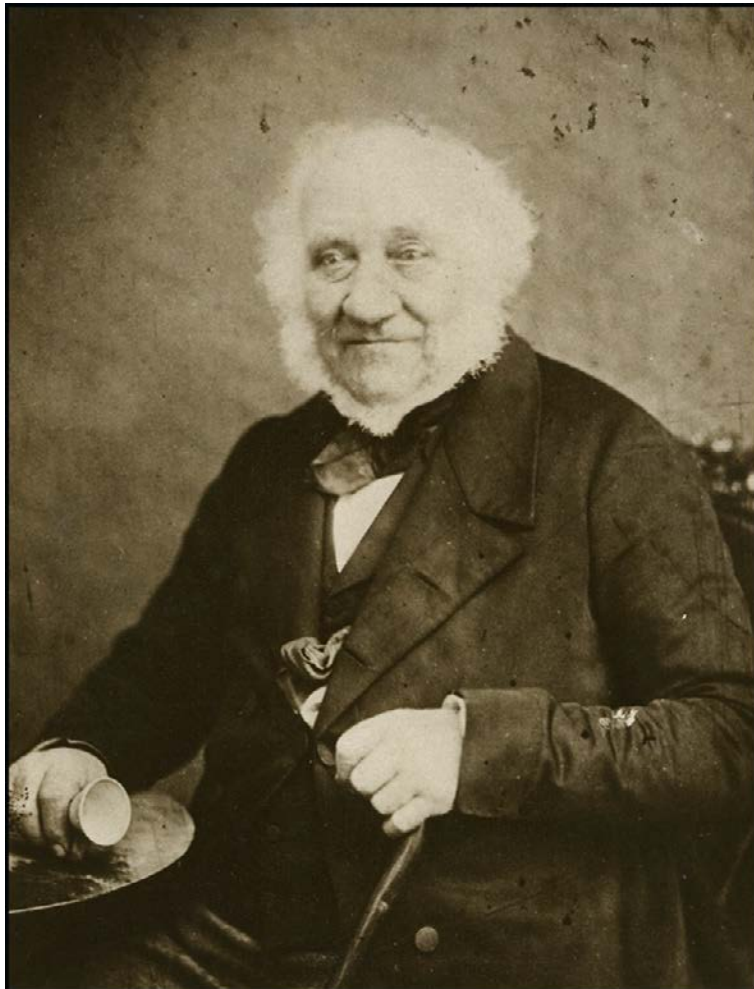
During this action *Le Réunion* had 120 men either killed or wounded, while the *Crescent* had not a single man hurt. This service procured for Saumarez the honour of knighthood, and the presentation, by the grateful merchants of London, of a 'fine piece of plate'.

William Madge followed his Captain, Sir James Saumarez, into the *Orion* 74 and in that ship saw distinguished action at the battles of St Vincent and the Nile.



Rear-Admiral William Hext, who joined the Royal Navy as a Captain's Servant at the age of 10, fought in three Fleet actions, and was possibly the only veteran of the 'Glorious First of June' to be photographically portrayed

NAVAL GENERAL SERVICE 1793-1840, 3 clasps, 1 June 1794 [538], 23 June 1795 [177], 4 Novr 1805 [291] (William Hext, Lieut.) with original ribbon, *extremely fine* *£6000-8000*



Rear-Admiral William Hext

Provenance: Roger Perkins Collection, Sotheby, December 1990.

1 June 1794 [540 issued] - including 17 to the *Russell*.

23 June 1795 [182 issued] - including 11 to the *Russell*, four of whom were officers.

4 Novr 1805 [296 issued] - including 13 to the *Santa Margarita*, Hext being the only officer.

William Hext is confirmed on the rolls as a Captain's Servant aboard H.M.S. *Russell* for the 'Glorious First of June', as a Midshipman aboard the same ship for the action on the 23rd of June 1795, and as a Lieutenant aboard H.M.S. *Santa Margarita* for the 4th of November 1805.

William Hext was born at Bodmin, Cornwall, on 5 July 1780, and entered the Navy in April 1791, aged 10 years and 9 months, as a Captain's Servant aboard the 10-gun sloop *Scout*. In August 1793 he joined the *Russell* 74, part of the force under Lords Howe and Bridport in the actions of 28 and 29 May and 1 June, 1794, and 23 June 1795.

After further service aboard the *Phaeton* 48 and *Impéteur* 74, he came to the attention of the famous Cornish officer, Captain Edward Pellew (later Viscount Exmouth). In 1799, the crew of *Impéteur* mutinied and there was a grave danger that the disaffection would spread to other ships of the Channel Fleet. Midshipman Hext rendered valuable service in suppressing the mutiny and was promoted Lieutenant on Pellew's recommendation. In June 1802 he was appointed Second Lieutenant of the frigate *Clyde* 38, in which he afterwards conveyed Sir John Borlase Warren, as British Ambassador, to St Petersburg, and had the honour of being sent home in personal charge of his Excellency's despatches. In January 1803 he was sent with an armed boat into the port of Leith for the purposes of impressment and, although exposed for many hours to the attacks of a furious mob and suffering severe bruising to himself and many of his men from the constant volleys of stones thrown by the populace, succeeded in fully effecting the service for which he had been selected, and earned the warmest plaudits of his Captain.

In the early part of 1804, while detached in a six-oared cutter, he succeeded, on his own responsibility, in detaining and bringing out from the river Ems, a neutral ship laden with masts believed to be for the use of the enemy. On reaching his ship the next day he had the satisfaction of learning that his Captain had just received orders for the apprehension of the very same vessel. In May 1804 he assumed command of the *Sheerness* hired cutter, with the fleet blockading Brest, and, in January 1805, was then appointed Senior Lieutenant of the *Santa Margarita* 36, Captain William Rathbone, under whom, on the 4th of the ensuing November, he fought in Sir Richard Strachan's action. During the long chase which preceded the battle, the *Santa Margarita* left the British squadron far astern in consequence of the unwearied attention given by her First-Lieutenant to the trimming of her sails. After the complete victory was gained, the Commodore made particular mention of Lieutenant Hext's remarkable achievement, such that Hext himself imagined that immediate promotion awaited him. He was to be disappointed, however, as he had to wait until April 1809 for his promotion to Commander. He had in the meantime served on the East India station in the *Barracouta* 18, *Culloden* 74, *Blanche* frigate, and, as Acting-Commander, the *Wilhelmina* hospital ship.

Hext returned to England on half-pay from 1810 to 1813, but then assumed command of the *Vesuvius* bomb vessel for operations in support of the Army off the Peninsula along the northern coast of Spain and westward seaboard of France under Admiral Charles Penrose. Commander Hext retired to Cornwall on half-pay in September 1814 and saw no further service at sea. He was advanced to the rank of Post Captain half-pay in 1841, transferred to the Retired Captain's List in 1854, and became an Additional Retired Rear-Admiral in 1862. Admiral Hext died at Tredethy, Cornwall, on 31 October 1866, at the age of 86. He is believed to be the only veteran of the 'Glorious First of June' to be portrayed by means of the newly invented photographic camera.

The medal is accompanied by some family research together with: his original commission as Commander to H.M.S. *Vesuvius*; his final commission as Post Captain to command H.M.S. *Royal William* (for pay and pension purposes only); and an interesting original letter written in February 1812, by his younger brother, Lieutenant George Hext, R.N., then preparing to leave in convoy for the American campaign: 'The preparations are such as, I think, will make the Yankees humble when they hear of them.' - he was killed by a rifle-shot while leading a boat-attack in the Chesapeake in 1813, aged 29. Hext's older brother, Samuel, was a Major in the 83rd Foot and was awarded the Gold Medal for Badajoz with clasps for Orthes and Toulouse.



Yeoman of the Boatswain's Store Room James Strachan, who earned all three of his clasps aboard the 32-gun frigate *Southampton*, including the boarding and capture of the French corvette *L'Utile* in 1796

NAVAL GENERAL SERVICE 1793-1840, 3 clasps, 1 June 1794 [538], Southampton 9 June 1796 [4], St. Vincent [346] (James Strachan.) very fine £10000-12000

Provenance: Christie's, July 1989.

1 June 1794 [538 issued] - including 4 to *Southampton*.

Southampton 9 June 1796 [4 issued] - James Dallimore, Pte. R.M. (National Maritime Museum); Joseph Goodall, L.M.; Samuel Spill, Pte. R.M.; James Strachan, Yeoman of the Boatswain's Store Room. The 7-clasp medal to Gunner Thomas Haines (Royal Naval Museum) also carries this clasp - verified aboard but not on the Admiralty roll.

St. Vincent [346 issued] - including 9 to *Southampton*.

James Strachan served aboard the 32-gun frigate *Southampton* during each of the three actions for which he gained a clasp to his medal; as Landsman at the defeat of the French fleet on the 1st June 1794; as Yeoman of the Boatswain's Store Room at the capture of the French frigate *Utile* on 9 June 1796; and as Ordinary Seaman at the battle of Cape St Vincent on 14 February 1797.

Southampton boards and captures Utile

Just before noon on 9 June 1796, having observed a French cruiser working up to Hieres Bay, off Toulon, Admiral Sir John Jervis, K.B., called Captain James Macnamara, of H.M.S. *Southampton*, on board the *Victory*, pointed the ship out and directed him to 'make a dash at her'. Accordingly the *Southampton*, under all sail, pushed through the Grande Passé, the passage between the islands of Porquerolles and Pontenas, and hauled up on the north-east end of Porquerolle with an 'easy sail' in the hope of being taken for a French or Neutral vessel. In this Macnamara was largely successful for the *Southampton* got within pistol shot of the enemy's ship before the ruse was discovered, whereupon Macnamara cautioned the captain through a trumpet 'not to make a fruitless resistance. However, the French captain, Citizen François Veza, immediately snapped his pistol at Macnamara and fired his broadside. After an exchange of three broadsides, and being very close to the heavy battery of Fort Bregançon, Macnamara laid the *Southampton* across the Frenchman's bow, lashed her bowsprit to her own main rigging and sent off the boarding party with Lieutenant Lydiard at its head. Despite a spirited resistance, Lydiard's boarding party, 'with an intrepidity no words can describe', carried her after an action of about ten minutes. After lashing the two ships together, Macnamara had some difficulty in getting from under the battery, which kept up a heavy fire, and was unable to return through the Grande Passé before 1.30 am the following morning, with the *L'Utile* corvette of 24 French six-pounder guns and one hundred and thirty-six men, several of whom escaped on shore in the launch. The *Southampton* lost just one Marine, who was killed by a pistol shot near Captain Macnamara on the Quarter Deck, while the loss of the enemy amounted to twenty-five killed and wounded, including Captain Veza amongst those killed. The Prize was added to the Royal Navy and Lieutenant James Lydiard was promoted to her command.



Yeoman of the Powder Room Richard Levertine, whose medal is one of just five issued with 6 clasps and represents an outstanding naval career including the great victories of the Glorious First of June, Camperdown, Copenhagen and Trafalgar, besides the gallant lesser-known actions of the frigate *Anson*, whose gallant Captain Charles Lydiard perished when the ship was wrecked in December 1807

NAVAL GENERAL SERVICE 1793-1840, 6 clasps, 1 June 1794 [538], Camperdown [298], Copenhagen 1801 [548], Trafalgar [1611], Anson 23 Augt 1806 [6], Curacoa [62] (Richard Levertine A.B.) "tine' and "A.B." corrected, with good original ribbon sewn with button-hole for wearing, *nearly extremely fine* £24000-28000

Provenance: Spink in association with Christie's, September 1993. Previously for many years held in the stock of a firm called Flemings, of Southsea, near Portsmouth, which went into receivership earlier in 1993.

1 June 1794 [538 issued] - including 13 to *Orion*.

Camperdown [298 issued] - including 19 to *Veteran*.

Copenhagen 1801 [548 issued] - including 19 to *Veteran*, Richard 'Levertin' being verified aboard.

Trafalgar [1611 issued] - including 51 to *Temeraire*.

Anson 23 Augt 1806 [6 issued] - James Burke, Ord (Known); Christopher Coucher, L.M. (Honeyman Collection, Huntington Library, U.S.A.); Stephen Coward, Pte. R.M.; Robert Henley, Quarter Gunner (Known); William Jeffery, Coxswain; Thomas B. Sullivan, Lieutenant R.N. (Royal Naval Museum). To this number must be added Richard 'Liverton' or 'Libertine' who is verified aboard but not shown on the Admiralty roll.

Curacoa [62 issued] - including 13 to *Anson*.

Richard Levertine served as Able Seaman aboard *Orion* at the 'Glorious First of June' and aboard *Veteran* at Camperdown and Copenhagen. He was a Gunner's Mate aboard *Temeraire* at Trafalgar, and Yeoman of the Powder Room aboard *Anson* at the capture of the Spanish frigate *Pomona* in August 1806 and at the capture of Curacoa in January 1807. This fully verified medal brings to five the number of 6-clasp medals issued.

The research and verification of Richard Levertine's medal by the professional researcher Gillian Hughes was the subject of a detailed article published in the Summer 1995 journal of the Orders and Medals Research Society and is largely quoted here:

'I was recently asked to research the service career of a man who received a Naval General Service medal with six clasps, and prove his entitlement to those clasps. Five of the clasps were listed in the *Naval General Service Medal Roll 1793-1840* by Captain Douglas-Morris, namely 1 June 1794, Camperdown, Trafalgar, Anson 23 Augt 1806, and Curacoa, though for the *Anson* clasp the recipient was 'verified aboard but not on roll'. My researches at the Public Record Office [now The National Archives] would seem not only to confirm his entitlement to those five clasps, but also to prove that he was 'verified aboard but not on roll' for the sixth clasp, namely *Copenhagen 1801*, and thus also entitled to that clasp.

The medal is named to Richard Levertine, with the last letters of the surname altered (as described in Spink's auction catalogue, September 1993). This man appears variously on pay and muster books, allotment and remittance registers in the Public Record Office as Liverton, Levertin, Liberton, Lebertain, Libertine and Liberting. It is perhaps not surprising that the naming of the medal with which he was issued by the authorities needed to be altered.

His service with the Royal Navy began on 8 September 1791 when he entered the 74-gun ship H.M.S. *Orion*, Captain Duckworth. As number 50 on the ship's pay books Richard Liverton, rated Able Seaman, was described as from Newton Bushel, aged 21. It would appear from this date of entry and those of subsequent ships in which he served that he was born in about 1770, though his death certificate would suggest an earlier date. Whilst serving in *Orion* he made a will in favour of his daughter, Sarah, in February 1794. After a period in the West Indies, *Orion* returned to Plymouth in November. She was part of the Channel fleet, in harbour at the end of 1793 and the beginning of 1794, but ready to put to sea. She took part in the action 'The Glorious First of June'.

When Captain Duckworth was given command of H.M.S. *Leviathan*, another 74-gun ship, most of the ship's company including Richard Liverton followed their captain, entering that ship on 19 March 1795. The ship was employed in the West Indies and returned to Plymouth in 1797. An extract from the Captain's log for 16 May reads: '*The ship's company cheered as did the other ships and appeared to be in a mutinous state*'. On the 18th the ship's company took command of the ship from the officers and dismissed the captain, his fourth lieutenant, the purser, boatswain and three petty officers. On 22 May the log book records that the men were variously employed, but '*under no command*'. It seems likely that Duckworth returned on the 23rd or soon after.

The log noted those courts martial that took place and the punishments that followed. Much has been written about the Spithead and Nore mutinies at this time, but little of the mutiny at Plymouth. The *Leviathan's* log gives a brief outline.

On 28 June 1797 the ship's company was drafted into the 64-gun ship H.M.S. *Veteran*, Captain George Gregory. She took part in the battle of Camperdown on 11 October 1797. Captain James R. Mosse took command in April 1798, followed in April 1799 by Captain Archibald C. Dickson. The ship's muster books, covering the period 1800 to the time when she was paid off in May 1802, indicate that Richard Liverton was victualled throughout the months from March to July 1801 when H.M.S. *Veteran* was in Elsinour Roads, Copenhagen Roads, Kroge Bay and Rostock. He therefore must have been present at the time of the battle of Copenhagen. Amongst the supernumeraries in the muster are listed numerous Danish prisoners taken in April 1801 in Copenhagen Roads.

The pay books of H.M.S. *Veteran* led to some interesting personal information concerning Richard Liverton. He made an allotment of his pay on 21 May 1797 (an Act of Parliament introduced this system in 1795). The allotment registers show that an allotment of pay was made to his wife Mary at Stoke Damerel by the Clerk of the Cheque at Plymouth. Four payments were made amounting to £25 4s 0d. On 16 May 1800 the allotment ceased due to '*wife's improper conduct*'.

From May 1802 when *Veteran* was paid off, we lose sight of our seaman until a Richard Libertine's entry into the 98-gun ship H.M.S. *Temeraire*, Captain Eliab Harvey, on 22 February 1804. He was number 447 on the *Temeraire's* books, born Chudleigh, aged 34, rated A.B. until 1 March 1804 when promoted to Gunner's Mate. Again he allotted his pay, on 1 April 1805, but the allotment papers do not give the wife's name. The *Temeraire* suffered heavy casualties at the battle of Trafalgar, according to Laird Clowes: 47 killed in action and 76 wounded. On 5 December Captain Harvey was succeeded by Captain J. Larmour and the ship was paid off on 15 January 1806.

Richard Libertine was discharged a few days earlier on 11 January 1806 with many others of the *Temeraire's* company into the 64-gun ship H.M.S. *Anson*, Captain Lydiard, complement 310 men. He was number 133 on the ship's books, born in Hannock [probably Hennock], Devon, aged 35 and rated Yeoman of the Powder Room. He allotted his pay on 28 February 1806 to his nameless wife. On 23 August 1806 *Anson* and *Arethusa* captured the *Pomona* under the guns of Morro Castle, Havana, and destroyed nine gunboats and drove three others ashore.

The capture of Curacoa was a dashing affair by Captain Charles Lydiard of the *Anson*, with *Arethusa*, *Fisgard* and *Latona* on 1 January 1807. The ship's muster books show that Captain Lydiard left the ship on 14 January to return to England with despatches and that a number of prisoners of war were taken on board at Kingston, Jamaica in May 1807 and later discharged to the Mill Prison at Plymouth on 18 July.

Also noted is that *Anson* was wrecked on 29 December 1807. After sailing from Falmouth to resume her station off Brest, she was attempting to return to port in a gale when she was driven on to a lee shore off Helston in St Mount's Bay. Unable to beat off shore, she anchored in 25 fathoms with two cables out on the best bower anchor and rode out a tremendous sea overnight. At 04.00 on the 29th her cable parted and she re-anchored with a further two cables on the small bower anchor. Four hours later this also parted and the ship ran onto the sands about two miles from Helston to save the crew, the ship going to pieces within six hours. Many of the crew were lost at the time of the wreck, including Captain Lydiard. The pay book lists over 100 of the ship's company discharged dead.

Richard Libertine then entered the 18-gun sloop *Ranger*, Captain George Acklom, complement 121 men, on 2 January 1808, though he appeared on board on the 18th. He is noted here as Richard Libertine, alias Liverton, which is a connecting link with his service during the Revolutionary War. He was number 70 on the ship's books, of Devonshire, aged 37, rated Yeoman of the Powder Room to 19 January 1808, then rated Gunner's Mate. Fifteen other *Anson* men were drafted to the *Ranger*. This voyage was not without interest. On 22 and 23 February 1809 an entry in the Captain's log noted that the ship's company took off the men of H.M.S. *Proselyte*, Captain J. H. Lyford, from Anholt. The ship had become set in the ice in the Baltic in December and was carried on to Anholt reef. Her ship's company was forced to abandon her.

Shortly after this incident Richard Libertine was discharged to the *Gorgon* hospital ship, 18 April 1809, though he actually appeared on the *Gorgon's* January muster list, his '*hurt*' described as '*hemorrhage*'. He was discharged on 3 April 1809 to the *Sussex* hospital ship. This latter ship was at Sheerness, Surgeon Dr Richard Kent. The muster list for April gave similar information to the *Gorgon*, with an entry date of 2 April and a discharge date of 10 May '*invalided*'.

From Douglas-Morris's roll we know that Richard Liverton/Libertine was in receipt of a Greenwich Hospital pension and was listed as one of those In-Pensioners who applied for the Naval General Service medal. He was granted an Out-Pension of £14 per annum due to '*infirmary*' on 7 June 1809, with 17 years 3 months service. Seven and a half years later, as an Out-Pensioner he applied for admission as an In-Pensioner. His first application was on 19 December 1816, and he applied at least every month, sometimes more frequently, until he was finally admitted on 18 September 1817. According to the Greenwich Hospital Entry Book of Pensioners for that period he was listed as Rd. Libertine and described as aged 57, married with two boys, his last residence Deptford. Under the heading '*If wounded*' was '*Collar bone broken and blood vessel*'. The number of years in the King's service was 19 (possibly a clerical error). Unfortunately details of his service were not found in the series of admission papers to Greenwich Hospital, where he died on 25 February 1851.'

Sold with comprehensive research including copies of the source material located by Gillian Hughes.



The 9-clasp specimen Naval Medal presented by the Master of the Mint to the United Service Institute

NAVAL GENERAL SERVICE 1793-1840, 9 clasps, 1 June 1794, St. Vincent, Nile, Egypt, Copenhagen 1801, Trafalgar, Algiers, Navarino, Syria ([Fr]om the Master of the Mint to the United Service Institu[te]) officially impressed naming, a few letters obscured by suspension claw, clasp carriage bearing a catalogue number in ink, 'C-18964', *extremely fine*

£3000-5000

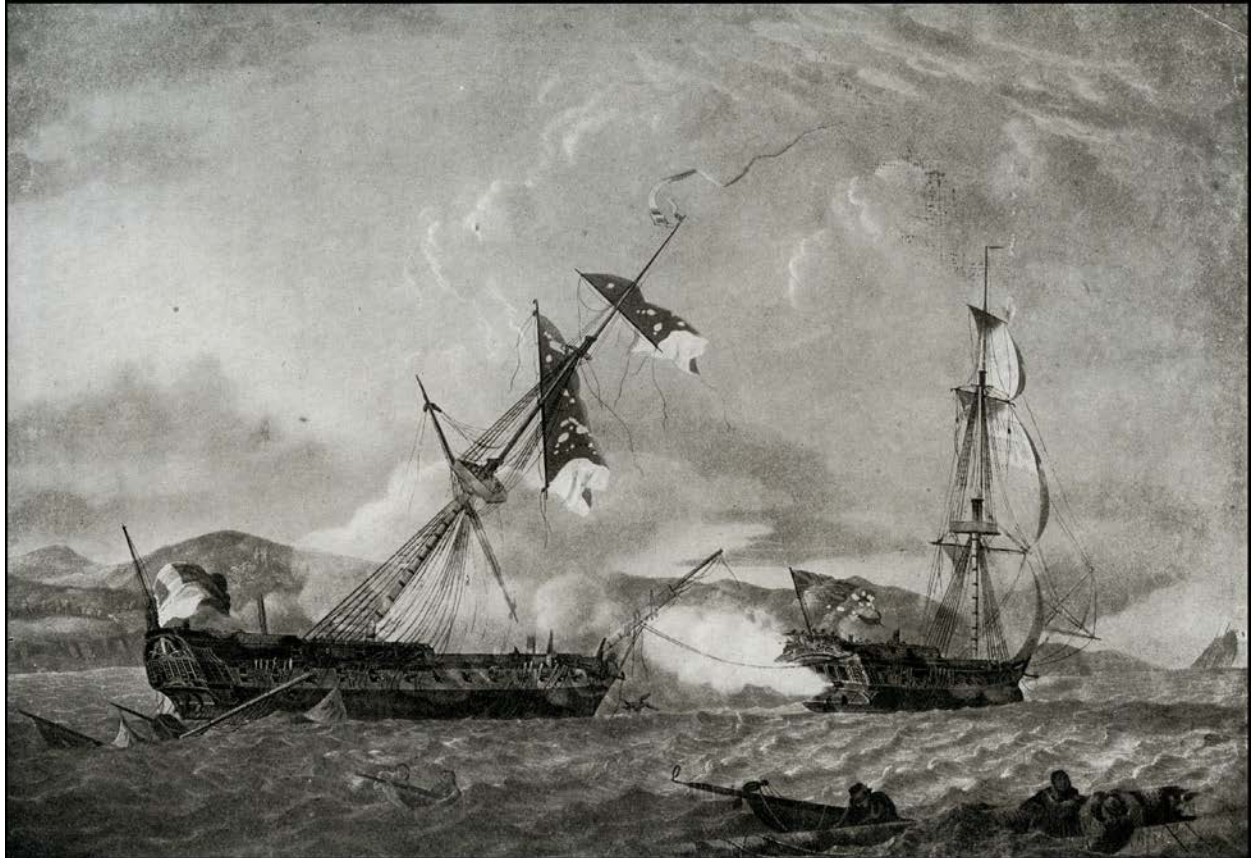
Provenance: The Glenbow Collection of British Specimen Medals formerly in the collection of the Royal United Services Institute, Dix Noonan Webb, March 2012.



Able Seaman Joseph Clark who fought in two brilliant actions aboard the *Blanche* frigate and later fought at Trafalgar aboard the *Minotaur*

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Blanche 4 Janv 1795 [5], Trafalgar [1611] (Joseph Clark.) *nearly very fine*

£6000-8000



The Blanche and the Pique

Provenance: Spink N.C., April 1939 and June 1942; Glendining's, June 1952, December 1953, April and November 1960, March 1989.

Blanche 4 Jany 1795 [5 issued] - Joseph Clark, Boy 3; Thomas Evans, A.B. (Known; also entitled to Blanche 19 December 1796 but clasp not on medal); Henry Greely (Known; also entitled to Blanche 19 December 1796 but clasp not on medal); Thomas L. Prescott, Lieut. R.N. (National Maritime Museum); Frederick Watkins, Lieut. R.N. (Known).

Trafalgar [1611 issued] - including 34 to *Minotaur*.

Joseph Clark served as a Boy 3rd Class aboard the 32-gun frigate *Blanche* at the capture of the French frigate *Pique* in January 1795 and as Able Seaman aboard the *Minotaur* at Trafalgar. The Admiralty claimants list shows that he was also entitled to the clasp 'Blanche 19 Decr 1796' as a Boy and his name appears on the application list for that clasp (ADM 171/2 page 38). However, the two clasps which are on the medal appear under application number 6/44 while the claim for 'Blanche 19 Decr 1796' has a different application number (U/1654), which no doubt explains why that application was not linked to application 6/44 and why therefore the third clasp does not appear on Clark's medal.

Interestingly, there may therefore be another genuine medal named to Joseph Clark but, if so, it should, in accordance with ADM 171/2 page 38 of the Admiralty claimants list, simply bear the single 'Blanche 19 Decr 1796' clasp applied for under application number U/1654. The only other Joseph Clark shown on the rolls was a Midshipman at Algiers but his medal is not relevant in the present context since it would show the rank of Midshipman whereas, as one would expect with a medal to a rating, the medal now offered for sale shows no rank. As noted above, the medals of Evans and Greely also omit the 'Blanche 19 Decr 1796' clasp. Thus, the only recipient known to have actually received this clasp was Midshipman Richard Pridham (Royal Naval Museum, Portsmouth).

Blanche captures Pique after a brilliant five-hour action

In the early morning of 4 January 1795 the *Blanche*, Captain Robert Faulknor, found the 38-gun French frigate *Pique* at anchor outside the harbour of Pointe-à-Pitre, Guadeloupe, together with a small schooner. Shortly after midday the Frenchman got underway and stood out after the *Blanche*. Captain Faulknor immediately shortened sail for the enemy to come up but the *Pique* tacked and stood away. The *Blanche* then made all sail in chase and coming up with her opponent soon after midnight commenced a close engagement, broadside to broadside. About half-past two, in luffing up to rake the *Pique*, the main and mizzen masts of the *Blanche* fell over her side, and the *Pique* made several unsuccessful attempts to board. While endeavouring to lash the *Pique's* bowsprit to the capstan of his own ship, Captain Faulknor was shot through the heart. Lieutenant Watkins, now in command, succeeded in lashing the bowsprit of the *Pique* to the stump of *Blanche's* mainmast and towed his antagonist into the wind, despite very heavy musket fire from her forecastle and tops. The *Blanche* having blown out part of her stern frame brought two of her guns to bear on her enemy, which almost cleared her deck and totally dismasted her. In this defenceless condition the French sustained the raking fire of the *Blanche* until after five a.m., when they called for quarter and surrendered. All the boats of each vessel having been destroyed, Lieutenant Milne with ten seamen swam on board the *Pique* and took possession of her. The *Pique* was taken into the Royal Navy, Lieutenant Watkins was promoted to post rank and Lieutenant Milne was promoted to Commander. Out of her crew of 198, the *Blanche* had her Captain, one midshipman and six men killed, and twenty-one men wounded; her opponent with a complement of about 280 men, had 76 officers and men killed and 110 men wounded. By order of the House of Commons a monument was erected in St Paul's Cathedral to the memory of Captain Faulknor.



Able Seaman Gilbert White who was aboard the *Lowestoffe* when, in concert with *Dido*, the two frigates engaged two superior French ships and captured the *Minerve* of 40 guns; taken into the Royal Navy under the same name she later distinguished herself under Cockburn, Nelson and Hardy

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Lowestoffe 24 June 1795 [6], Egypt [615] (Gilbert White.) *some very minor edge bruises and nicks, otherwise good very fine* *£8000-10000*

Provenance: Eaton Collection 1880, sold Glendining's, July 1930 (Lord Cheylesmore); Spink N.C., January 1974; Spink, April 2013.

Lowestoffe 24 June 1795 [6 issued] - William Gibson, Boy 2; Thomas Kemp, A.B. (Known); Edward Libby, Midshipman (Known); George Salvadore, A.B. (National Maritime Museum); John Smith, A.B.; Gilbert White, A.B.

Egypt [615 issued] - including 31 to *Foudroyant*.

Gilbert White served as Able Seaman aboard the 32-gun frigate *Lowestoffe* in her spirited action, in concert with *Dido*, with two superior French frigates, and in the same rate aboard the *Foudroyant* in the operations on and off the coast of Egypt.

Lowestoffe and Dido capture the 40-gun French frigate Minerve

On 23 June 1794 Admiral Hotham dispatched the *Dido* 28, Captain G. H. Towry, and the *Lowestoffe* 32, Captain R. G. Middleton, to reconnoitre the harbour of Toulon to confirm intelligence that the French fleet was at sea. Early on the morning of the 24th June, these frigates encountered the French 40-gun *Minerve* and the 36-gun *Artémise*, which frigates by coincidence had been directed to ascertain the truth of a rumour that the British fleet was at sea. Seeing the French frigates nearly ahead, *Dido* and *Lowestoffe* immediately gave chase, but on observing the inferior force of the British ships, stood round and, with colours flying, changed course to attack their enemy. At 8.30 a.m. the *Minerve* opened fire on the *Dido*, and being almost double the size of the British frigate, suddenly bore up, and attempted to finish the contest at once by running her down. By a skilful manoeuvre *Dido* received the shock obliquely, the *Minerve* carried away her jib-boom, and her bowsprit became locked in the mizzen rigging of the *Dido*. Under a heavy fire of musketry the Frenchmen made an unsuccessful attempt to board but this was prevented not only by the pikemen on her quarterdeck but also by the violence of the ships striking each other in the violent swells of the sea. After some time in these conditions with *Dido* literally hanging by her mizzen rigging on *Minerve*'s bowsprit, the latter broke in two and carried overboard with it *Dido*'s badly damaged mizzen-mast together with her colours and eight or ten of the French boarders; a union jack was quickly found and nailed to the stump of *Dido*'s mizzen-mast. At 9.00 a.m. *Lowestoffe* came up and by her well-directed fire shot away *Minerve*'s foremast, and her main and mizzen topmasts. With *Minerve* thus disabled, Captain Towry sent *Lowestoffe* in chase of the *Artémise*, and the two ships exchanged a few shots, but the French frigate increased her distance so fast from her pursuer that the chase was called off. At 11.30 a.m. *Lowestoffe* opened a raking fire on the *Minerve*, and *Dido*, which had gone ahead to repair damages, rejoined the contest, whereupon the French frigate, her mizzen-mast with her colours having gone by the board, surrendered.

Minerve was taken into the Royal Navy as a 38-gun frigate of the same name and, Captained by George Cockburn and with both Commodore Horatio Nelson and Lieutenant Thomas Hardy on board, shared with *Blanche* the brilliant action with the Spanish frigates *Sabina* and *Ceres* in December of the following year.



Admiral Joseph Bullen, a veteran of the American War of Independence, and a close friend and confidant of Nelson, under whom he served in the 28-gun *Hinchinbrook*; his subsequent services at the occupation and evacuation of Toulon, and at the siege of Bastia, were mentioned by Nelson in the highest possible terms; he was a Volunteer, whilst holding the rank of Commander, on board the *Santa Margaritta* at the capture of *La Tamise* in June 1796 and was promoted to Post rank for this action; and, during a long service distinguished with many instances of gallantry, he was engaged with the enemies of his country 69 times in ships, boats and batteries

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, Santa Margaritta 8 June 1796 [3] (Joseph Bullen, Volr.) with original ribbon, extremely fine £24000-28000



Taking of *La Tamise* French frigate by His Majesty's frigate *Santa Margaritta*, aquatint by Robert Pollard after Nicholas Pocock

Provenance: The Armoury catalogue 1985.

Santa Margarita 8 June 1796 [3 issued] - Joseph Bullen, Volunteer (the only one available to collectors); Thomas Byam Martin, Captain R.N., later Chairman of the Naval General Service Medal Committee (Royal Naval Museum); Thomas Price, Quarter-Master's Mate (Patiala Collection, Sheesh Mahal Museum, India).

Sold with a fine framed aquatint by Robert Pollard after Nicholas Pocock, published by Pocock, London 1798: 'Taking of La Thamisie French frigate by His Majesty's frigate Santa Margarita', with dedication to Captain Thomas Byam Martin, image approximately 60x42 cm.

Joseph Bullen was born on 14 April 1761, the second son of Rev. John Bullen, Rector of Kennett, Cambridgeshire, and of Rushmore-cum-Newburn, Suffolk. He entered the Royal Navy in November 1774 as Midshipman on board the *Pallas* 36, Captain Hon. William Cornwallis, with whom he continued to serve, in the 50-gun ships *Isis*, *Bristol*, and *Chatham*, and 64-gun ship *Lion*, on the coasts of Africa and North America, and in the West Indies, until 1779.

American War of Independence

During that period he was present in the *Isis* at the attacks on Fort Mercer, at Red Bank, and on Fort Mifflin, on Mud Island in the Delaware river, during October and November, 1777. The Delaware was an important supply route to Philadelphia, to where General Howe had moved his army and set up his winter quarters after the battle of German Town on 3 October. On 23 October six British ships were engaged by smaller American gunboats and several were severely damaged, including the *Augusta* 64, and the *Merlin* 20, which both suffered direct hits before being run aground and destroyed. More than 60 soldiers aboard the *Augusta* were killed, while the crew of the *Merlin* abandoned ship and escaped with their lives. Despite this setback, the battle continued throughout the month of October and into November until, on 16 November, the American forces abandoned the fort. The capture of Fort Mifflin gave the British Navy almost complete control of the Delaware river up to Red Bank, New Jersey.

The West Indies and service under Horatio Nelson

As Master's Mate of the *Lion* 64, he took part in the action of 6 July, 1779, between Vice-Admiral Hon. John Byron and the Comte d'Estaing off Grenada, on which occasion the *Lion* was fearfully cut up and suffered a loss of 21 killed and 30 wounded. Bullen, who had been promoted to Lieutenant on 6 March 1778, shortly afterwards joined the *Hinchinbrook* 28, Captain Horatio Nelson, with Collingwood as his first lieutenant. In the *Hinchinbrook* he took part in the attack on Fort San Juan during the San Juan Expedition of 1780. Whilst stationed on the Mosquito Shore, the *Hinchinbrook* suffered fearfully from the effects of the pestilential climate, reportedly losing 208 men out of a crew of 235 in six weeks.

Bullen then returned to the *Lion*, commanded, at first, by Captain Cornwallis, and later by Captains William Fooks and Pigot; and, on being lent to the *Prince George* 90, Captain John Williams, he took part, as officer in charge of half the middle gundeck, in Rodney's decisive victory over the Comte de Grasse in the battle of the Saintes on 12 April 1782, in which the *Prince George* occupied a very conspicuous position, and had 9 men killed and 20 wounded.

After various appointments, mainly on the Home station, Bullen rejoined his old captain, Nelson, in the *Agamemnon* 64, in February 1793, and was actively employed in the Mediterranean. Five lieutenants had originally sailed with Nelson to the Mediterranean - Martin Hinton, Joseph Bullen, George Andrews, Wenman Allison and Thomas Edmonds. After his success in Naples, Nelson persuaded Hood to promote the senior lieutenants to the flagships. Hence, in the following September Bullen was appointed to the *Victory* 100, flag-ship of Lord Hood at Toulon. At the defence of that place against the revolutionists, he held for three weeks the volunteered command of Fort Mulgrave, where, by the bursting of a 36-pounder every man at the gun but himself and Captain Walter Serocold were killed or wounded.

On 20 November 1793, Bullen's exertions were rewarded by his promotion to the command of the *Mulette* 20, but in her absence he was appointed Acting-Captain of the *Proselyte* frigate. In that ship, with a view to rescuing 300 Spanish and Neapolitan troops, who would otherwise have fallen into the hands of the French, he was the last, when Toulon was evacuated, to quit the harbour; and so impracticable had his escape, in consequence of this voluntary act of humanity, been considered, that Lord Hood, in the despatches he was about to send home, had actually returned the *Proselyte* as lost. Bullen was successful, however, in bringing out all 300 Spanish and Neapolitan troops on board the *Proselyte*. During the early part of the siege of Bastia, in March 1794, Bullen served as a Volunteer under Captain Serocold, who had superseded him in the *Proselyte*, now employed as a floating battery, out of which ship they were both burnt by red-hot shot, and, towards the close of the operations, he commanded an advanced battery. His services throughout were reported by Nelson in the highest possible terms.

The *Santa Margarita*

In later years Admiral Thomas Byam Martin recalled in a letter: 'After his ship had been destroyed by the batteries in Bastia in 1794, he continued to serve throughout the siege with distinguished bravery in the advance battery under the immediate command of his old Captain and friend, Captain Horatio Nelson. Bullen embarked with me on board the *Modeste* for a passage to England. In 1796 I obtained leave of absence from the ship I then commanded, the *Santa Margarita*, then refitting in Plymouth and the first person I met on arrival in London was Bullen, then holding the rank of Commander. I said Bullen, I am to rejoin my ship again on such and such a day, and you must go with me. Bullen laughed and said "I have been so accustomed to do as you tell me that I will take care to be ready at the appointed time." Bullen was consequently given permission by Lord Spencer to be a Volunteer on board the *Santa Margarita* with his old friend, Captain T. Byam Martin, in which ship he was requested to take command of the main deck guns.

Recapture of the *Tamise*

At daybreak on the morning of 8 June 1796, the *Unicorn* 32, Captain Thomas Williams, and the *Santa Margarita* 40, Captain T. Byam Martin, while cruising about seventeen leagues from Scilly, met with and chased two French frigates and a corvette. At one p.m. the frigates hoisted their colours and opened fire on the *Santa Margarita*, causing much damage to her masts and rigging. At about four p.m., after some running repairs, *Santa Margarita* closed with one of the frigates and fought her broadside to broadside for twenty minutes, compelling her to strike her colours. The prize was the 32-gun frigate *Tamise*, formerly the British frigate *Thames*, captured in 1793. Her loss was thirty two killed and 19 wounded, whilst the *Santa Margarita* had 2 seamen killed and 3 wounded. Seeing the fate of her companion, the other French frigate made sail in an attempt to escape but was chased by the *Unicorn* which engaged her for ten hours in a running fight before bringing her to close action and ultimate surrender. She proved to be the *Tribune* which was added to the Royal Navy under the same name and gained a knighthood for Captain Williams.

In his report of the action to Vice-Admiral Kingsmill, Captain Martin concluded, 'In addition to the officers and ship's company may I also be permitted to beg you will offer to the consideration of the Admiralty the meritorious conduct of Captain Joseph Bullen, a master and commander in the navy, serving in the *Santa Margarita* as a volunteer by permission from Lord Spencer. His desire to have some active employment induced me to beg he would assist in the management of the main-deck guns, as I well knew that his long services and approved courage in various situations would be a proper example to the younger part of the ship's company.'

Commander Bullen was promoted for this action to post rank on 20 June 1796. Since being unable to obtain sea service, he undertook that of the Fencibles of the Lyme Regis district, whom he had joined in 1794.

A last meeting with Nelson

When Lord Nelson, in the autumn of 1805, was preparing to leave England for the scene of his last crowning victory and glorious death, he was in lodgings in London, and Captain Bullen, calling one morning, found the hero surrounded by officers and friends.; the moment his name was announced, his Lordship rushed from the circle, seized his hand, saluted him on each cheek, and during the interview remained with his only arm over Bullen's shoulder.

The Lyme Regis Fencibles being disbanded in 1810, Bullen then went on half-pay. He became a Rear-Admiral, 28 August 1819; a Vice-Admiral, 12 November 1840; and a Full Admiral on the retired list, 23 November 1841. From the above meagre outline of the professional life of this true old sailor, it can be seen that he spent twenty-two years in the active service of his country afloat at sea and then languished through long years of early manhood ashore, like many another brave officer, unaided by courtly or official favour. Bullen himself reckoned he had been 'sixty-nine times under fire of the enemy in ships, boats, and batteries; that he had been gazetted at home and publicly thanked by commanders-in-chief abroad. Yet the only distinction he obtained was a war medal with one clasp for his volunteered service on board the *Santa Margaritta*.'

It is fitting that his old friend Admiral T. Byam Martin was the officer chosen to be Chairman of the Naval General Service Medal Committee and that when Bullen eventually received his medal it was accompanied by the following letter, dated 3rd March 1849:

'My Dear Bullen, - Remembering with grateful pleasure and satisfaction, your energetic exertions and valuable assistance on board the *Santa Margaritta*, fifty-three years ago in the capture of *La Tamise*, it is a particular pleasure to me to forward to you a medal commemorative of that event. I am writing at a very hurried moment, and have only time to add my fervent hope that you may have many happy years to reflect with just pride of your gallant services in the earlier part of your life. - With sincere regard,

I am ever, my dear Bullen, affectionately, your old friend,

T. Byam Martin.'

Bullen resided in Bath for upwards of thirty years and died there on 17 July 1857.



Rear-Admiral David Scott, R.N., K.T.S., Master's Mate of the *Unicorn* at the capture, in consort with the *Santa Margaritta*, of two French frigates in June 1796, and afterwards Lieutenant in the *Bellerophon* at Trafalgar where he was wounded in the head; as First Lieutenant of the *Bedford* he later escorted the Portuguese Royal Family to Brazil and, in consequence, became 'the first British subject upon whom the Cross of the Tower and Sword was ever conferred'

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Unicorn 8 June 1796 [4], Trafalgar [1611] (D. Scott, Lieut.); MILITARY ORDER OF THE TOWER AND SWORD, Knight's badge in gold with hinged loop suspension; together with a related Epaulette for the rank of a Secretary to a Junior Flag Officer, with silver anchor and crown fittings, *very good condition for age, one point slightly bent on the second, otherwise good very fine* (3) *£18000-22000*



Unicorn captures La Tribune after a running fight lasting over 10 hours



Provenance: Spink, November 1999.

Unicorn 8 June 1796 [4 issued] - Charles J. Austen, Midshipman (Known); William Dexter, Ord (National Maritime Museum but removed from display with suspect clasp); John Green, Private R.M.; James Mather, Surgeon's Mate. To this number must now be added David Scott, Master's Mate.

Trafalgar [1611 issued] - including 6 officers and 50 men of the *Bellerophon*.

David Scott is confirmed on the published rolls for Trafalgar as a Lieutenant aboard the *Bellerophon*. His presence aboard the *Unicorn* is officially confirmed on the ship's muster roll for the period June 1796 (ADM 36/13195) and he is further confirmed in the *New Navy List* for 1852 as being in receipt of a Medal with 2 clasps.

David Scott entered the Navy as a Volunteer in 1793 and went directly to the West Indies in the *Goelan* 14, where he served on shore at the reduction of St Domingo, and was 'severely wounded in the head at Tiburon'. On his return to England in 1794 he was promoted Master's Mate in the *Daedalus* 32, commanded by Captain Thomas Williams. In the early part of 1795 the *Daedalus* sailed in charge of a convoy of Transports laden with supplies for the Army retreating through Holland. Impeded by wind and ice, two months elapsed before the coast was made, and then, a pilot not being at hand, Mr. Scott was sent in a Hired Cutter with Despatches for the Commander-in-Chief of the Army at Emden. There he succeeded in delivering, although exposed, on his way up the Ems, to a heavy fire from the French at Delfzyl. The pilots whom he brought back with him contriving to run the Frigate aground, Mr. Scott took personal charge of the convoy, conducted it in safety to its destination, and remained for its protection until the *Daedalus*, nearly a week afterwards, got in. For this service he received the thanks of his Captain and of Sir Home Popham, who at the time was attached to the Army.

Unicorn captures *La Tribune* after a running fight lasting over 10 hours

A valued member of his Captain's team, Scott next followed Williams into the *Unicorn* 32, which on 8 June 1796, when cruising in company with the *Santa Margarita* 36, Captain T. Byam Martin, off the Isles of Scilly, encountered the French frigates *Tamise* and *Tribune* and the corvette *Legere*. The French ran, the British pursued and after a chase of 14 hours came under a destructive fire from the enemy's stern-chasers. At 4 p.m. the *Tamise* bore round to engage the *Santa Margarita* but after only 20 minutes fight was forced to strike her Colours with 32 of her company killed. Seeing the fate of her companion, the *Tribune* crowded sail to effect her escape from the *Unicorn* which for the next ten hours engaged her in a running fight. The tenacious *Unicorn*, however, suffered more severely at first, sustaining much damage in her sails and rigging and at one time being deprived of the use of her main-topsail. Soon after dark the wind fell and *Unicorn* was able to make good use of her light sails. Little by little she stole up on the *Tribune's* weather quarter and, having taken the wind out of the Frenchman's sails, ranged up alongside her antagonist, having chased her 210 miles.

It was now 10.30 p.m. and the British crew instantly gave three cheers before commencing a close action which lasted some 35 minutes. When the smoke cleared, *Tribune* was seen to the rear and attempting, close hauled, to cross the *Unicorn's* stern and gain her wind. To frustrate this manoeuvre, the sails of the *Unicorn*, in the most masterly manner, were thrown aback: she then dropped astern, passed the *Tribune's* weather bow, regained her station, and renewed the attack. A few well-directed broadsides brought down the fore and main masts and mizzen topmast of the *Tribune*, and not only put an end to all further manoeuvring on the part of the French frigate but silenced her fire and compelled her to surrender. Enemy casualties amounted to 37 killed, and their commander and 14 wounded for no loss at all on the British side. On the return to port, Williams was knighted for his prize, the *Tribune*, which was added to the Royal Navy under the same name. Moreover it is recorded that throughout Scott's association with Captain Williams, he was entrusted with his most valuable prizes, and furthermore never lost a man when so employed.

In 1797 Scott, as Acting Lieutenant, went with Captain Williams into the *Endymion* 40, and on 13 October was present in an action fought against the *Brutus* 74, which, bearing the Flag of Rear-Admiral Bloys, had been engaged two days earlier at the battle of Camperdown. Soon afterwards the *Endymion* fell in with the *Jupiter* 74, a prize taken during Admiral Duncan's victory, which at that time was in danger of foundering. Scott was sent on board to render assistance, and by rigging jury-masts, carried her safe into the Humber. In 1798 whilst again engaged in repairs at sea he was severely injured when clearing away a mizzenmast.

In 1800 he joined the *Arethusa* 38, served in the Channel, convoyed East Indiamen from St. Helena, and brought home Brigadier-General Clinton from Madeira. In 1803 he became the senior Lieutenant of the *Circe* 29, which on 16 November 1803 was wrecked on the Lemon and Ower in the North Sea whilst in pursuit of the enemy. After the Court Martial which exonerated Scott from all blame, he was told by the president that several members of the court were 'desirous of applying for him'. Ill health, however, kept him from immediate service though he was not permitted to go on half-pay. Lord St. Vincent, who knew a valuable officer when he saw one, had him attached instead for the recovery of his health to the Sea Fencibles at Cardigan on the understanding that his name was to be included in the first batch of promotions. This promise, however, was not fulfilled.

Bellerophon at Trafalgar

On 9 October 1804, he joined the *Bellerophon* 74, in which he was to fight at Trafalgar on 21 October 1805. When Nelson made his 'England expects ...' signal, *Bellerophon's* Captain, John Cooke, visited the lower decks and gave the men the Admiral's message. Their reply was to chalk the words 'Bellerophon; death or glory' on their guns. Fifth in the Lee Column, the *Bellerophon* [or *Billy Ruffian* as the Bluejackets had it] cut the enemy line at approximately 12.35 p.m. and engaged Captain Don. T. Argumosa's 74, the *Monarca*, which had previously struck, but having not been taken possession of, had re-hoisted her Colours. *Bellerophon* intended passing under the *Monarca's* stern, raking her as she went, and then lie alongside, but she fouled the *Aigle* 74 and became entangled. *Bellerophon* was thus under fire on the port side from the *Monarca*, and on the starboard side from the *Aigle*. By 1 p.m. she had lost her main and mizzen topmasts, and shortly after that Captain Cooke, marked out by his epaulettes, was shot dead from the enemy tops. Three times the *Aigle* attempted to board but was held off, and she fell astern of *Bellerophon* who raked her with as much fire as could be mustered. The *Revenge* then came up in support and blasted the *Aigle* once more, whilst *Bellerophon*, though 'badly injured in the lower yards' and with 'her hull torn to pieces', managed to send a boarding party over to the *Monarca* which once more had lowered her Colours. Scott, meantime, had been added to the list of *Bellerophon's* 150 killed and wounded, with a splinter wound in the head. Collingwood's Flag Captain, Edward Rotheram, took command *vice* Cooke and in company with *Belleisle*, *Bellerophon* escorted the *Victory* with the body of Nelson to England.

In consequence of wounds received at Trafalgar, Scott was obliged to remain on shore from April 1806. In October 1807 he was appointed First Lieutenant of the *Bedford* 74, which in November of that same year escorted the Portuguese Royal Family in its sudden flight to Brazil. In consequence of his services to Prince John and the Royal House of Braganza, Scott became, to quote O'Byrne, 'the first British subject upon whom the Cross of the Tower and Sword was ever conferred'. On the Brazilian Coast in 1808 he was again accidentally injured, this time nearly losing one of his legs after the strop on a leading block gave way. He was thus forced to return to England, and, as a mark of the esteem in which he was held, was especially entrusted to carry with him the Despatches of both the Commander-in-Chief, Sir Sydney Smith, and the British Ambassador, Lord Strangford.

In 1809 he was appointed Flag Lieutenant to the Naval Commander of the abortive Walcheren Expedition, Admiral Sir Richard Strachan, in the *Venerable* and *Pallas*. In the latter ship Scott was given sole charge of getting the huge flotilla of troop transports into the Scheldt. This, in common with the many other varied duties he was called on to perform at that time, was carried out to a high standard of professionalism sadly lacking in the higher command. On the fall of Flushing he was appointed First Lieutenant of Strachan's flagship, the *San Domingo*. Promoted Commander on 2 August 1811, he received the command of the *Morgiana* 18, protecting trade on the North American Coast, and lost not one ship of the many convoys he escorted. There were frequent encounters with American vessels and once he was chased all day by the superior U.S. frigate *President* which, when it came up, 'was deterred', as was expressed by her Commander to the Secretary of the U.S. Navy, 'from taking [the *Morgiana*] because he saw by her manoeuvres that she was trying to lead him into a scrape'. Not long afterwards the *Morgiana* came up with the American brigs-of-war *Rattlesnake* and *Enterprise*. After an hour's chase the U.S. vessels separated. Scott clung to the nearest, the *Enterprise*, and at sunset could see the Americans throwing everything overboard as they were convinced that the *Morgiana* would be alongside within the hour. However, a sudden thunderstorm came up obliging Scott to take in every stitch of canvas, and, whilst cursing the ill luck which enabled the Americans to escape, his ship was hit by a bolt of lightning which shattered the mainmast and temporarily blinded many on deck. Scott himself was struck down and for more than an hour lay insensible.

On 22 October 1814, he was finally Posted, becoming Captain and being appointed to the *Centurion* 50, the flagship of Rear-Admiral Griffith, at Halifax. He returned to England in April 1815 and, being unable to procure further employment, was induced in 1846 to accept retirement. In 1850 he was advanced to Rear-Admiral and died two years later at Berryden House, Aberdeen, on 16 July 1852.



Able Seaman Samuel Blackmore who served aboard the *Minerve* with Nelson, Hardy and Cockburn in three important actions, and was three times taken prisoner of war

NAVAL GENERAL SERVICE 1793-1840, 3 clasps, *Minerve* 19 Decr 1796 [4], *St. Vincent* [346], *Boat Service* 29 May 1797 [3] (Samuel Blackmore.) *extremely fine* £24000-28000

Provenance: Buckland Dix & Wood, April 1994 (ex Dr W. A. Land Collection).

***Minerve* 19 Decr. 1796 [4 issued]** - Samuel Blackmore, A.B.; Peter Brown, A.B.; George Cockburn, Captain R.N. (later Rear-Admiral Sir, 6 clasps, National Maritime Museum); William H. Gage, Lieutenant R.N.

***St. Vincent* [348 issued]** - including 5 to *Minerve*.

***Boat Service* 29 May 1797 [3 issued]** - Samuel Blackmore, A.B.; William H. Gage, Lieutenant R.N.; Thomas J. Maling, Actg. Lieut. R.N.

Also sold with Mr. Davison's medal for the Nile in bronze, *very fine*, together with the original printed description issued with the Nile medal bearing the seal of Calais, now backed on linen, and an old hand written note which reads: '*Medal of the Battle of the Nile - Samuel Blackmore Coxswain to Lord Nelson Forfeited for insulting a French Officer at Calais & returned with City Seal on this paper - He was a prisoner of war in France for 16 years*', contained in an old fitted leather case, with provision also for the N.G.S. above. Blackmore was not present at the battle of the Nile and this Davison's medal must have come into his possession from another participant and been later confused in the fog of family tradition. Together with an old case fitted to hold both medals.

Samuel Blackmore was born at Exmouth, circa 1773, and by the outbreak of war with the French republic in 1793, had at least three years experience in the 'trade of the sea'. On 30 June, Blackmore was aboard the East Indiaman *Imperial* in Cork harbour when she was boarded by a Lieutenant from H.M.S. *Diadem* bearing an impress warrant. However, patriotic fervour was running high and twenty-one of the *Imperial's* seamen volunteered, Samuel Blackmore among them. He was immediately rated Able Seaman and awarded his bounty out of which thirteen shillings was deducted for his hammock and bedding.

On 7 July 1794, he was transferred to the *Berwick* 74 (Captain William Smith) and was aboard her with Vice-Admiral Sir Henry Hotham's Mediterranean Fleet in January 1795, when she 'rolled out her masts' in a heavy cross swell in the Bay of San Fiorenzo. Smith was subsequently court-martialled, and Captain Adam Littlejohn appointed in his place. Hotham was anxious for the fleet to sail for Leghorn and gave orders for the *Berwick* to follow as soon as she had been jury rigged. Littlejohn sailed at 5:00am on 7 March, but unfortunately *Berwick's* departure coincided with Rear-Admiral Martin's attempt to recover Corsica and she ran into the advanced frigates of the French fleet off Cape Corse. *Berwick* ran for Bastia hotly pursued by the most leeward of the French ships, the *Alceste* 36 (Lieut. Lejoille) which, in turn was followed by the *Minerve* and *Vestale*. At 8:45am, one and three quarter hours after sighting Martin's fleet, the *Berwick* was brought to action, and according to the report of the first lieutenant, Lieutenant Nesbit Palmer, 'received the fire of two ships of the line and two frigates astern'.

Blackmore taken prisoner

At about 9:45am, a bar-shot took off Captain Littlejohn's head and severed the foot rope of the mainsail, which '(it blowing strong) went all to pieces.' The command devolved on Lieutenant Palmer who, in view of the extensive damage sustained prior to the Captain's decapitation, obtained his officers agreement and ordered the *Berwick's* colours to be struck. Officers and men were duly taken prisoner, 'without' according to one account, 'being allowed to take any clothes except those on their backs, and were, in every other respect, most shamefully treated.' However, Blackmore and the other lower-deck seamen and marines of the *Berwick* were only held in captivity until 23 August when they were exchanged under a French cartel and sent aboard H.M.S. *Ca Ira* lying as Guard and Base vessel in San Fiorenzo Bay. Palmer and the other officers were detained until 2 October when upon their release they were subsequently tried and honourably acquitted for the loss of the *Berwick*.

Blackmore joins *Minerve*

Meanwhile, Blackmore had been drafted from *Ca Ira* on 7 September and took passage to Ajaccio in H.M.S. *Southampton* to join the *Minerve*, which had been captured on 26 June by Captain Henry Towry in H.M.S. *Dido*. Blackmore was duly signed aboard on 10 September and thus came directly into contact with two men destined to attain a pre-eminent position in British naval history, Lieutenant Thomas Masterman Hardy and, the Mediterranean Fleet's most determined officer, Commodore Horatio Nelson.

Minerve captures *Sabina*, Blackmore taken prisoner again

On 10 December 1796, Nelson hoisted his broad pennant in the *Minerve* (Captain George Cockburn), and with *Blanche* 32 (Captain D'Arcy Preston) sailed from Gibraltar to supervise the evacuation from Porto Ferrajo. At 10pm on the 19th, *Minerve* and *Blanche* fell in with two Spanish frigates, the *Sabina* 40, and the *Ceres* 40, off Carthagenia. Under Nelson's direction Cockburn brought the *Sabina* to close action at 10:40pm and during the subsequent engagement shot away her mizzenmast, shot through her fore and main masts and, according to Nelson's account, inflicted 164 casualties. At 12:30am, the Spanish commander, Don Jacobo Stuart, a great-grandson of James II, struck the *Sabina's* colours. The *Minerve* had sustained casualties of one midshipman and six men killed, which with forty wounded, reduced the ship's complement to 239, from which forty-two were required as a prize crew for the *Sabina*. The first and second Lieutenants, John Culverhouse and Thomas Hardy were duly selected and placed aboard with forty petty officers and seamen including Samuel Blackmore. At 4:00am, the *Sabina* was taken in tow but at the approach of another Spanish frigate, the *Matilda* 34, was immediately cast off. For half an hour the *Minerve* and *Matilda* remained locked in mortal combat until the latter eventually hauled off. Nelson and the *Minerve* now faced an even greater danger from four more Spanish ships, including the *Principe-de-Asturias* 112. Throughout the day the *Minerve*, 'her masts and sails much damaged', was pursued by the Spanish squadron, but, by 'the most strenuous union of coolness and seamanship', effected an escape afforded by the aggressive action Culverhouse, Hardy, Blackmore and the others of the *Sabina's* prize crew, who flying British colours over Spanish and keeping the Spanish crew subdued, harried the enemy ships 'with the greatest skill' until her remaining masts went over the side 'and she lay a mere wreck on the water.' There is little doubt that without the intervention of Culverhouse's men the *Minerve*, and with her Nelson, who was already 'recognised as one of the first characters in the Service' would have been captured.

Ultimately Culverhouse and Hardy were obliged to surrender and thus Blackmore again fell into enemy hands, where he remained until an exchange of prisoners was arranged, and he arrived aboard the *Minerve* at Gibraltar on 10 February 1797.

Minerve at St. Vincent

Two days later Blackmore sailed with the *Minerve* carrying Nelson to a rendezvous with Sir John Jervis off Cape St. Vincent, where the Commodore transferred to H.M.S. *Captain*, 74. Arriving there at 10:00pm on the 13th, Nelson was able to give Jervis intelligence regarding the approach of the Spanish fleet which the *Minerve* had stumbled upon en route, and which the next day was to suffer such a resounding defeat in the Battle of St. Vincent. During the battle itself, Cockburn again received the Commodore's broad pennant in the *Minerve* and was directed to convey him from the disabled *Captain*, to any British ship actively engaged in the van.

Capture of *La Mutine*, Hardy promoted Commander

Blackmore was next involved in the Boat Service action which won Thomas Hardy promotion to Commander on Nelson's recommendation. On 28 May 1797, *Minerve* and *Lively* discovered the French armed brig *La Mutine*, mounting 12 long 6-pounders and 2 brass 36-pr carronades and having aboard a crew of 120 men, at anchor in the Santa Cruz road. Captains Cockburn and Hallowell duly appointed Hardy to attempt the daring enterprise of cutting her out. Accordingly at 2:30pm on the 29th, Hardy commenced the operation, and succeeded in boarding and capturing *La Mutine*, sustaining just fifteen men wounded in spite of the stiff opposition.

Sir John Jervis afterwards told Nelson in a letter, 'My dear Admiral, The capture of *La Mutine* was so desperate an enterprise, that I should certainly have promoted Lieutenant Hardy, so that neither you, Hallowell, nor Cockburn, have any debtor account to me upon this occasion. He has got it by his own bat, and I hope will prosper.' On 15 June, the 349-ton *Mutine* was commissioned and placed under Hardy's command. Blackmore however was not among those 'lent', and remained with the *Minerve*. In 1798, *Minerve* returned to home waters for a refit at Portsmouth and Blackmore, being deemed unlikely to desert, was granted the rare privilege of being allowed home on a month's leave. However it seems that he found his family in dire financial straits for upon his return to the *Minerve* the Purser entered in his accounts 'Remit One Year's Pay' against Blackmore's name. *Minerve* sailed again for the Mediterranean and cruised 'with very considerable success, capturing several privateers, and valuable merchantmen.'

Blackmore taken prisoner a third time

On 3 May 1799 Samuel Blackmore was once again taken prisoner but neither the ship's muster book nor the Captain's journal give any clues as to what had happened, but that he was returned to *Minerve* on 26 July. Through the winter of 1800-01 *Minerve* was engaged on blockade duty, an arduous duty in the fierce Atlantic winter gales which took its toll on the frigate, such that in January 1801 she was forced into Lisbon to be re-caulked and made watertight again. On the first of that month Blackmore, still only 24 years of age, had been promoted Coxswain of the *Minerve*, to have charge of the captain's barge among other duties. By 1 February the caulking work had been completed and *Minerve* sailed south to rejoin the fleet at Cadiz. On 16 June she arrived at Minorca, from where she was to escort a vast convoy with vital supplies and reinforcements to the army in Egypt. On this same day Blackmore, for some unexplained reason, was reduced to Able Seaman once more. After returning from Aboukir Bay she subsequently took part in the blockade of Elba, and while employed there took part in the capture of the former British frigate the *Success*, and the destruction of *La Bavoure* 46, near Leghorn, in September 1801. With the end of the war in sight, Blackmore was 'paid off' on 23 February 1802. Cockburn's final entry in his log of the *Minerve* simply reads: 'Saturday the 20th February 1802... sent the people away in the gunboats to go to the Nore. At Sunset, the Men being all gone, hauled the pendant down', thus bringing to an end the distinguished career of the gallant little *Minerve*.

Blackmore was given passage in H.M.S. *Cracker* to the floating barracks in the Nore. Through the generosity of the local Flag Officer, he was offered and accepted passage to a port of his choosing and was duly delivered to Yarmouth on 1 March where he was discharged to shore and civil employment, probably with the Deep Sea Merchant Fleet. A Certificate of Service was issued to him in June 1836, when he was 60. This suggests that he may have applied for a pension based on his years in the Navy, but he was never a pensioner at Greenwich. The certificate confirms that his career in the Navy started in *Diadem* as an Able Seaman in 1793, and that he was on the *Minerve* from August 1795 until February 1802, and that he never served in the Navy after that. Samuel Blackmore died at Dover on 30 September 1854 and was buried with his wife in Cowgate Cemetery.

As a specimen of the Naval series this medal must be without many equals combining, as it does, examples of clasps for Fleet, Frigate and Boat Service actions, in themselves of rare issuance and each of historic significance, together with such close association with Nelson and Hardy. Blackmore would also have been entitled to the additional clasp for Egypt, but did not claim for it unlike 10 of his shipmates. The medal is accompanied by Anthony Blackmore's book *Rum, Sodomy and the Lash - A Devon lad's life in Nelson's Navy*, published in 2002, which chronicles the life and times of his distant ancestor's naval career.



Captain Thomas Warrand, R.N., who served as Master's Mate aboard the flagship *Victory* at the battle of St Vincent, and was Lieutenant Commanding the *Sealark* at the boarding and capture of the *Ville de Caen*, 21 July 1812, on which occasion he was severely wounded, and for his gallantry received immediate promotion to Commander and was presented with a £50 Sword by the Lloyd's Patriotic Fund

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, St. Vincent [346], Sealark 21 July 1812 [4] (Thos. Warrand, Lieut. R.N.) *minor edge bruising, otherwise nearly extremely fine* *£18000-22000*



The Battle of St Vincent

Provenance: Whitaker Collection 1897; Sotheby, June 1984; Spink, March 1995.

St Vincent [346 issued] - including 23 to Admiral Jervis's flagship *Victory*.

Sealark 21 July 1812 [4 issued] - James Cummings, Gunner's Mate; Thomas Durnford, A.B. (National Maritime Museum); John Wakeham, Cpl. R.M. (Société Jersaise Museum, Jersey); Thomas Warrant, Lieutenant and Commander R.N.

Thomas Warrant was born at Brixton, Surrey, on 5 February 1775, and entered the Royal Navy in September 1793, having had three years merchant service in the Jamaica trade. He joined as a Midshipman on board the *Theseus* 74 and was present at the evacuation of fort Matilda, Guadaloupe, in 1794, and at the destruction of a French frigate in the West Indies in 1795. Towards the end of that year, after a short spell in the *Glory* 98 and the *Lively* 32, he joined the *Victory* 100, flagship of Admiral Sir John Jervis, under whom he was employed off Toulon, Minorca, and Cadiz (where he saw much boat-service) and as Signals Mate at the defeat of the Spanish fleet at the battle of St Vincent on 14 February 1797. During the following eighteen months he served in a number of ships as Acting-Lieutenant, contributing to the capture of several privateers and other vessels, and, in the *Santa Dorotea*, to the capture of the Spanish man-of-war brig of 16 guns and 88 men in November 1798. He afterwards commanded the *Victoire* tender off Genoa, and in co-operation with the Austrian troops.

Gaining promotion to Lieutenant in February 1800, he was present, in the following June, in the *Minotaur* 74 at the evacuation of Genoa by the French. On 3 September 1800 he was in the foremost of eight boats that boarded and brought out from Barcelona Roads the Spanish corvettes *Esmerelda* and *Paz* under a heavy fire from four batteries, ten gun-boats, two armed schooners, and shells from the fort on Mount Ioni, his part in these services being reported in the *London Gazette* (1800 p.1156). He saw much service in the Bay of Naples, whilst employed in the boats and on shore, especially at Castelamare, Castel Nuovo and Uovo. Whilst in the *Seahorse* he was present at the taking of Gaeta, the re-capture of Ischia, Procida and the embarkation of French troops from Civita Vecchia. Lieutenant Warrant served at the blockade of Malta and in 1801, the expedition to Egypt, where among other operations, he fought in the battle of 13 March and commanded the ship's launch at the dismantling of a battery. For these services he afterwards received the Turkish gold medal.

In May 1803 Warrant was appointed Flag-Lieutenant to Sir Robert Calder in the *Prince of Wales* 98, and took part in the action off Cape Finisterre on 22 July 1805. Appointed to the command of the *Bloodhound* 12-gun gun-brig in August 1808, he accompanied the expedition to the Walcheren in 1809, and *Bloodhound* being the advanced brig in the Scheldt, Warrant was tasked with the duty of victualling no fewer than 36 gun-boats. On 6 August 1810 she boarded and took the privateer *Beccasine* off the North Foreland, sank the *La Vigilante* near Nieuport, and at different periods made many re-captures. After the battle of Busaco, *Bloodhound* was sent home with despatches from the field and H.M. mails.

Sealark boards and captures *Ville de Caen*

On 4 May 1812, Warrant was appointed to the command of the *Sealark*, formerly the American schooner *Fly* that had been captured by H.M.S. *Scylla* in 1810 and taken into the Royal Navy as a 10-gun schooner, with 60 men and boys. For his valour in the capture of the French privateer *Ville de Caen*, of 16 long four or six pounders and 75 men, in a close and furious action lasting 1 hour and 30 minutes, the sides of the combatants touching nearly the whole time, Warren received immediate promotion to the rank of Commander and was subsequently presented with a £50 sword by the Lloyd's Patriotic Fund.

Whilst Warrant's formal account of the action was published in the *London Gazette* of 25 July 1812, a more personal account is to be found in a letter to his friend Captain Hugh Crow, of Liverpool:

'H.M.S. *Sealark*, Hamoaze,
29th August, 1812.

'My dear sir - Your very acceptable letter of the 11th instant is now before me, and I am glad to learn from you that the seed came safely to hand. Many thanks for the good wishes of yourself and all known to me on the isle of Man.

'We certainly had a hard fight; thanks be to God we got so well over it. As you express a wish to know the particulars, which you have not seen in the papers, I will give you the heads:

'When in Stoke's Bay, on the 21st ultimo, a signal was made for an enemy's cruizer in the south-east. We weighed at 7 a.m. and chased in that direction. At ten o'clock we saw a lugger, from our mast-head, firing upon two large merchant ships. As soon as he made us out to be a vessel of war he ceased firing, altered his course and crowded every stitch of sail to avoid us, running about south by east. The wind being west by south we gained on him fast, and I plainly recognized him to be a lugger I had often seen at anchor under the isle of Bass. At two o'clock we gained so considerably upon him that he shifted his lugs, hauled up his ports, showing nine guns on a side, and cleared for action. I was not to be diverted by this manoeuvre, and never altered my course until I had him dead to leeward. I then squared for him, so that a few minutes before three I found it necessary to shorten sail. As we neared him, he gave three cheers, hoisted his colours, and poured into us a tremendous broadside with his guns and muskets. The man at our helm was wounded. The helm went hard a-port. We quickly shifted it, and run him smack on board abaft the fore-chains, carrying away all his bulwark. The moment we were alongside, we began in our turn to touch him up, which we did really so handsomely, that at half-past-four, having nearly cleared his decks, we boarded him and got possession.

'We have lost seven brave fellows, and among the number, poor Joe, my coxswain. We had twenty-five wounded. Your humble servant lost two of his left-hand fingers. We killed fourteen of the French in the first onset. Four more were killed in boarding, and sixteen wounded. The lugger had, when we commenced action, eighty-five people on board. We had forty-seven men, three boys, and a French pilot. She was a new vessel, only a few months old, with eighteen guns and provisions for a month. So much for our action.

'I saw Captain Brown the other day. I knew he had written to you. I sincerely condole with you for the loss of your son, and am certain you will bear it as a man ought. My wife begs to be remembered to you. I wish they would let me have a turn at Ramsey, so that I might show you my craft. If I can be of any service to you here, command me. Let us hear from you often, and believe me to be, yours sincerely,

'Thomas Warrant.'

Being re-appointed to the *Sealark*, which had now been rated a sloop-of-war, Warrant remained in her until the peace, and was employed in the protection of convoys and in conveying men and mails, officers to join the army under Lord Wellington, and despatches of consequence. Joining the *Foxhound* 14, in November 1814, he was employed once more escorting convoys and transporting troops, and was for some time likewise employed on secret service off Calais and in other ways. He paid the *Foxhound* off in September 1815, and did not again go afloat. He was allotted a pension of £150 per annum for his wounds, from December 1815; attained Post-rank on 27 July 1825, and accepted the Retirement on 1 October 1846. Captain Thomas Warrant died at Brixton on 17 May 1848, in his 73rd year.



Sir Benjamin Fonseca Outram, C.B., M.D., F.R.S., F.G.S., Inspector of Naval Hospitals and Fleets, Surgeon of *La Nymphe* at the capture of two French ships in March 1797, and Surgeon of the *Superb* in her remarkable action at the second battle of Algeciras, in the Gut of Gibraltar, which resulted in the destruction of two Spanish three-deckers and the capture of a French 74

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Nymphe 8 March 1797 [4], Gut of Gibraltar 12 July 1801 [143] (B. F. Outram, Surgeon, R.N.) with original ribbon, attractively toned, good very fine £18000-22000

Provenance: Sotheby, November 1986; Dr A. L. Lloyd Collection, Bonhams, March 2013.

Nymphe 8 March 1797 [4 issued] - John Cook, Pte. R.M. (Royal Marines Museum); John H. Godby, Midshipman (Known); John D. Markland, Master's Mate; Benjamin F. Outram, Surgeon R.N. To this number must be added Robert Bastin, A.B. (later Lieutenant) who is verified aboard but not shown on the Admiralty roll (National Maritime Museum).

Gut of Gibraltar 12 July 1801 [143 issued] - including 30 to the *Superb*.

Benjamin Fonseca Outram was born in Yorkshire in 1774, son of William Outram, a Captain in the Merchant service, and educated as a surgeon at the United Borough hospitals in London. He was first employed as a surgeon in the naval medical service in 1794, going to sea as a Surgeon's Mate aboard the *Iris* frigate. He was promoted to the rank of Surgeon in 1796, and subsequently served in the *Harpy*, *La Nymphe* and *Boadicea*. On 21 December 1796 he joined *La Nymphe*, Captain John Cooke, a distinguished officer who was later killed at Trafalgar whilst in command of the *Bellerophon*.

La Nymphe and *San Fiorenzo* capture the *Résistance* and *Constance*

On 9 March 1797, early in the morning, the British 18-pounder 36-gun frigate *San Fiorenzo*, Captain Sir Harry Neale, and the 12-pounder 36-gun frigate *La Nymphe*, Captain John Cooke, while on their return to Admiral Lord Bridport's fleet off Ushant, after having reconnoitred the road to Brest, sighted two French ships standing in towards the harbour; one the 40-gun frigate *Résistance*, the other the 22-gun corvette *Constance*. The *San Fiorenzo* and *La Nymphe* immediately tacked and hauled close to the wind, until, having gained the weather-gage, they bore down for the two strangers, who had by this time hoisted French colours, and the headmost of whom now fired at the British ships. The two British ships stood fore, and, at the distance of about 40 yards, soon engaged the headmost ship, the *Résistance*, which, after a slight defence, struck her colours. By the time this ship was taken possession of, the other had arrived up, and, being attacked by both British frigates as warmly as her consort had been, in 10 minutes surrendered also. The action, which was a running fight, did not last longer than half an hour. Neither of the British ships suffered the slightest damage or loss. The *Résistance*, on the other hand, had 10 men killed, her first-lieutenant and eight men wounded; the *Constance* had eight men killed and six wounded. Both ships were taken into the Royal Navy, the *Résistance* being renamed *Fisgard*, while *Constance* retained her name.

La Nymphe was one of the ships involved in the Spithead Mutiny of April and May 1797, the men demanding better pay and conditions. No particular accusation was brought against Captain Cooke but his conduct was considered unsatisfactory. The chief complaints were made against the lieutenants who made a practise of beating the men themselves if they considered the boatswain's mates were not putting enough effort into it. As a result Cooke and his two lieutenants were sent ashore by the mutineers.

Superb defeats two Spanish three-deckers and captures a French 74 in the Gut of Gibraltar

In early 1800, Outram found himself on board the *Superb* 74, Captain Richard Keats. In July 1801 she was stationed off Cadiz and took part in the second Battle of Algeciras Bay on the 12th, when, during the French and Spanish retreat Admiral Sir James Saumarez hailed the *Superb* and ordered Keats to catch the allied fleets rear and engage. The *Superb* was a relatively new ship and had not been long on blockade duty and, as a consequence, she was the fastest sailing ship-of-the-line in the fleet. As night fell Keats sailed the *Superb* alongside the 112-gun *Real Carlos* on her starboard side. Another Spanish ship, the 112-gun *San Hermenegildo*, was sailing abreast, on the port side, of the *Real Carlos*. Keats fired into the *Real Carlos* and some shot passed her and struck the *San Hermenegildo*. The *Real Carlos* caught fire and Keats disengaged her to continue up the line. In the darkness the two Spanish ships confused one another for British ships and began a furious duel.

With the *Real Carlos* aflame the captain of the *Hermenegildo* determined to take advantage and crossed the *Real Carlos*' stern in order to deal a fatal broadside that would run the length of the ship through the unprotected stern. A sudden gust of wind brought the two ships together and entangled their rigging. The *Hermenegildo* also caught fire and the two enormous three-deck ships exploded. The *Superb* continued on relatively unscathed and engaged the French 74-gun *St Antoine*, under Commodore Julien le Roy, which ship struck after a brief exchange of broadsides. The action came to an end with the intervention of Captain Amable Troude aboard the *Formidable*. Troude placed his ship, which had been damaged in the earlier engagement and could not keep up with the main allied fleet, between the escaping allied fleet and the British. He fought off four ships before escaping in to Cadiz.

Both Troude and Keats were highly praised by their commanders and the general public. Troude received an audience with Napoleon, while Nelson said of Keats in a letter to the Duke of Clarence: 'Our friend Keats is quite well in his own person he is equal in my estimation to an additional Seventy-four; his life is a valuable one to the State, and it is impossible that your Royal Highness could ever have a better choice of a Sea friend, or Counsellor, if you go to the Admiralty.'

From 1803 till the end of the war Outram served principally on board the Royal yachts, notably the *Royal Sovereign*. He lived to refute the mis-statements in Thiers' *History of the French Revolution* regarding the remarkable exploit of the *Superb* during the night of July 12, 1801. 'His presence of mind in extinguishing a fire at the door of the magazine is said to have saved the *Superb* from sharing the fate of her blown-up antagonists.' (*James Outram, a Biography* by F. J. Goldsmid refers)

In 1806, with a view to entering upon civil practise, he went to Edinburgh where he graduated doctor of medicine on 24 June 1809, after presenting his inaugural thesis, 'De Febrea'. He was admitted a licentiate of the Royal College of Physicians of London on 16 April 1810, and then commenced practise as a physician at Hanover Square in London, where he lived more than forty years. He also acted as physician to the Welbeck Street Dispensary. On 30 May 1838 he was elected a fellow of the Royal Society of London, and also became one of the earliest members of the Royal Geographical Society.

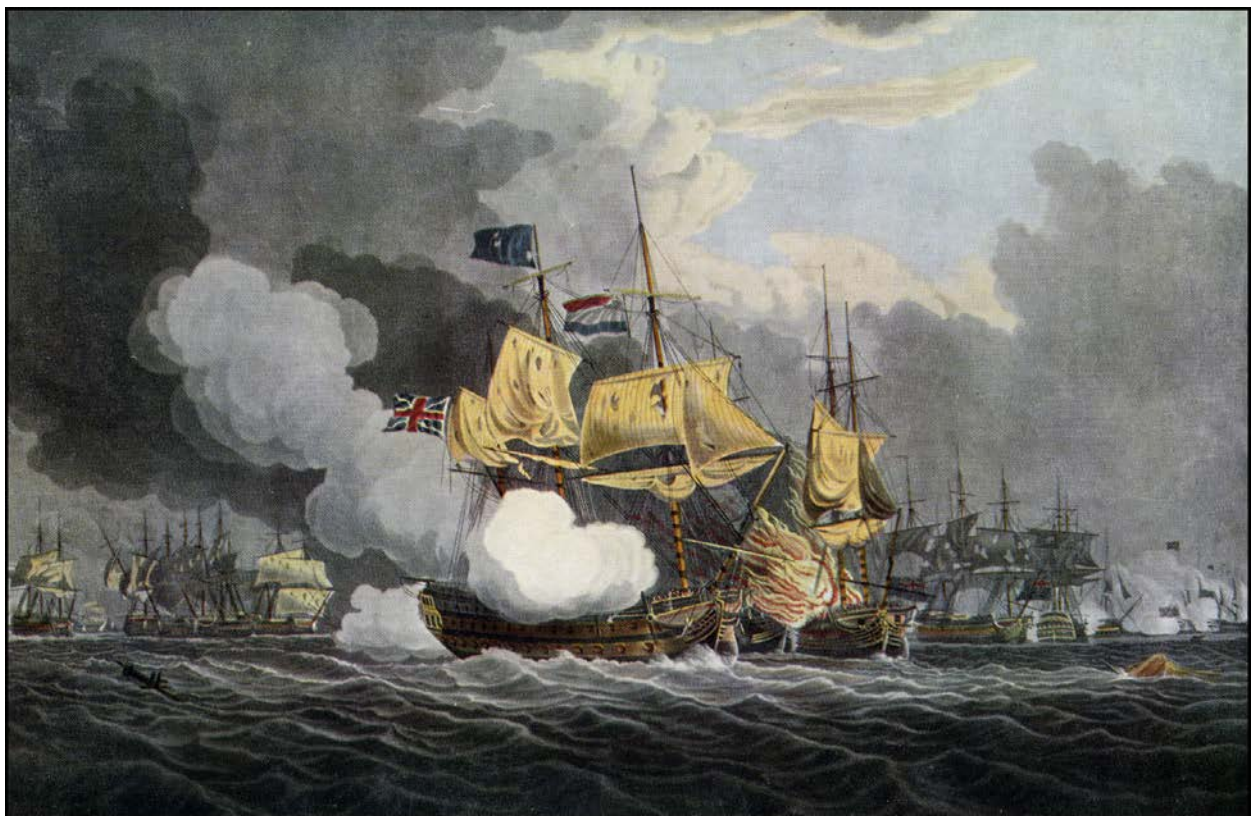
In 1841 Outram became medical inspector of her Majesty's fleets and hospitals. He was nominated a Companion of the Bath on 17 September 1850, and was knighted by patent shortly afterwards. He was admitted a Fellow of the Royal College of Physicians of London on 9 July 1852. He was also the author of a pamphlet, *Suggestions to Naval Surgeons previous to, during, and after a Battle*. Sir Benjamin Outram died at Brighton on 16 February 1856, and was buried at Clifton, near Bristol.

Sold with research including copied pages from Outram's 'Medical Journal of His Majesty's Ship La Nymphe, from the 21st Decr. 1796 to the 31st March 1797' (ADM 101/110/4), and his Will dated 7 July 1795 (ADM 48/69). Many of Outram's papers are held at Edinburgh University Library (GB 237 Coll-308), while Outram's naval uniform and medicine chest are in the collection of the National Maritime Museum, Greenwich.



Gunner John Webber who served as Coxswain aboard Duncan's flagship *Venerable* at Camperdown, as Quartermaster in the same ship at Saumarez's action in the Gut of Gibraltar, and as a Gunner on board *Rosario* in her remarkably gallant action with a French flotilla off Dieppe in March 1812

NAVAL GENERAL SERVICE 1793-1840, 3 clasps, Camperdown [298], Gut of Gibraltar 12 July 1801 [143], Rosario 27 March 1812 [7] (John Webber, Gunner.) *edge bruise, otherwise very fine* £8000-10000



The Venerable at the Battle of Camperdown

Provenance: Fergus Gowans Collection; Christie's, November 1985; Sotheby, December 1990.

Camperdown [298 issued] - including 18 to Admiral Duncan's flagship *Venerable*.

Gut of Gibraltar 12 July 1801 [143 issued] - including 22 to *Venerable*.

Rosario 27 March 1812 [7 issued] - John Brown, Acting Master (a dubious single-clasp medal known but lacking rank); James Gillman, Supernumerary Pilot; George Norris, Pte. R.M. (Honeyman Collection, Huntington Library, U.S.A.); James Rothery, Midshipman (Known); George Starr, Purser (Patiala Collection, Sheesh Mahal Museum, India); William Watson, Surgeon (National Maritime Museum); John Webber, Gunner.

Webber's entitlement to a three-clasp medal, each entry cross referenced in the official Admiralty Claimants' list under application number O/304, has escaped note in both the Hailes and Douglas-Morris rolls, where it is shown as three separate single-clasp entitlements, but is properly confirmed in the Message roll.

John Webber served as a Coxswain in Admiral Duncan's 74-gun flagship *Venerable* at the battle of Camperdown, 11 October 1797, as a Quartermaster in the same ship in Sir James Saumarez's action with the French and Spanish squadrons in the Gut of Gibraltar, 12 July 1801, and as Gunner in the 10-gun brig *Rosario*, when, in company with the 16-gun brig *Griffon*, the two vessels captured three French brigs off Dieppe, after a very spirited attack on a total of 12 brigs and a lugger, 27 March 1812.

Rosario and Griffon engage a division of the Boulogne flotilla

On the morning of 27 March 1812, the ten-gun brig *Rosario*, Commander Booty Harvey, cruising about four or five miles from Dieppe, spotted 12 brigs and a lugger standing along shore. This was a division of the Boulogne flotilla, bound for Cherbourg. Each brig carried three long twenty-four-pounders, and an eight-inch howitzer, with a crew of fifty men. The *Rosario* made sail to cut off the leewardmost of the brigs, whereupon the whole division formed in line and engaged *Rosario* in succession, and afterwards bore down in an endeavour to lay her on board. The sixteen-gun brig *Griffon*, Commander George Trollope, appearing in the offing, Commander Harvey summoned her to his assistance, and as soon as his signal was answered, at about forty minutes past noon, again engaged the rear of the enemy, who were trying to run for the port of Dieppe. About fifty minutes later *Rosario* ran into the middle of the flotilla, drove two of the brigs on board each other by cutting away their running rigging, and backing her main topsail, engaged them within musket shot, until they got clear, and then stood on and engaged a third brig, which she soon dismasted and compelled to anchor. Passing her, the *Rosario* drove the next brig on shore, and bearing up to Leeward, ran another on board and carried her, being then no more than three quarters of a mile from the beach. Taking his prize in tow, Commander Harvey bore away beyond the reach of the batteries, and met the *Griffon* coming up under a press of sail to join in the action.

Commander Trollope engaged another brig and drove it ashore in St Aubin's Bay, under a heavy fire from the batteries, after which Commander Harvey who was repairing his damages, signalled the *Griffon* to attack the part of the flotilla which had anchored near the shore. Trollope gallantly ran his brig between one of the enemy's brigs and the shore which he boarded and captured, cut her cables and brought her out under a furious fire from the batteries. Finding the *Griffon* too badly disabled in her rigging to renew the attack, Harvey, although his prisoners equalled his crew in number, next ran alongside the brig he had earlier dismasted, and finding her abandoned, brought her away. With their three prizes in tow, the *Rosario* and *Griffon* made sale for the Downs, while the French Commodore, with his seven remaining vessels entered Dieppe. In this really gallant achievement, the only loss sustained by the British was one midshipman and four men wounded on board the *Rosario*. Commanders Harvey and Trollope were both promoted to post rank for their gallant conduct on this occasion.



Admiral Thomas Bennett, R.N., who was wounded as a 12 year-old midshipman at the battle of Camperdown, and was second Lieutenant of the Seahorse in Captain John Stewart's brilliant 'Gold Medal' night action with a Turkish squadron in July 1808

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Camperdown [298], Seahorse Wh Badere Zaffere [32] (Thomas Bennett, Lieut.) together with contemporary miniature medal with two engraved clasps on original ribbon fitted with silver ribbon buckle, *good very fine* (2)

£10000-12000



The Seahorse at the capture of the Badere Zaffere

Provenance: Sotheby, June 1971 (to Fergus Gowans Collection); Glendining's, March 1989.

Camperdown [298 issued] - including 3 officers and 20 men of the *Monarch*.

Seahorse Wh Badere Zaffere [32 issued] - including 11 officers of which the following six are known: Thomas Bennett, Lieutenant (third senior officer aboard the *Seahorse* and senior surviving claimant); Hon. George P. Campbell, Midshipman; Lord John Hay, Midshipman; Viscount A. G. Kenmore, Midshipman (Honeyman Collection, Huntington Library, U.S.A.); William Oastler, Surgeon; Edwin L. Rich, Midshipman (Royal Naval Museum).

Thomas Bennett was born on 22 February 1785, at Hereford, a nephew of Francis Bennett, Esq., Purser of the *Nassau 64*, who perished in that ship when wrecked on the coast of Holland, 14 October 1799, and of Commander William Bennett, R.N., who died in 1819. He entered the Navy in March 1797 as a Volunteer, on board the *Monarch 74*, Captain John Elphinstone, flagship afterwards of Vice-Admiral Richard Onslow, under whom he fought and was wounded, while only twelve years of age, in the battle of Camperdown, 11 October following. On leaving the *Monarch*, in which ship he had previously witnessed the mutiny at Spithead, he successively joined the *Nassau 64*, Captains William Hargood and George Tripp, guard-ship at the Nore, and, in the early part of 1798, the *Amphion 32*, Captain Richard Henry Alex. Bennett, employed on the North Sea, African, and West India stations. Among other achievements he assisted, while cruising off the island of Jamaica in company with the *Alarm 32*, in effecting the capture, 25 November 1799, of the *Asturiana*, Spanish letter-of-marque, mounting 28 guns, with a complement of 180 men; and for his zeal and activity on various occasions, but more especially in the boat-chase of a privateer off Port Royal, was ultimately, in 1801, transferred by the Commander-in-Chief, Lord Hugh Seymour, to his flagship, the *Sans Pareil 80*. The premature death, however, of the gallant Admiral depriving him of the immediate promotion he had been promised, Mr. Bennett did not obtain any advancement in his profession until January 1802, when he appears to have been appointed Acting-Lieutenant, for a short time, of the *Tartar 36*, and *Vanguard 74*, both commanded by Captain James Walker.

He returned home in the course of the same year on board the *Cerberus 32*, Captain James Macnamara; and on being reappointed as Admiralty Midshipman, at the commencement of hostilities, to the *Amphion*, then commanded by Captain Thomas Masterman Hardy, conveyed Lord Nelson to the Mediterranean, where he was promoted by his Lordship, who had previously made him his Signal Officer, into the *Camelion 18*, Captain Thomas Staines, 25 July, 1803 – an act which was officially confirmed on 9 December following. During the next two years Bennett was warmly engaged, nearly the whole time as First-Lieutenant, in destroying the enemy's coasting-trade between Toulon and Genoa. On one occasion, on 29 August 1803, whilst attacking five vessels under the batteries at Rimasol, his clothes and hat were shot through in an extraordinary manner, and every person in his own boat, except himself, two men, and a boy, was either killed or wounded.

Seahorse with Badere Zaffere, Gold Medal action

In May 1805, after assisting at the capture, within sight of the British fleet, of *Le Renard* schooner, of 12 guns, he exchanged into the *Seahorse*, of 42 guns and 281 men, commanded at first by Captains Hon. Courtenay Boyle and Robert Corbett, and from April, 1806, until June, 1811, by Captain John Stewart, in whose distinguished services during that period he proved an active participator. On the failure of Sir Arthur Paget's pacific mission to restore peace between Great Britain and Turkey, Captain Stewart was despatched, in August 1807, to examine the ports in the Cyclades, to report as to their capacity, and to promote and facilitate trade with Malta.

Cruising in the Archipelago on the evening of 5 July 1808, the *Seahorse* fell in with two Turkish frigates, the *Badere Zaffer*, 52 guns, and the *Alis-Fezan* of 26 guns. The crew of the *Badere Zaffer* alone was nearly double that of the *Seahorse*, and her armament was heavier, but Captain Stewart engaged both ships, and after an action of about half an hour, the smaller Turkish frigate, much damaged, made sail away. Her consort fought in the most determined manner, and made several unsuccessful attempts to board the *Seahorse*, who poured broadside after broadside into her opponent with most destructive effect. For more than three hours the contest raged, from nine p.m. till past midnight, when the ships separated, the Turk with all her topmasts shot away, and her fire silenced. At dawn, the *Seahorse* bore down to renew the engagement, and the Turkish captain, though ready to fight again, was compelled by his crew to surrender, his ship being so shattered that she was with difficulty kept afloat. What occurred after the *Badere Zaffer* had struck her colours is best told in the words of an officer present:

'The little Arab who commanded the Turkish ship, on being brought aboard and asked for his sword, had no idea of surrendering it; indeed he had, immediately after his colours were struck, dressed himself entirely in white, meant perhaps as a flag of truce. Having obtained permission to return to his ship, and being in the confusion of the moment unguarded, he got one of the fighting lanterns, which were still alight, and had reached the magazine passage then not secured, and over ankle deep in gunpowder, when just as he was in the act of taking the candle from the lantern the schoolmaster, who had come aboard the prize from curiosity, and happened to be providentially on the lower deck, immediately on seeing the danger knocked down the Arab, doused his glim, and saved us from the inevitable destruction of one, if not both, frigates. He was removed on board the *Seahorse*, and as he spoke Italian fluently, Captain Stewart rebuked him severely in that language for his breach of the laws of honour and war, to which he listened with unmoved patience. When the speaker ceased, the little tiger bent forward his head, and pointing to his neck, said, "Take it, it is yours, don't hesitate, for had the fortune of war been mine I would have had your head off two hours ago. I only did my duty in attempting to blow up my ship, and I curse my own stupidity for not succeeding." His officers declared that during the action he had put 17 of his own men to death with his own hand in attempting to keep them at their quarters.'

The British loss was five men killed and ten wounded; the loss of the enemy, one hundred and seventy killed and about two hundred wounded, many mortally, showing the difference in the handling and gunnery of the two ships. Captain Stewart took his shattered prize into Malta, and being unsuitable for the British Navy, she was sold to some merchants. In addition to the Naval Gold Medal, Captain Stewart received a £100 sword from the Lloyd's Patriotic Fund for this service. The First-Lieutenant, George Downie, was in consequence promoted to the rank of Commander, and Bennett became his successor. Lieutenant Bennett soon afterwards escorted the British Ambassador, Mr. Robert Adair, from Malta to the mouth of the Dardanelles, and, during a stay of some months at Constantinople after the treaty of January 1809, was twice introduced, as one of his Excellency's suite, to the Grand Seigneur, by whom he was presented with two robes of honour.

Bennett's gallantry ashore

Being next, in May of the same year, on a cruise between Corsica and Italy, he took command of the boats, and succeeded in obtaining possession, although garrisoned by 50 French soldiers, of the small island of Gianuti, whence, after destroying the batteries, he embarked and brought off the guns, all of them of brass. A few days after this exploit he headed a similar expedition against the island of Pianoza, near Elba, known to be defended by upwards of 100 Veteran troops, and the town by a regular fortification. On landing, a carronade was mounted on a rock in front of the town, and a simultaneous attack being made on the enemy's battery, the latter, after six hours' hard fighting, was taken and destroyed, the French Commandant killed, and the guns disabled. Within 24 hours from the onset the troops were all taken prisoners-of-war, and the whole place brought under subjection to the British. The gallantry displayed by Lieutenant Bennett, and those employed with him, in the accomplishment of these very important services elicited the highest approbation of the Commander-in-Chief, Lord Collingwood, and of the Board of Admiralty. On 21 June his Lordship wrote to Captain Stewart as follows:

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

The *Seahorse* at length, after a dashing career, returned to England with Lord Amherst, and was paid off in June, 1811, at which time Captain Stewart addressed the following letter to Lord Mulgrave's successor:-

"Sir, - I feel it my duty to write to you, to recommend Mr. Thomas Bennett, first lieutenant of H.M. ship *Seahorse*, who is one of the best officers in His Majesty's service, and very deserving of promotion, as well as for his general merits as for particular services performed by him. He was second lieutenant of the ship in the action with the Turkish squadron. He headed the men who stormed and took the island of Gianuti, destroying the forts and taking the garrison prisoners. He commanded the party which took the island of Pianoza and its forts, with a garrison of upwards of 100 men, after shewing great judgement in conducting his people, and fighting upwards of four hours before the enemy surrendered. For these and other services, he was strongly recommended to Lord Collingwood, who knew, acknowledged, and would, no doubt, have rewarded them. I feel very confident that I do not exaggerate in my recommendation of him, and I have the honour to be, &c. John Stewart"

The gallant Captain Stewart, however, died of long standing internal complaints, after a sudden deterioration, in London on 25 October 1811, aged 36, and was buried with full honours in Westminster Abbey. From this period Lieutenant Bennett, remained unemployed until appointed, 22 January 1812, Senior of the *Crescent* 38, Captain John Quilliam, under whom he served in the Baltic, and then sailed with convoy for Halifax and Newfoundland, on which latter station he witnessed the capture, 16 September 1813, of the *Elbredge* Gerry American privateer, of 14 guns and 66 men. He invalided home in the summer of 1814, and on his arrival found that he had been at length advanced to the rank of Commander, his commission bearing date 15 June 1814.

Being appointed, 2 July, 1819, to the *Cygnets* 10, Bennett served in that vessel on the coast of Ireland, and afterwards off St. Helena, until the death of Buonaparte, in May 1821, when he conveyed the intelligence of that event to the Isle of France. While in Simon's Bay, Cape of Good Hope, in company with the *Hyperion* 42, Commodore James Lillcrap, he had the happiness, on 10 June 1822, of rescuing the *Albion* East Indiaman from destruction, when, during a strong gale, she had broken from her anchorage and had actually drifted to within a few feet of the rocks. Although the *Cygnets*' boats on the occasion were the first on the spot, and were throughout of equal utility with those of the *Hyperion*, yet, out of a sum of £1000 which was afterwards voted by the Hon. E.I.C. to "Commodore Lillcrap," who was positively on shore at the moment of the occurrence, "and the officers and seamen of H.M. navy who were employed in rendering assistance to the *Albion*," neither her commander nor crew ever received a shilling. On another occasion, 10 May following, during a furious north-wester in Table Bay, the *Cygnets* had the further good fortune to render material assistance to the *Sarah* free-trader, which was eventually wrecked, and her crew saved by two of her boats under Mr. Richard Lee Stephens, who received his promotion in consequence. After an intermediate servitude on the coast of Africa, Commander Bennett returned home and was paid off in May 1823.

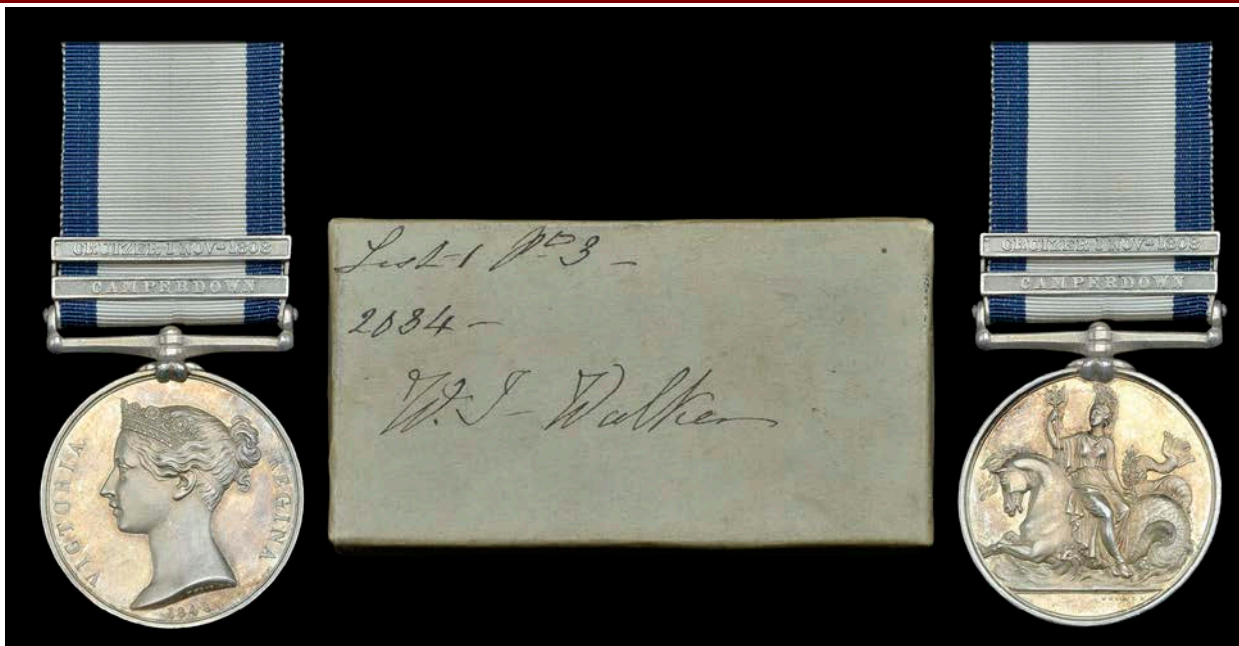
His next appointment was, 30 April 1827, to the *Trinculo* 18, on the Irish station, where he continued until posted by the Lord High Admiral, "as a reward for his long and active services," 16 September 1828. He afterwards, from 7 February 1834, until paid off in March 1838, commanded the *Rainbow* 28, and during that period assisted in suppressing a rebellion among the slaves at St. Kitt's; was senior officer at Jamaica during the sickly season of 1835, when, in spite of all his efforts, the mortality on board the *Rainbow* was extreme; was thrice employed, for periods of several months, in protecting the fisheries at Newfoundland, a service in which he evinced great judgement and ability; and was entrusted on two occasions with the conveyance of treasure. He at length returned home with strong testimonials from the various Commanders-in-Chief under whom he had served, viz. Sir Geo. Cockburn, Sir Peter Halkett, and Sir Charles Paget.

On 7 February 1848, Captain Bennett was appointed Commodore and second in command on the North America and West India station, with his broad pendant on board the *Imaum* receiving-ship at Port Royal, Jamaica, where he remained until relieved by Commodore Peter M'Quhae, 29 April 1851. During that period the cholera broke out with so much violence that one-third of the population of Port Royal fell victims to it. At one time the Commodore, the only resident magistrate at Port Royal, was under the necessity of sending his tender, the *Alban*, to Santiago de Cuba for anti-cholera medicine, all that was in the island having been consumed. So great were his attentions to the military and the inhabitants, that he received letters of thanks from the Governor, from the Major-General commanding the troops, and from the Board of Health, added to the thanks of the inhabitants, and the full approbation of the Lords of the Admiralty, and the Commander-in-Chief, the Earl of Dundonald; the latter of whom, when on the eve of sailing for England, took occasion, while acknowledging the valuable assistance he had obtained from him, and the zeal and perseverance he had manifested in the performance of his various duties, to record the high sense he entertained in particular of "the devotion he had displayed at the time of the dreadful epidemic, when, by his judicious measures, the ships under his command were preserved, and when his personal conduct in remaining at his post at a time of such peril and distress was most worthy of imitation." For assistance rendered by Commodore Bennett to several American vessels, when aground and in danger, he received complimentary letters from Colonel Harrison, the United States Consul-General, and from the heads of the respective mercantile firms. He was also thanked by the Admiralty for having hove down and repaired the *Sappho*, after that sloop had been on shore on the reefs off the coast of Honduras, and had knocked away the greater part of her keel, stem, and stern posts; and for the manner in which, under his inspection and directions, the *Galatea*, at a considerable saving to the Government, was broken up at the dockyard of Port Royal. "As a reward for his long and honourable services," he was granted the Good Service pension, 8 January 1851. He was promoted to Rear-Admiral on 2 May 1855, to Vice-Admiral on 15 January 1862, and to Retired Admiral on 12 September 1865.

Admiral Bennett received a medal with two clasps for the battle of Camperdown in 1797, and the capture of the *Badere Zaffer*. For many years he was an Alderman of the city of Hereford, where he served the office of Mayor in 1842, and had the honour as such of presenting to her Majesty and the Prince Consort an address from the town council and inhabitants on the birth of the Prince of Wales. Admiral Thomas Bennett died at Hereford on 11 June 1870. He was buried in the city's Municipal Cemetery, where there is a fine obelisk upon his grave with the inscription:

SACRED

To the memory of Admiral Thomas Bennett
who departed this life the 11th of June 1870 in his 86th year.
He was with Lord Duncan at Camperdown, served under Nelson
and distinguished himself in the Turkish and many other engagements.



Able Seaman William James Walker, a Boy of 13 years age at the battle of Camperdown, who later saw much action in the Baltic aboard the 18-gun brig *Cruizer*

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Camperdown [298], *Cruizer* 1 Novr 1808 [4] (W. J. Walker.) with original ribbon in its named card box of issue, *extremely fine* £12000-14000

Provenance: Glendining's, March 1990.

Camperdown [298 issued] - including 14 to the *Lancaster*.

***Cruizer* 1 Novr 1808 [4 issued]** - John Allen, Lieutenant; Francis W. Ellis, Midshipman (National Maritime Museum); James R. Forrest, Volunteer 1st Class (Royal Naval Museum); W. J. Walker, Ord.

William James Walker is variously shown in muster lists as W. J. Walker and James Walker, the latter seeming the name he preferred. He first appears as 'W. J. Walker', on the books of *Lancaster* from 29 April 1797, arriving on board on 15 July, as a Boy aged 13 years, and fought in this capacity at the battle of Camperdown on 11 October 1797. He was discharged to *Terrible* on 13 April 1799, age 14 years, born London, listed as Boy 2nd Class from 2 November 1800, until discharged to *Cambridge* on 25 October 1801, from whence he was discharged to Plymouth Yard on 14 November 1801. 'James Walker' first appears on the muster list for *Cruizer* on 10 January 1808, as an Ordinary Seaman, lent from *Namur*. A later muster table for *Cruizer*, for the period 1 January to 28 February 1810, gives his place of birth as London and shows his age on entry to the ship as 22 years. He was rated as an Able Seaman for the action of 1 November 1808. His name appears as James Walker in the Admiralty clasp application list for Camperdown, with a note 'Borne as W. J. Walker', and as W. J. Walker for *Cruizer's* action, in both cases under the same reference number 54/4.

Cruizer in action with a Danish flotilla

The eighteen-gun brig *Cruizer*, Lieutenant Thomas Wells, on 1 November 1808, being off Gottenburg, met with a Danish flotilla of about twenty armed cutters, gun boats, luggers, and row boats. After a smart engagement Lieutenant Wells captured a schuyt, mounting ten four-pounders, with a crew of thirty-two men, and compelled the other vessels to run for shelter under a battery on the island of Læsøe. For this action Lieutenant Wells was promoted to the rank of Commander.

H.M.S. *Cruizer* was a prototype brig-rigged sloop-of-war designed in 1796 by Sir William Rule, the Surveyor of the Navy. Built by Stephen Teague of Ipswich and launched in 1797, she was the first of a long line of *Cruizer*-class brig sloops. By 1815 a total of 105 other vessels had been ordered to her design. *Cruizer* saw much active service in the North Sea, was at Copenhagen in 1801, participated in the blockade of the Netherlands from 1803 to 1806, and was afterwards active in the Baltic. In the two years that Able Seaman Walker served aboard her, besides the action described above, *Cruizer* captured or shared in the capture of more than 30 vessels, mostly Danish, and the destruction of many others.



Able Seaman Charles Stewart, who was present on board the *Mars* in her epic conflict with the *Hercule* in April 1798, and later fought at Trafalgar aboard the *Victory*

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Mars 21 April 1798 [26], Trafalgar [1611] (Charles Stewart.) *suspension claw re-fixed, edge bruising and contact wear, otherwise nearly very fine* *£8000-10000*



The Mars and L'Hercule

Provenance: Payne Collection 1911; Glendining's, May 1922, July 1946 (G. Dalrymple White Collection), and July 1977; Spink, July 2000 (Ron Byatt Collection).

Mars 21 April 1798 [26 issued] - 10 medals known, including examples in the National Maritime Museum; Royal Naval Museum; Honeyman Collection (U.S.A.); and Patiala Collection (Sheesh Mahal Museum, India).

Trafalgar [1611 issued] - including 18 officers and 104 men on board Nelson's flagship *Victory*.

The published Naval General Service Medal rolls confirm Charles Stewart as an Ordinary Seaman aboard the *Mars* for the action of 21 April 1798, and as an Able Seaman aboard the *Victory* at the battle of Trafalgar on 21 October 1805. One other man appears on the roll with these names as a recipient of the 'Copenhagen 1801' clasp.

Charles Stewart, who was from Banffshire, Scotland, originally entered the Royal Navy aboard H.M.S. *Zealand* in September 1797 but had removed to the *Mars* in time for her famous duel with the *Hercule* in April 1798:

Mars captures Hercule

At 11 a.m. on the 21st April as the British fleet was crossing the Iroise Passage two sails were spotted to the east. The three most easterly ships were detached to investigate the sails, these being the 74-gun ships of the line *Mars*, Captain Alexander Hood, and *Ramillies*, Captain H. Inman, and the 38-gun frigate *Jason*, Captain C. Stirling. At 2 p.m. a third sail was sighted close to the shore to the southeast. This new sail was much larger than those sighted earlier, and the squadron turned towards the new ship, the 74-gun *Hercule* on her maiden voyage. During the chase *Ramillies* lost her fore topmast and dropped back, whereupon Captain Hood made every effort to accelerate the sailing of the *Mars* and soon gained on the leading ship, the *Jason*, and the *Hercule*.

Captain L'Héritier of the *Hercule* realised that in open water he would soon be caught and overwhelmed, and sought instead to escape through the channel of the Raz de Sein. As the *Hercule* neared the channel, the *Mars* overtook the *Jason* and Captain Hood put her on a starboard tack and bore down on the *Hercule*. At 8.30 p.m., finding herself unable to sail against the strong current, the *Hercule* dropped anchor at the mouth of the channel, swung her broadside about to face the enemy and furled her sails. Captain Hood attempted to manoeuvre the *Mars* into an effective position to attack the *Hercule*, but the current in the Raz de Sein passage prevented this and instead he decided to bring the *Mars* directly alongside and fight broadside to broadside.

At 9.25 p.m., after an initial heavy exchange, with the *Mars* fighting the current, she pulled slightly ahead of the *Hercule* and dropped anchor. The port bow anchor of the *Mars* became entangled with the starboard anchor of the *Hercule*, causing the British ship to swing violently and collide with the *Hercule*.

Thus entangled and with sides rubbing together, both captains ordered their ships to pour fire into the other. The situation was such that many cannons on both ships could not be run out, and instead had to be fired from inside, so that the ships sides were much burnt and quite blackened. During the exchange, Captain Hood was mortally wounded by a musket shot to the thigh but he lived just long enough to hear the cheers of his victorious seamen, and to learn that he had not in vain died for his country. The *Hercule* twice failed to board the *Mars* sustaining heavy casualties on each attempt. Captain L'Héritier himself was injured twice leading the assault. At 1030 p.m., after an hour of continual bombardment L'Héritier surrendered, the hull of the *Hercule* being torn open and the *Jason* being seen fast approaching.

The *Hercule* had suffered a loss of 250 men killed and wounded. The casualties of the *Mars* were also very heavy. In addition to Captain Hood, a Captain of Marines, one Midshipman and 28 men were killed or missing, and two Lieutenants, one Midshipman and 57 men were wounded. The *Hercule* was carried into Plymouth and added to the Navy under the same name. Lieutenant William Butterfield, First of the *Mars*, was promoted to the rank of Commander.

Stewart joins the *Victory* and fights at Trafalgar

Very probably aboard the *Mars* when she was beached in April 1802, Stewart was quickly 'Prest' back into service aboard the *Penelope* and, in May 1803, joined the ship's company of the *Victory*, in which ship he was present under Nelson at Trafalgar:

'The story of the great fight, which commenced at noon, needs no telling here. On the firing ceasing, the *Victory* was found to have lost 57 killed and 103 wounded, and was herself all but a wreck. The tremendous fire to which she had been exposed when leading her line into action had caused great damage at a very early period in the Battle; and before she herself fired a gun, many of her spars were shot away, and great injury had been done to her hull, especially to the fore part. At the conclusion of the action she had lost her mizen-mast, the fore-topmast had to be struck to save the fore-mast, and the main mast was not much better, while her figure-head had been struck by shot and part of it carried away. Her sails were badly wounded, and it took all the exertions of her crew to refit the rigging sufficiently to stand the bad weather that followed. Her trophy, the 74-gun French *Redoubtable*, was one of those that sank after the action in deep water, and in her, as many of the other vessels lost, went down her Prize Crew of gallant British seamen. On 3 November the *Victory* sailed from Gibraltar on the melancholy but proud duty of conveying the body of the dead hero of England. She reached Spithead on 4 December, and Sheerness on the 22nd, where Nelson's body was removed to a yacht for conveyance to Greenwich and St. Paul's. During the ceremony of removing his remains, the hero's flag, which had flown half-mast ever since the action, was lowered for the last time' (Ref: *The Trafalgar Roll*, by Colonel R. H. Holden).

Able Seaman Stewart was invalided at Malta Hospital in early December 1807 and later became a Greenwich Pensioner.



Commander George Decœurdux, R.N., who was Midshipman of the *Lion* in her gallant action with four Spanish frigates in July 1798, and Acting-Lieutenant at the capture of the *Guillaume Tell* in March 1800; was Flag-Lieutenant of the *Mars* at Trafalgar, and present in the same ship at the capture of the French frigate *Le Rhin*, and subsequently of four others off Rochefort in 1806

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Lion 15 July 1798 [23], Trafalgar [1611] (Geo. Decœurdux, Lieut. R.N.)
good very fine £12000-14000

Provenance: Sotheby, June 1977, and June 1985; London Stamp Exchange, February 1989.

Lion 15 July 1798 [23 issued] - 12 medals known, including 4 officers, with one example in the National Maritime Museum and two examples in the Patiala Collection (Sheesh Mahal Museum, India).

Trafalgar [1611 issued] - including 6 officers and 46 men aboard the *Mars*.

George Lacey Decœurdux entered the Navy, 4 November 1789, as Lieutenant's Servant, on board the *Childers* 10, Captain Hon. Robert Stopford; and after an additional servitude, latterly as Midshipman, in the *Saturn* 74, Captain Robert Linzee, *Royal Sovereign* 100, flag-ship of Sir Thomas Graves, and *L'Espion* 38, Captain Manley Dixon, accompanied the last-mentioned officer into the *Lion* 64, in July 1797.

Lion captures the *Santa Dorotea*

On 15 July 1798, being off Carthage, he took part in a brilliant action between the *Lion* and four Spanish frigates of 42 guns each, one of them, the *Santa Dorotea*, having lost her fore-topmast. The Spanish ships formed in line of battle but the *Lion*, having the weather gage, bore down and succeeded in cutting off the *Santa Dorotea*, left astern by her consorts. This ship, though her topmast was gone, sailed nearly as well as the *Lion*, and the other three frigates tacked and made three attempts to support her, but each time receiving a broadside from Captain Dixon, at length hauled off and stood away to the north west. The *Lion* then got alongside the *Santa Dorotea* and engaged her yard arm to yard arm, shooting away her mizzen mast, and damaging her main mast and rudder, till seeing herself abandoned by her comrades, and having twenty of her crew killed and thirty-two wounded, she struck her colours. The *Lion* had a midshipman and one man wounded. The *Santa Dorotea* was added to the British Navy as a thirty-six gun frigate under the same name.

When in company with the *Penelope* and *Foudroyant* at the blockade of Malta, Decœurdux further assisted, as Acting-Lieutenant, at the capture, 31 March 1800, of the French 80-gun ship *Guillaume Tell*, after a tremendous conflict in which the *Lion* sustained a loss of 8 men killed and 38 wounded. He next served for upwards of 12 months as a Supernumerary of the *Ville de Paris* 110, flagship in the Channel of the Hon. William Cornwallis, and was confirmed to a Lieutenancy in the *San Fiorenzo* frigate, on 16 April 1802. He was appointed to the *Mars* 74, Captain George Duff, on 23 March 1803.

Flag-Lieutenant of the *Mars* at Trafalgar

'Under the command of Captain George Duff she was distinguished and lost heavily at Trafalgar on 21 October 1805. She was in the Lee column, and followed *Bellisle* into action. When endeavouring to find an opening at which to pass through the hostile line, she was engaged from astern by the French 74, *Pluton*. To avoid running into the Spanish *Santa Anna*, she was obliged to turn her head to wind, and so exposed her stern to the fire of the Spanish *Monarca* and French *Algésiras*, which punished her severely, until the coming of our *Tonnant* took off their attention. Quite unmanageable as she had become, the *Mars* paid off, but was further wounded by the French *Fougeux*, and again by the *Pluton*, one of whose shots carried off the head of Captain Duff. Her losses amounted to ninety-eight killed and wounded. Her main topmast and spanker boom were shot away, and all her lower masts left in a tottering state. She had several guns disabled, her rudder head injured and all her yards more or less shot. On the surrender of the French Commander-in-Chief and his retinue, they were received on board the *Mars*.

In 1806, under command of Captain Robert Dudley Oliver, she was employed with Commodore Sir Samuel Hood's squadron off Rochefort, and captured the French 40-gun frigate *Rhin* on the 22nd July; while on the 25th September in the same year, when cruising with the same squadron off Rochefort, she assisted at the capture of four French frigates' (Ref: *The Trafalgar Roll*, by Colonel R. H. Holden).

From January 1813 to July 1817, he was very actively employed as a Transport Agent, on various stations, and was particularly active at the embarkation of the allied troops at Calais in July 1814, and again in December 1815. His last appointment was to the Ordinary at Portsmouth, where he served from May 1833, until April 1834. Admitted to the out-pension of Greenwich Hospital on 12 July 1839, he was promoted Commander on 15 June 1844. Commander Decœurdux died at Southsea in March 1800.

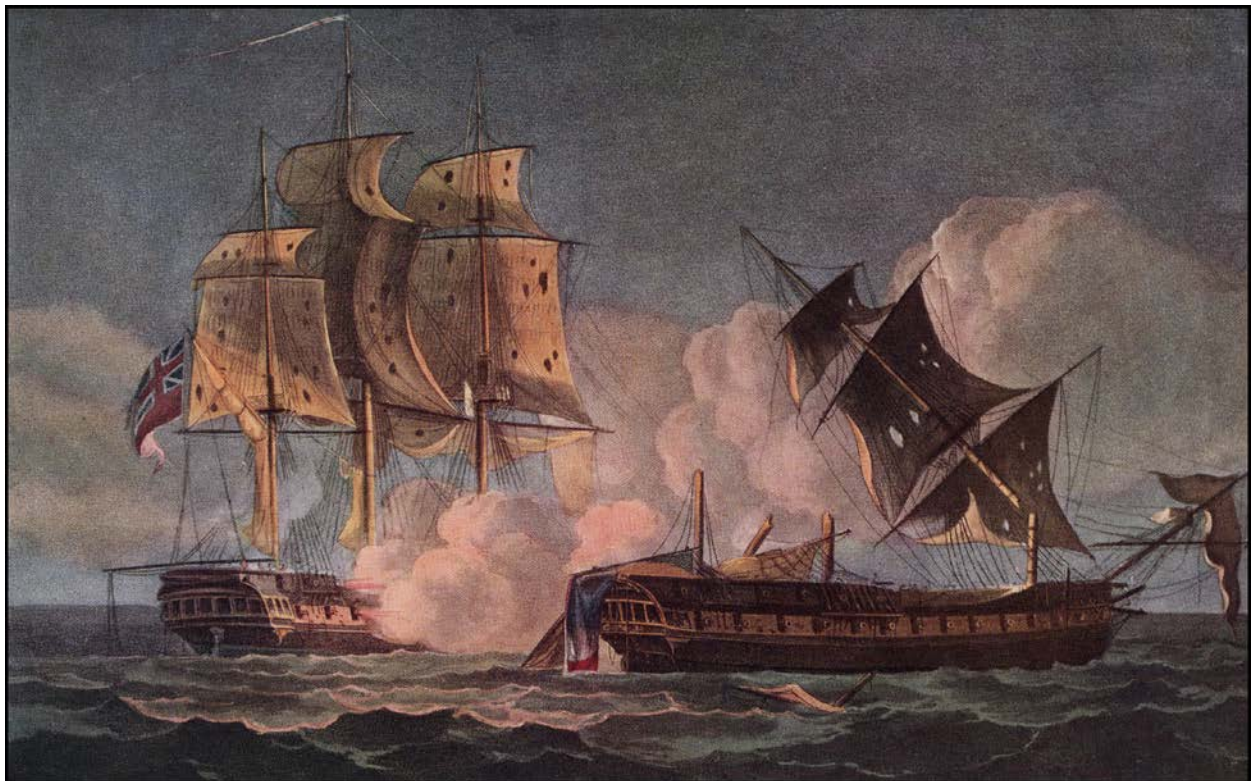
A small portrait miniature of this officer, together with his gold cameo ring, was sold in the Trafalgar Bicentenary sale, Christie's, October 2005.



Able Seaman Samuel Butler, who took part in *Sybil*'s stubborn but successful contest with *La Forte*, captured in the Hooghly River, Bay of Bengal, in March 1799

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, *Sybil* 28 Feby 1799 [12] (Samuel Butler.) very fine

£6000-8000



The Sybil captures La Forte after a most stubborn resistance

Provenance: Kermack Ford sale 1884; 'Jubilee' Collection, Glendining's, May 1992.

Sybilie 28 Feb 1799 [12 issued] - Samuel Butler, A.B.; Peter Cloosterman, Boy 2 Class; James Coombe, Ord.; Thomas Hurley, Ord. (Royal Naval Museum); James Long, Lieutenant R.N.; Arthur Lysaght, Midshipman; Nicholas Maunger, Lieutenant R.N. (Patiala Collection, Sheesh Mahal Museum, India); James Piercy, Supernumerary (National Maritime Museum); Robert Ratcliffe, Supernumerary; John Triggs, Ord.; Joseph Wright, Vol. 1st Class; William E. Wright, A.B.

Samuel Butler was born at Portsmouth circa 1771, and first entered the Navy as a Boy Servant on board the *Ardent* on 24 June 1790. He joined *Sybilie* as an Able Seaman on 7 May 1795, and served aboard her until 19 April 1799, when he removed, appropriately, to the recently captured *Sybilie*. An accompanying copied Pension Statement gives a long listing of his subsequent ships to September 1835, his last 22 years service being as a Rigger.

Sybilie captures *La Forte* after a most stubborn resistance

On 28 February and 1 March 1799, *Sybilie* took part in a furious engagement with the vastly superior French frigate *La Forte*, of 52 guns and 370 men, which, as part of the raiding squadron based at Mauritius, had been harassing British shipping in the Bay of Bengal. Having left Madras in search of *La Forte* two weeks earlier, Captain Cooke of the *Sybilie* sighted the enemy frigate, one of the finest ever built, with two rich prizes, off the sand-heads of the Hooghly River at about 9 p.m. On closing with *La Forte*, the *Sybilie* received a broadside from her larboard guns and a fire from one of her captures. Cooke brought the *Sybilie* under the stern of the *Forte*, 'almost touching her spanker boom, and gave her the whole of her larboard broadside, and luffing up to leeward, poured in another broadside with the most destructive effect'. These broadsides killed and wounded between fifty and sixty of *La Forte's* crew, and caused such confusion that her gunners fired from both sides of their ship at once. The two ships then engaged each other broadside to broadside. The French Captain and his First Lieutenant were both killed. Cooke of the *Sybilie* was mortally wounded, and Lieutenant Hardyman took command. By two-thirty in the morning, fire from the French ship had been entirely silenced, and the *Sybilie* hailed to ask if she had struck her colours. Receiving no reply, the *Sybilie* recommenced firing. The *Forte* gave no return fire so once again the *Sybilie* hailed her opponent, but again without response. The French were then seen attempting to make sail and escape. *Sybilie's* guns roared once more and within a few minutes the Frenchman's mizzen mast was shot away, and his main and foremasts with the bowsprit sent overboard. Thus the action ended. The *Sybilie's* sails and rigging were cut to pieces and her main and mizzen masts badly damaged, but she had only received six shots in her hull. Captain Davies, who was an A.D.C. to Lord Mornington and a volunteer on board, was killed together with four other men. Besides Cooke, sixteen men were wounded, and though 'a perfect wreck', *La Forte* was taken into Calcutta for repairs and added to the Royal Navy as the *Forte*.



Major Charles F. Burton, Royal Marines, who was mentioned in despatches for services at Acre in 1800, was an original officer of the R.M. Artillery when established in 1804, and had command of various ship-borne rocket detachments during the war with France; he subsequently commanded the R.M.A. detachments of the Fleet and was severely wounded at the bombardment of Algiers in 1816, moving Lord Exmouth to write 'Captain Burton, poor fellow, has been wounded, he has been a treasure to me in every respect.'

NAVAL GENERAL SERVICE 1793-1840, 4 clasps, Acre 30 May 1799 [41], Egypt [615], Basque Roads 1809 [518], Algiers [1328] (C. F. Burton, Capt. R.M.) *good very fine* £10000-12000

Provenance: Glendining's, December 1969 (ex J. J. Barnett Collection); Sotheby, March 1988.

Acre 30 May 1799 [41 issued] - including 5 officers and 22 men to the *Tigre*.

Egypt [615 issued] - including 6 officers and 27 men to the *Tigre*.

Basque Roads 1809 [518 issued] - Burton in command of Rocket Detachment serving aboard various vessels, not shown on the Admiralty roll but entitlement is noted in the Hailes roll.

Algiers [1328 issued] - including 38 officers and 189 men to Lord Exmouth's Flagship *Queen Charlotte*.

Charles Frederick Burton entered the Royal Marines as a Second Lieutenant on 8 February 1797, and joined the *Tigre* from the Portsmouth Division in August of the following year. He subsequently took part in the capture of Napoleon's siege guns at the siege of Acre in May 1799, when *Tigre's* accurate grape shot put the enemy to flight. Earl St Vincent described in his ensuing despatch, *London Gazette* 18 June 1799, how he 'has reason to be perfectly satisfied with the gallantry and perseverance of Lieutenant Burton.'

Continuing on board the *Tigre*, Burton was present for most of the campaign in Egypt of 1801. He was promoted to First Lieutenant on 1 December 1801, and, upon the formation of the Royal Marine Artillery in August 1804, with one company raised for each division, was one of the original nine officers of the Plymouth Division to join, for service in the bomb-ketches and other like vessels. He served in the *Vesuvius* bomb vessel off the coast of France in April and May 1805, and in the *Aetna* bomb 1806-07.

Although his name does not appear on the official roll for Basque Roads, it is a matter of record that First Lieutenant Burton was in executive command of all the R.M.A. rocket parties which embarked aboard the transport *Cleveland* in March 1809, and who were employed on the different ships of Lord Gambier's squadron at the destruction of the enemy's Fleet in Basque Roads soon afterwards. In his despatch to the Admiralty of 29 April 1809, Admiral Gambier, after making special mention of the services of the *Aetna*, said this of the R.M.A. rocket detachments: 'I have had every reason to be satisfied with the artillerymen and others who had the management of them [the rockets] under Mr Congreve's direction.'

Lieutenant Burton, furthermore, received a letter of acknowledgement from Gambier in May 1809 which stated: 'I have received your letter of the 28th Ultimo, with a list of the Royal Marine Artillery employed under your Command in Aix Roads, and have to acquaint you that if any grant should be made by His Majesty for the destruction of the enemy's ships, it will be proper for you to lay in a claim for yourself and the Officers and men employed under you, to participate therein.'

Promoted to 2nd Captain on 9 August 1809, he had command of the rocket-boat parties that accompanied the expedition to the Scheldt from the end of July to the third week of December. Burton was promoted to full Captain in July 1810, at which time he was seconded for garrison duty at Lisbon, and further participated in operations in Holland in 1813-15.

The Royal Marine Artillery next saw service at Lord Exmouth's bombardment of Algiers in August 1816, and Captain Burton had general superintendence of all the R.M.A. in the fleet. The detachment for Exmouth's flagship, the *Queen Charlotte*, comprised Captain Burton, Lieutenants Stevens and Wolrige, 4 N.C.O.'s and 20 Gunners, all 'selected as being acquainted with the rocket practise.' In the subsequent bombardment, Burton was severely wounded, one of his arms being contused by shell splinters. Lord Exmouth, in a letter to Sir Richard Williams at Portsmouth, was moved to write, 'Captain Burton, poor fellow, has been wounded, he has been a treasure to me in every respect.' At Lord Exmouth's insistence, Burton received special promotion to the rank of Brevet Major, dated 16 September 1816. Major Burton retired in 1820 and is believed to have died in Ireland in 1853.

Sold with copied official correspondence relating to his application for prize money and a wounds pension, a copy of the *London Gazette* announcing his mention in despatches for Acre, and an attractively bound volume entitled *Major C. F. Burton, R.M., His Services in the R.M.A., 1804-1817*, being relevant copied pages from the history of the Royal Marine Artillery 1804-1923 by Edward Fraser and L. G. Carr-Laughton.



Able Seaman David Wilson, present in the boats of the 16-gun sloop *Pylades* in the attack against Dutch vessels off the island of Schiermonnikoog in August 1799

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, Schiermonnikoog 12 Aug 1799 [10] (David Wilson.) *edge bruising, otherwise nearly extremely fine* £4000-5000

Provenance: Dix Noonan Webb, June 2012, 'Recently removed from a family estate in Canada who have been in possession of this medal since the 1930s.'

Schiermonnikoog 12 Aug 1799 [10 issued] - John Besheech, Gunner (National Maritime Museum); William Briscoe, L.M. (Known); Charles Curran, A.B. (Known); John Feary, Purser's Steward (National Maritime Museum); Richard Keys, A.B.; George Kilner, L.M.; Thomas Searle, Lieutenant R.N. (Known); John Stroud, L.M.; Eaton Travers, Midshipman (Known); David Wilson, A.B.

David Wilson is confirmed on the roll as an Able Seaman aboard H.M.S. *Espiegle*, the only recipient from this vessel. He was born in Scotland and was 25 years of age when he entered the *Espiegle* as an Able Seaman on 1 June 1798. Four other men with this name are shown on the medal rolls for various clasps including Trafalgar, none of which have been recorded on the market.

This clasp was authorised for an action which took place between 11 and 13 August, 1799, resulting in the re-capture of the gun-brig *Crash*, the attack on the Dutch schooner *Vengeance*, and the silencing of the gun battery on the island of Schiermonnikoog, off the Dutch coast, near Groningen, by the 16-gun sloops *Pylades*, Captain A. MacKenzie, and *Espiegle*, Captain J. Bowden, and the 10-gun cutter *Courier*, Lieutenant T. Searle, forming part of a squadron cruising off the coast of Holland, under Captain F. Sotheran of the *Latona* 38.

On 11 August this squadron was ordered to attack some vessels lying between the island of Schiermonnikoog and the mainland. This service was performed with much bravery, the gun-brig *Crash*, formerly of the Royal Navy, mounting twelve cannonades, being captured and brought out after a determined resistance of nearly an hour. The next day, Captain MacKenzie having manned the *Crash* and appointed Lieutenant Slade of the *Latona* to command her, in company with an armed schuyt captured from the enemy, and the launches and boats of the squadron, proceeded to attack the 6-gun schooner *Vengeance* and other vessels, which were moored under the guns of a battery on the island of Schiermonnikoog. In the face of heavy fire, Lieutenant Cowan of the *Pylades* landed and spiked the guns of the battery, the *Vengeance* was set on fire by her crew and destroyed, and a row boat and twelve schuyts were captured without loss.

Sold with copied entries from the Muster-Table of H.M.S. *Espiegle* for the period 1 July to 31 August, 1799.

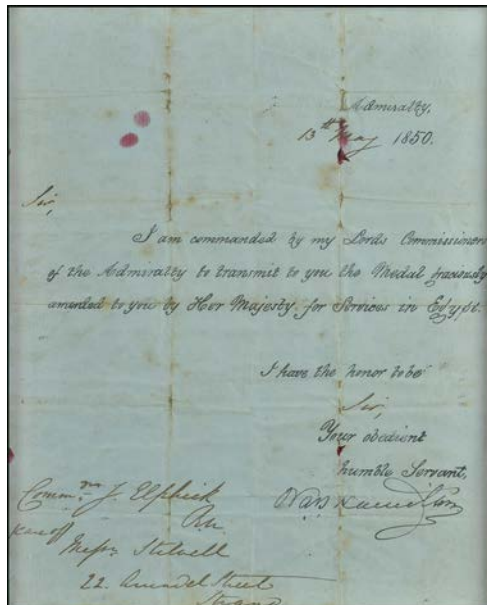


Commander James Elphick, R.N., who took part in *Penelope's* 'David and Goliath' night action with 86-gun French ship-of-the-line *Guillaume Tell*, and was later mentioned in despatches as 'a very gallant and zealous officer' at the siege and capture of Santa Maura in 1810

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Penelope 30 March 1800 [11], Egypt [615] (James Elphick, Master's Mate.) with original ribbon and framed Admiralty transmission letter, dated 13th May 1850, *good very fine* £10000-12000



Capture of the 86-gun French ship-of-the-line Guillaume Tell



Provenance: Acquired via Vernon Henstridge from an auction on behalf of the Bournemouth Conservative Club, October 1993.

Penelope 30 March 1800 [11 issued] - James Bayly, Volunteer 1st Class (Known); William Borough, Midshipman; James Brown, A.B. (National Maritime Museum); John Carter, Volunteer 1st Class (Royal Naval Museum); Darby Collins, Ord.; James Elphick, Master's Mate; William Manning, Boy 3; Charles Ogden, Pte. R.M.; Henry Prescott, Midshipman (Known); John Small, L.M. (Patiala Collection, Sheesh Mahal Museum, India); Robert Yule, Master's Mate (Known).

Egypt [615 issued] - including 6 to *Penelope*.

James Elphick entered the Navy on 25 July 1795, as an Able Seaman on board the *Inflexible* 64, Captain Solomon Ferris, stationed in the North Sea. He proceeded to Newfoundland in 1798 as Midshipman of the *Brilliant* 28, Captain Hon. Henry Blackwood; and, after participating in a very spirited engagement with the French 44-gun frigates *Vertu* and *Régénéérée*, accompanied that officer into the *Penelope* 36.

Penelope engages in a 'David and Goliath' night action with the 86-gun French ship-of-the-line *Guillaume Tell*

Malta having been closely blockaded for some months, and the French garrison suffering from famine and disease, Rear-Admiral Decrés slipped out of Valetta harbour in the 86-gun *Guillaume Tell* at 11 p.m. on 30 March 1800. Just before midnight the French ship was discovered by *Penelope*, part of the British squadron cruising off the island, under Captain Manley Dixon, consisting also of the *Lion* 64, *Foudroyant* 80, *Alexander* 74, *Vinciogo* brig, and several other sloops and small vessels. Captain Blackwood immediately ordered the *Vinciogo* to alert Commodore Dixon of the discovery, while the *Penelope* frigate stood after the enemy.

At 12.30 a.m. the *Penelope* luffed under the stern of the *Guillaume Tell* and gave her the larboard broadside, and then wearing, raked her with the starboard broadside, but to these broadsides the French ship could only reply with her stern chasers. *Penelope* continued her destructive and harassing fire throughout the night, Dacrés being all too aware that the other ships of the squadron were fast coming up, and not daring to bring to and cripple his diminutive adversary. By about daybreak, the main and mizzen topmasts and the main yard of the *Guillaume Tell* were shot away, while the *Penelope* had suffered minor damage to her rigging and sails.

Soon after 5 a.m. the *Lion*, which had been guided by the broadsides of the frigate through the night, now came up and, passing yard arm to yard arm, poured in a broadside of three round shot in each gun, and then luffing across the bows of her opponent carried away the *Guillaume Tell*'s jib-boom. Aided by *Penelope*, the *Lion* kept up a steady fire for about half an hour, before having to retire with bad damage and being quite unmanageable. At 6 a.m. the *Foudroyant* came up and Captain Edward Berry hailed Dacrés to strike, to which he replied by waving his sword and discharging a treble-shotted broadside, which cut the *Foudroyant*'s rigging to pieces. After a further exchange of broadsides, *Foudroyant* fell astern, leaving *Lion* and *Penelope* in close attendance.

At 6.30 a.m. the main and mizzen-masts of the French ship were shot away, but she nailed her colours to the stump of the mast, and again exchanged broadsides with the *Foudroyant*, which had now partially refitted herself and resumed her position on the starboard quarter of the enemy. At 8 a.m. the *Guillaume Tell* lost her foremast and thus became an unmanageable hulk, rolling her lower deck ports under water. With *Foudroyant* on her starboard, the *Lion* on her larboard quarter, and *Penelope* close ahead, at 8.20 a.m., after one of the most gallant defences on record, the flag of the *Guillaume Tell* was hauled down. The *Lion* and *Foudroyant* being too damaged to take possession of the prize, this was done by the *Penelope*, which towed the *Guillaume Tell* into Syracuse. She was the sole surviving French line of battle ship from the battle of the Nile and, once refitted and renamed H.M.S. *Malta*, she became one of the largest two-deckers in the Royal Navy. When the naval medal for her capture was granted to the *Penelope* and *Vinciogo*, for some inexplicable reason the claims from the *Lion* and *Foudroyant* were not allowed.

Following on from this action, Elphick was present in *Penelope* in the operations in cooperation with the Army on and off the coast of Egypt from March to September, 1801. He was appointed Acting-Lieutenant on 5 November 1801, of the *Caroline* 36, Captain William Bowen, and, being officially promoted 5 January 1802, was afterwards appointed, 5 April 1803, to the *Britannia* 120, Captain the Earl of Northesk, employed in the Channel and off Cadiz, and 13 January and 24 September 1806, to the *Gibraltar* 80, Captain Thomas Whitby, and *Magnificent* 74, Captains George Eyre and Willoughby Thos. Lake. As Senior Lieutenant of the latter ship, Elphick contributed to the reduction of Zante and Cephalonia in October 1809. In March and April 1810, he distinguished himself as "a very gallant and zealous officer" at the siege and capture of Santa Maura (*London Gazette* 1810, p. 1136). He was also actively co-operating with the patriots on the north coast of Spain in 1812. The *Magnificent* being paid off on her return with convoy from the West Indies in August 1815, he remained unemployed until 14 September 1818, when he joined the Coast Blockade, as Supernumerary-Lieutenant of the *Severn* 50, Captain William McCulloch. He was advanced to the rank of Commander on 19 July 1821, and placed on the reserved list in July 1851.

Commander Elphick received a medal and clasps for the capture of the *Guillaume Tell* and the expedition to Egypt. He was granted the out-pension of Greenwich Hospital on 4 November 1853, and was still living in 1861.



Able Seaman David Piggott, who fought on board the 36-gun frigate *San Fiorenzo* at the capture of the French 32-gun frigate *Psyche* in the Bay of Bengal in February 1805

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, San Fiorenzo 14 Feby 1805 [12] (David Piggott.) *nearly very fine* £6000-8000

Provenance: Glendining's, March 1992.

San Fiorenzo 14 Feby 1805 [12 issued] - John Acton, L.M.; George Barney, Ord. ((Honeyman Collection, Huntington Library, U.S.A.); William Beck, Pte. R.M. (Known); Edward Collier, Lieutenant R.N. (Leicester City Museum); Daniel Hoskins, Pte. R.M. (Patiala Collection, Sheesh Mahal Museum, India); Peter Hughes, A.B. (Known); Nathaniel Kenny, A.B.; George Love, Ord. (National Maritime Museum); Samuel Marsingall, Midshipman; John Pacey, A.B.; David Pigott, A.B. (Known); Peter Trout, Ship's Corporal (Royal Naval Museum).

Only the medals of Peter Hughes, Samuel Marsingall and David Piggott have single-clasp entitlement for this action.

Able Seaman David Piggott, born in Middlesex, was mustered aboard the *San Fiorenzo* from 24 June 1804, aged 25 years of age. He was invalided out of the ship on 16 June 1805, but no further details are given in the Muster Book.

San Fiorenzo captures the French frigate Psyche

On 13 February 1805, the 36-gun frigate *San Fiorenzo*, Captain Henry Lambert, discovered three ships at anchor near Vizagapatam in the Bay of Bengal. These were the *Psyche* 32, Captain Bergeret, and two prize captures, which immediately weighed and made off, pursued by the *San Fiorenzo*. After a chase of thirty-six hours, Captain Lambert came up with one of the ships which he recaptured. Leaving a Midshipman in charge of the prize, Lambert stood after the frigate and her companion, which he found had been the *Pigeon*, but was now the *Equivoque* 10-gun privateer, with forty men commanded by one of Captain Bergeret's lieutenants. Soon after 8 p.m. the *San Fiorenzo* got within gun shot of the French frigate, and a hot action commenced, the *Equivoque* giving assistance from time to time, which lasted until 11.30 p.m., when the *San Fiorenzo* hauled off to repair her rigging. Thirty minutes later, Captain Lambert bore up to renew the contest but, just as he was about to reopen his broadside, a boat with a French officer came alongside with a message that the *Psyche* had surrendered. On boarding the captured ship the cause of her striking became evident. Her second Captain, two lieutenants, and fifty-four men lay dead on her deck, and seventy officers and men were wounded. The *San Fiorenzo* had a midshipman and eleven men killed, and her master, two officers and thirty-three men wounded.

Sold with copied Muster Book entries and *London Gazette* action report.



Landsman John Cremer, who served aboard the frigate *Sirius* at Trafalgar, and afterwards participated in the same ship in a hotly contested engagement with a French flotilla which culminated in the capture of the corvette *Bergère*

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Trafalgar [1611], Sirius 17 April 1806 [10] (John Cremer) *possible official correction to first three letters of surname, polished overall, otherwise very fine* £6000-8000

Provenance: Sotheby, May 1895; Spink, May 1991. A Boulton's pewter Trafalgar medal named to John Cremer, H.M.S. *Sirius* was sold at Debenham's in July 1899.

Trafalgar [1611 issued] - including 4 officers and 16 men of the *Sirius*.

Sirius 17 April 1806 [10 issued] - Robert Beatson, Carpenter (Known); Patrick Connolly, Pte. R.M.; Morgan G. Crofton, Midshipman; Henry Curley, L.M.; John Hennessy, Boy 3 Class (National Maritime Museum); John Ingram, Sgt. R.M. (Royal Naval Museum); William Magin, 1st Lieutenant R.M.; Thomas Robertson, Surgeon; William Thomas, L.M.; John Turner, Midshipman. The Douglas-Morris roll identifies 10 further possible recipients as being 'verified aboard but not on roll', including John Cremer, L.M. (Known with Sirius clasp) and Edmund Sheeny (Royal Naval Museum, with Sirius clasp).

John Cremer is verified on board the *Sirius* at Trafalgar in the Admiralty Claimants' list with a note 'Allowed' initialled 'T.B.M.' (for Thomas Byam Martin, of the Flag Officers Committee) and in the remarks column 'Thos. Cramer' to indicate that he was mustered in that name. Indeed, it is under the name of Thomas Cramer that he is verified as being aboard the *Sirius* in the muster rolls for the period covering both the Trafalgar and Sirius clasps. This in turn probably explains the minor correction made to his surname on the medal. Sold with copied muster rolls and *London Gazette* action report.

Sirius at Trafalgar

The *Sirius*, with the *Euryalus*, *Naiad*, and *Phoebe*, as 'the eyes of the fleet,' did good service in reconnoitring the hostile fleets prior to Trafalgar, during which she was chased and fired upon by one of the enemy's advanced ships, but, crowding sail, effected her escape. She was present, to windward of the weather column, in the great battle of the 21st October, 1805, but was not actually engaged. Her surviving officers and crew, however, received the medal and clasp on its issue in 1848.

Sirius attacks a French flotilla and captures the corvette *Bergère* near Civita Vecchia

On 17 April 1806, while cruising near Civita Vecchia, on the west coast of Italy, Captain William Prowse, of the 36-gun frigate *Syrius*, learnt that a flotilla of French vessels was about to sail that morning for Naples. He immediately went in search of the enemy and in the afternoon found the flotilla lying to in a compact order near a shoal, awaiting his attack. The flotilla consisted of the corvette *Bergère*, of eighteen twelve-pounders and a thirty-six pounder carronade, three brigs, a bomb vessel with two heavy mortars, a cutter, and three gun ketches, carrying altogether ninety-seven guns, several of them of heavy calibre. Soon after sunset *Syrius* got within range of the enemy, about two leagues from the mouth of the river Tiber, and at 7 p.m. opened fire. A spirited action a pistol shot distance continued for two hours, when the Commodore's ship *Bergère* hailed to say she had surrendered. Some of the other French vessels were badly damaged and had ceased firing but *Syrius*, herself badly damaged in the rigging, was unable to pursue the rest of the flotilla which made off. The casualties aboard *Syrius* were quite severe and included Captain Prowse's nephew, Master's Mate William Adair, and eight seamen killed, and three officers and seventeen men wounded, nine of them very severely. For this action Captain Prowse received a vase of 100 guineas from the Lloyd's Patriotic Fund.



Lieutenant James Sabben, who was wounded when Signal-Midshipman of the *Dreadnought* at the battle of Trafalgar, and afterwards had an adventurous career in the West Indies, being once taken prisoner, and a second time wounded at the capture of the French frigates *Loire* and *Seine* at Anse la Barque

NAVAL GENERAL SERVICE 1793-1840, 4 clasps, Trafalgar [1611], Martinique [480], Anse La Barque 18 Decr 1809 [40], Guadaloupe [475] (J. Sabben, Lieut. R.N.) *light edge bruising and handling marks, otherwise nearly extremely fine*
 £12000-14000

Provenance: Glendining's, July 1929 (Roderick Dow Collection); Glendining's, May 1942 (Waite Sanderson Collection); Christie's, November 1985 (ex Fergus Gowans Collection).

Trafalgar [1611 issued] - including 10 officers and 53 men of the *Dreadnought*.

Martinique [480 issued] - including 17 officers and 58 men of Cochrane's flagship *Neptune*.

Anse La Barque 18 Decr 1809 [40 issued] - including Acting Lieutenant Sabben and 2 men of the *Ringdove*.

Guadaloupe [475 issued] - including Acting Lieutenant Sabben and 3 men of the *Ringdove*.

James Sabben was born at Portsea on 1 August 1787, and, whilst in the merchant service was a witness to the destruction of the *Queen Charlotte* 100, in Leghorn Roads on 17 March 1800. He joined the Royal Navy on 16 March 1803, as a First Class Volunteer on board the *Dreadnought* 98, and was shortly afterwards severely injured by a blow from a storm-stay-sail sheet. In August 1805 he was present off Cadiz when the *Dreadnought*, with two other ships of the line, was pursued by the combined squadrons of France and Spain on their return from the West Indies, whence they had been driven by Lord Nelson. On 21 October following he fought, as Signal-Midshipman under Captain John Conn, and was wounded, at the battle of Trafalgar, receiving, in consequence, a grant from the Patriotic Fund.

In July 1806 he joined the *Wolverene* 18, Captain Francis A. Collier, and was present in her when she was hove down at English Harbour, Antigua, and lost many of her officers and crew from yellow fever. On 17 December 1806, whilst a Supernumerary in the schooner *Netley*, he was taken prisoner by the French frigate *Thétis* and brig *Sylphe*, and taken into Guadaloupe. He was soon, however, restored to liberty, and on rejoining the *Wolverene* was awarded the rating of Master's Mate. When subsequently in pursuit of an enemy he was a second time accidentally hurt. He continued employed with Captain Collier in the *Star* sloop until November 1808, when, at the strong recommendation of that officer, he was received by Sir Alexander Cochrane on promotion on board his flagship the *Neptune* 98, part of the force engaged, in February 1809, at the reduction of Martinique.

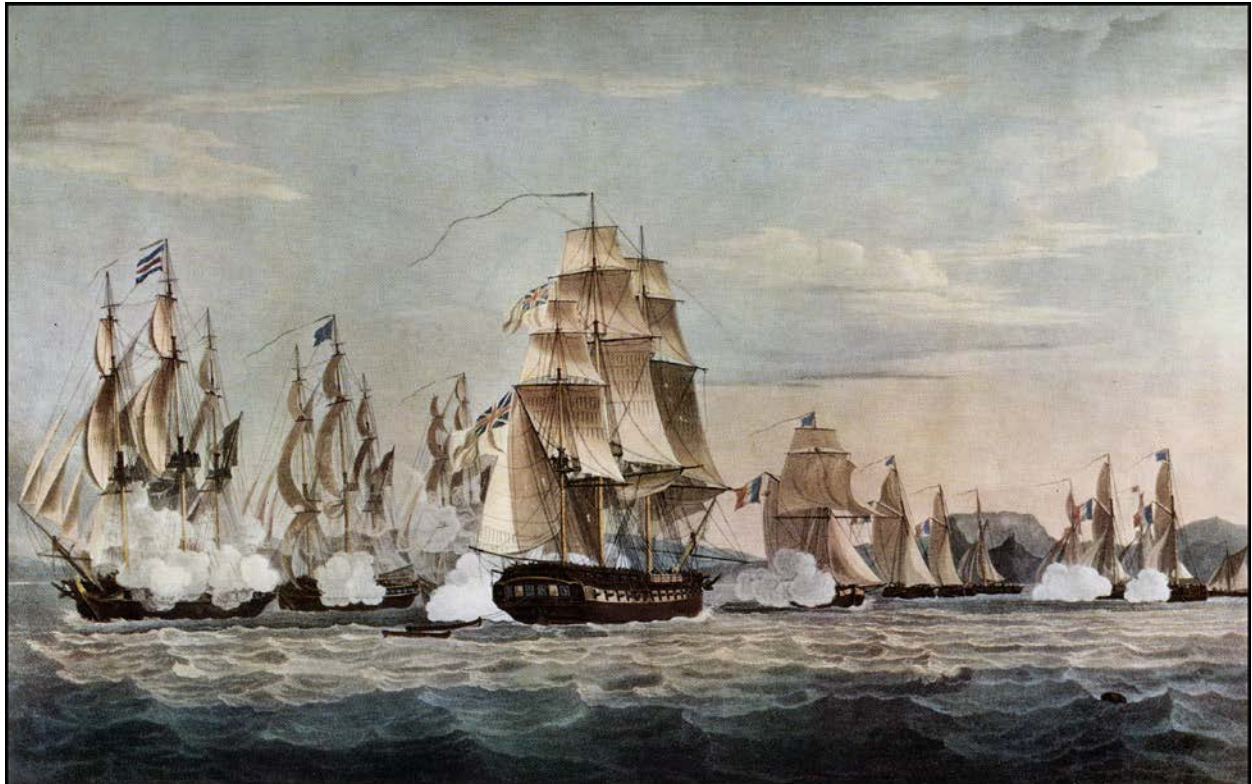
As soon as he had passed his examination, he was nominated, in March 1809, Acting-Lieutenant of the *Julia* 16, Captain William Dowers, and, in the ensuing August, followed that officer in the same capacity into the *Ringdove* 18. While officiating as First Lieutenant of the *Julia*, he succeeded in capturing a large French letter-of-marque brig in Trinity Bay, Martinique. When in the same sloop, at the blockade of Guadaloupe, Mr Sabben was almost daily in action, either in cutting-out vessels, in storming batteries, or in intercepting the coasting trade. He also participated in three attempts to capture or destroy the French frigates *Furieuse* and *Félicité* in the roadstead of Basseterre; the first being made at night by means of boats; the second by running the *Cherub* and *Julia* in broad daylight alongside the enemy's ships, an attack which failed from want of wind; and the third by converting the *Unité* brig into a fire-vessel and sending her in by night under cover of the *Julia*. While attached to the latter vessel he was again very strongly recommended to the Commander-in-Chief.

As Acting-First-Lieutenant, afterwards, of the *Ringdove*, he was wounded on 18 December 1809, at the destruction, in L'Ance la Barque, of the 40-gun frigates *Loire* and *Seine*, laden with stores and protected by numerous batteries, and also took part in the reduction of the island of Guadaloupe, where, during the absence of his Captain on shore, he held command of the ship. Sabben was confirmed to the *Ringdove*, 10 September 1810. After various appointments, he was placed on half-pay, after being employed in the *Perseus* receiving ship, off the Tower. Lieutenant Sabben is reported to have died during the year 1849.



Boatswain Edward Wise, who served as an Able Seaman on board Nelson's flagship *Victory* at the battle of Trafalgar, and afterwards as Boatswain of the *Spartan* in her memorable action with a Franco-Neapolitan squadron in the bay of Naples

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Trafalgar [1611], Spartan 3 May 1810 [30] (Edward Wise) with good length of original ribbon, *lightly toned, extremely fine* *£14000-16000*



Spartan's action with the Franco-Neapolitan squadron in the Bay of Naples

Provenance: Ex Ron Barden Collection.

Trafalgar [1611 issued] - including 18 officers and 104 men on board Nelson's flagship *Victory*.

Spartan 3 May 1810 [30 issued] - 13 medals known, including 8 officers, with examples in the National Maritime Museum; Royal Naval Museum; and the Patiala Collection (Sheesh Mahal Museum, India). Unique in combination with Trafalgar.

Edward Wise was born at Whitstable, Kent, and first appears on board the *Eurydice* as an Able Seaman, aged 25 years, on 5 October 1803. He was promoted to Quarter Gunner on 11 October, and to Yeoman of the Sheets on 10 April 1804. On 13 October 1805, he joined the *Victory*, Captain Thomas M. Hardy, as an Able Seaman and in that capacity fought at the battle of Trafalgar shortly afterwards. He was discharged to *Ocean* in January 1806, and was promoted to Boatswain's Mate on 8 November, but was discharged the following day, as Boatswain, to the *Pylades*. The remainder of his naval service was as a Boatswain, joining *Spartan* in October 1808; *Africa*, January 1812; *Barham*, October 1813; *Rochfort*, May 1820; on books of Portsmouth Ordinary from 21 April to 3 October, 1821, when appointed to *Britannia*. Edward Wise completed his service on the books of Chatham Ordinary from 29 December 1831 to 2 December 1838, and later at Portsmouth Dockyard. He died at Portsea on 6 April 1854, his Death Certificate giving his age as 71 years and his occupation as Boatswain, Portsmouth Dockyard. Sold with copied muster lists and record of service.

Spartan's action with the Franco-Neapolitan squadron in the Bay of Naples

In October 1809 the *Spartan* was part of the force engaged in the reduction of the Ionian Isles, and in May 1810, whilst cruising in company with the *Success*, of 32 guns, and the *Espoir* brig, chased a small French squadron into Naples. This consisted of the *Ceres* frigate of the same force as the *Spartan*, though with about one-fourth more men, the *Fama* frigate of 28 guns, a brig, a cutter, and seven gunboats. Captain Jahleel Brenton, of the *Spartan*, feeling certain that the French ships would not come out in the face of two frigates, despatched the *Success* to the southward, and on the morning of 3 May stood back towards Naples, hoping to tempt the enemy to come out. They had anticipated his wish, and having taken on board some 400 soldiers, in addition to their already large complements, met the *Spartan* in the very entrance of the bay, about midway between Ischia and Capri. The action that ensued was extremely bloody, for the *Spartan's* broadsides told with terrible effect on the crowded decks of the *Ceres* and her consorts, while on the other hand the heavy fire of the gunboats inflicted severe loss on the *Spartan*. Brenton himself was badly wounded in the hip by a grapeshot, and during the latter part of the fight the *Spartan* was commanded by her first-lieutenant, Willes. The brig was captured, but the *Spartan's* rigging being much cut, the *Ceres* and *Fama* succeeded in getting under some batteries in Baia Bay. For his gallant and skilful conduct of the action Willes was deservedly promoted; and Captain Brenton's bravery, his tactical skill, and the severity of his wound won for him sympathy and admiration which forgot to remark on his mistaken judgement in sending the *Success* away mistaken, for the resolve of the enemy to come out was formed quite independently of the *Success's* absence. The Patriotic Fund at Lloyd's voted him a sword, value one hundred guineas; the king of the Two Sicilies presented him with the Grand Cross of St. Ferdinand; he was made a baronet in November 1812, and a K.C.B. in January 1815.



Commander Paul G. Panton, R.N., who fought in Duckworth's action at St. Domingo, and in the *Hydra* at the capture of Fort Bagur and three French privateers on the Catalonian coast in August 1807

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, St. Domingo [396], Hydra 6 Augt 1807 [11] (P. G. Panton, Midshipman.)
edge bruise and dents to backstrap of clasp carriage, otherwise nearly extremely fine £10000-12000

Provenance: Christie's, March 1987.

St. Domingo [396 issued] - including 11 officers and 58 men of the *Canopus*.

Hydra 6 Augt 1807 [11 issued] - John Bennett, Pte. R.M. (Royal Marines Museum); Thomas Dredge, L.M.; William Finlaison, Midshipman (Known); Robert H. Goddard, Clerk (Royal Naval Museum); Robert Hayes, 1st Lieutenant R.M. (Royal Marines Museum); James Huntley, Captain Fore Top (Known); George King, L.M. (National Maritime Museum); John Lee, Cpl. R.M.; George Mundy, Captain R.N.; B. E. Quadline, Boy 2 Class; David Smith, Captain Main Top. To this number must now be added Paul G. Panton, Midshipman, who is verified aboard but not shown on the Admiralty roll, and further confirmed in the *Navy List* for 1852 as having received a medal with 2 clasps.

The medal is accompanied by an extremely rare archive containing numerous original documents, all contained in a purpose made blue buckram slip-case with gilt-embossed title to front and spine, comprising:

- (a) Certificates of Service (2): H.M.S. *Hydra* (1804-10) and H.M.S. *Ulysses* (1810-11) signed by Captain George Mundy and Captain H. E. Reginald Baker respectively.
- (b) Appointments (5): Acting Lieutenant, H.M.S. *Marlborough* (4 March 1811); Acting Lieutenant H.M.S. *Morgiana* (4 February 1812); Acting Lieutenant H.M. Sloop *Colibri* (25 February 1812) in which he served until she was wrecked, 23 August 1813; Lieutenant H.M. Sloop *Colibri* (6 June 1812); Lieutenant H.M. Sloop *Bellette* (5 June 1818).
- (c) Report on the shipwreck of H.M. Sloop *Colibri*, 23 August 1813, probably in Lieutenant Panton's own hand.
- (d) Memorandum of Services (1804-14) completed by Lieutenant Panton; with accompanying Admiralty letter requesting the information (1817).
- (e) Statements (2) detailing Lieutenant Panton's account with his Navy Agents, Messrs. Cooke, Halford (1810-15 and 1818-22).
- (f) Official letter addressed to Lieutenant Panton that accompanied the Naval General Service Medal (8 March 1849).
- (g) Lieutenant Panton's red leather-bound Passport (1851), for himself and his family 'travelling on the Continent, with a maid servant', signed by Lord Palmerston.
- (h) Draught letter written by Lieutenant Panton (10 April 1852) petitioning the Duke of Northumberland for an appointment as Commander detailing his Naval service: '**I have been allowed a Medal for Sir J. T. Duckworth's action off St. Domingo whilst serving in the *Canopus* Flag Ship of Sir Thos. Louis, and the capture of Fort Begue (sic) and two armed vessels by the *Hydra***'; and the non-committal reply from the Admiralty, in its official envelope (12 April 1852).
- (i) Commission for the rank of Commander (11 May 1853).

Paul Griffith Panton was born on 31 October 1795, second son of Jones Panton, Esq., of Plusgurm, County Anglesey. He entered the Navy on 19 July 1804, as First Class Volunteer on board the *Hydra* 38, Captain George Mundy; and on being lent, after cruising for some time in the Mediterranean, to the *Canopus* 80, flagship of Rear-Admiral Thomas Louis, fought in the action off St. Domingo on 6 February 1806. Having been created a Midshipman in *Hydra* in April 1807, and was present in her during the storming of the batteries at the port of Bagur, on the Catalonian coast, and the capture of three armed polacres which had sought refuge in the harbour, in August 1807. On leaving *Hydra*, he joined, in October 1810, the *Ulysses* 44, bearing the flag at Jersey of Vice-Admiral D'Auvergne. In March and July, 1811, he was successively nominated Acting-Lieutenant and Master's Mate of the *Marlborough* 74, and *Aeolus* 32, Captains Matthew Henry Scott and Lord James Townshend; and on 7 February 1812, at which period he was again acting as Lieutenant in the *Morgiana* sloop, Captain David Scott, he was officially advanced to the rank he now holds. His last appointments were, on 25 February, to the *Colibri* 18, Captain John Thompson, under whom he was wrecked in Port Royal, Jamaica, 22 August 1813; 2 September following, to the *Plantagenet* 74, Captain Robert Lloyd, which ship he left in January 1814; and, 5 June 1818, to the *Bellette* 20, Captain George Richard Pechell, fitting for the Halifax station, whence he returned in 1821. Panton was promoted to Commander on 11 May 1853, retired 8 February 1865, and died at Bangor on Dee on 9 August 1872, aged 73 years.



(part selection of documents)

On 6 August 1807, late in the evening, the British 38-gun frigate *Hydra*, Captain George Mundy, cruising off the coast of Catalonia, chased into the harbour of Bagur three armed vessels, a polacre ship and two polacre brigs. On the following morning, the 7th, the *Hydra* reconnoitred the port and discovered that the vessels were strongly defended both by nature and art, lying in a narrow harbour, under the close protection of a battery and tower upon a cliff on one side, and of rocks and bushes, admirably calculated for musketry, on the other. But having great faith in the firmness and resources of his people, Captain Mundy resolved to attempt cutting out the vessels.

Accordingly, at 50 minutes past noon, the *Hydra* came to an anchor, with springs on her cables, at the entrance of the harbour, and began the attack. A smart fire was returned by the battery and shipping, but which, after an hour's continuance, began to abate. Perceiving this, Captain Mundy despatched a division of his boats, with 50 seamen and marines, under the command of Lieutenant Edward O'Brien Drury, second of the ship, assisted by Lieutenants of marines John Hayes and Edward Pengelly, midshipman John Finlaison, and captain's clerk Robert Hendrick Goddard, a Volunteer, with orders to land on the flank of the enemy, and drive him from the battery. Notwithstanding the heavy fire kept up by the *Hydra*, the detachments became exposed to a cross discharge of langridge shot from the shipping and fort, and of musketry from the rocks. Unshaken, however, the British advanced, and, having mounted the cliff, which was of most difficult access, attacked the fort with so much intrepidity, that the enemy, having spiked the guns, consisting of four long 24-pounders, rushed out on one side, as the *Hydra's* officers and men entered at the other.

This gallant achievement enabled the *Hydra* to direct her fire solely at the vessels, which still maintained a steady cannonade upon the party on shore. Leaving Lieutenant Hayes and nearly the whole of the marines in charge of the guns in the battery, with orders to occupy the heights which commanded the decks of the vessels, as well as the opposite side of the harbour, where the enemy was numerously posted, Lieutenant Drury, with the remainder of the marines and the whole of the seamen of his division, advanced towards the town. As soon as the town was cleared, the French crews abandoned their vessels, and, formed in groups among the rocks and bushes, fired on the seamen, as the latter, having seized the boats on the beach, were boarding the polacres. Meanwhile another party of French sailors, having gained a height above Lieutenant Hayes and his men, annoyed the latter excessively, notwithstanding that some of the *Hydra's* guns kept playing upon the spot.

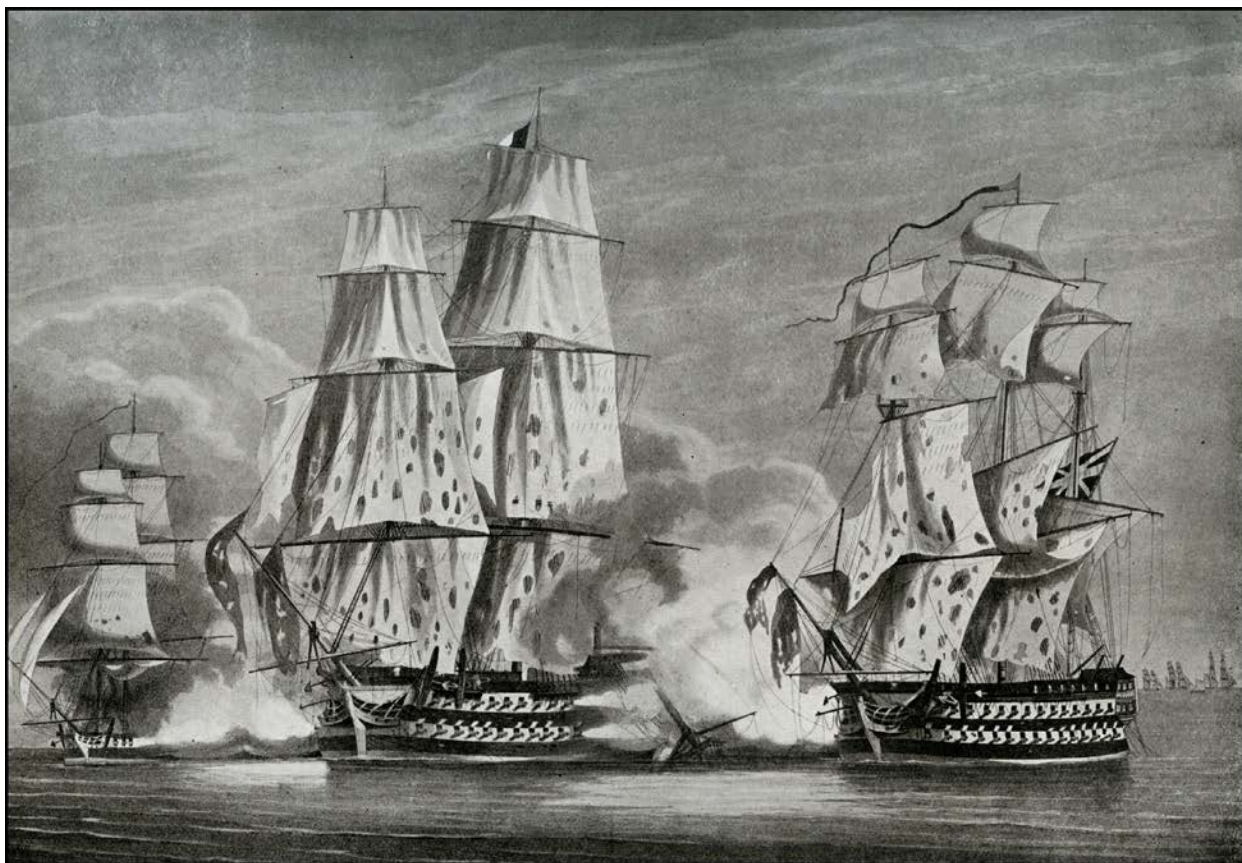
By 3.30 p.m. Lieutenant Drury was in complete possession of the vessels, and the seamen, with characteristic intrepidity and coolness, deliberately carried out hawsers to the very rocks occupied by the enemy, and continued warping out their prizes in the teeth of a fresh breeze, and in defiance of a galling fire of musketry. On seeing this, Captain Mundy despatched his third lieutenant, James Little, with the remainder of the boats, to assist Lieutenant Drury and his little party; and at 4 p.m. the three prizes rounded the point of the harbour. The marines then re-embarked, under a heavy discharge of musketry from the enemy, who had collected his whole force to harass the British rear.

The captured polacres were the ship *Prince-Eugene* of 16 guns and 130 men, brig *Belle-Caroline*, of 12 guns and 40 men, both belonging to Marseille, and brig *Carmen-de-Rosario*, of four guns and 40 men. Among the fortunate circumstances attending this very spirited and well-conducted enterprise, was that it was achieved with so slight a loss, as one seaman killed and two wounded on board the *Hydra*, and Mr. Goddard and three seamen and marines wounded of the detachment on shore. The frigate's damages, also, were confined to a few shot in the hull, slightly wounded fore and mizen topmasts and fore-topsail yard, and some trifling injury to her rigging. The name of Lieutenant Drury, in the list of commanders at the latter part of the year 1807, shows that his gallantry met its due reward.



Able Seaman Robert Harrett, who was wounded in the sanguinary action between the *Victorious* 74 and the French 74-gun *Rivoli*

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, St. Domingo [396], Victorious with Rivoli [67] (Robert Harrett.) *good very fine* £4000-5000



The capture of the Rivoli

Provenance: Hamilton 1970; Spink, July 1995; Dix Noonan Webb, December 2000; Spink, July 2010 (Turl Collection).

St. Domingo [396 issued] - including 8 officers and 32 men of the *Spencer*.

Victorious with Rivoli [67 issued] - Captain John Talbot, who was awarded the Naval Gold Medal for this action, lived to receive the silver medal with this clasp.

Robert Harrett is confirmed on the roll as an Ordinary Seaman aboard H.M.S. *Spencer* at St Domingo, and as an Able Seaman in *Victorious* at the capture of the French 74-gun *Rivoli*.

Robert Harrett/Harroll was born at Blackawton, near Totnes, Devon. He entered the *Spencer* as an Ordinary Seaman on 1 January 1804, aged 23 [borne as Harrett]. In the Muster-Table for the *Victorious* he is borne as Robert Harroll, born Totnefs, having entered the ship as an Ordinary Seaman on 1 February 1809, aged 28, and been promoted to Able Seaman on 1 February 1810. Able Seaman Robert 'Harroll' is listed in the *London Gazette* of May 1812 as having been wounded in action with the *Rivoli* on 22 February 1812. Sold with copied muster lists and London Gazette action report with casualty list.

Victorious with Rivoli

On 16 February 1812, the British 74-gun ship *Victorious*, Captain John Talbot, accompanied by the 18-gun brig-sloop *Weasel*, Captain John William Andrew, arrived off Venice, to watch the motions of the new French 74-gun ship *Rivoli*, Commodore Jean-Baptiste Barré, and two or three brigs of war, lying ready for sea in that port. Foggy weather made it the 21st, before Captain Talbot was enabled to reconnoitre the port. On that day, at 2.30 p.m. the *Victorious* descried a brig in the east-north-east, and at 3 p.m., in the same direction, a large ship, with two more brigs, and two settees. The ship was the *Rivoli* herself; the three brigs were the *Jéna* and *Mercure* of 16, and the *Mamelouck* of eight guns; and the two settees were gun-boats; all about 12 hours from Venice, bound to the port of Pola in Istria, and at this time steering in line of battle; the two gun-boats and one brig ahead, then the *Rivoli*, and astern of her the two remaining brigs. The British 74 and brig were presently under all sail in chase, and soon began to gain upon the French squadron.

At 2.30 a.m. on the 22nd, perceiving that one of the two brigs in the rear had dropped astern, and that the *Rivoli* had shortened sail to allow her to close, Captain Talbot hailed the *Weasel*, and directed Captain Andrew to pass the *Victorious* if possible, and bring the sternmost brig to action. Captain Andrew was so prompt in obeying the order, that at 4.15 a.m. the *Weasel* overtook the *Mercure*, and engaged her within half pistol-shot. After the action between these two brigs had lasted about 20 minutes, the brig that had been in company with the *Mercure*, the *Jéna*, shortened sail, and engaged the *Weasel* distantly on her bow. Thus opposed, the latter still continued a close and well-directed fire upon the *Mercure* until another 20 minutes had elapsed, at the end of which the French brig blew up. In an instant the *Weasel* lowered down her boats, but only succeeded in saving three men, and those much bruised. In the meanwhile, taking advantage of the darkness of the morning and the damaged state of the *Weasel's* rigging, the *Jéna* had made off, and soon disappeared. At daylight, however, the British brig regained a sight of both French brigs, one a short distance astern of the other, and, having by this time refitted herself, she crowded sail in pursuit, sweeping occasionally, owing to the lightness of the breeze; but the *Jéna* and *Mamelouck* outsailed the *Weasel*, and kept gradually increasing their distance.

At 4.30 a.m., just a quarter of an hour after the *Weasel* had begun her engagement with the *Mercure*, the *Victorious*, having a light air of wind on her larboard beam, arrived within half pistol-shot of, and opened her starboard guns upon, the *Rivoli*, who immediately returned the fire from her larboard broadside, and continued, with courses clewed up, but royals set, standing on towards the gulf of Triest. A furious engagement now ensued between these two line-of-battle ships, interrupted only when, for a few minutes together, the fog or the smoke hid them from each other's view. In the early part of the action, Captain Talbot received a contusion from a splinter, that nearly deprived him of his sight, and the command of the ship devolved upon Lieutenant Thomas Ladd Peake, who emulated his wounded chief in bravery and judgement. After the mutual cannonade had thus continued for three hours, and the *Rivoli*, from the superior fire of the *Victorious*, had become unmanageable and reduced to such a resistance as two quarterdeck guns only could offer, Lieutenant Peake, by signal, recalled the *Weasel*, to have the benefit of her assistance, in case either ship, the *Victorious* herself being in a disabled state, and both ships at this time in seven fathoms' water off the point of Groa, should happen to get aground. Having bore up in obedience to the signal, the *Weasel* stood across the bows of the *Rivoli* and, at 8 a.m., when within musket-shot distance, poured in her broadside. This the brig, wearing or tacking as necessary, repeated twice. Meanwhile the *Victorious* maintained a steady cannonade, and at 8.45 a.m. shot away the *Rivoli's* mizen mast. In another quarter of an hour the French 74 fired a lee gun, and hailed the *Victorious* that she had struck.

The *Victorious* had her rigging cut to pieces, gaff and spanker-boom shot away, her three topmasts and mainmast badly wounded, her boats all destroyed, except a small punt belonging to the ward-room officers, and her hull struck in several places. Out of her actual crew of 506 men and boys (60 of the men sick, but only a few absent from their quarters), she had one lieutenant of marines, and 25 seamen and marines killed, her captain (slightly), one lieutenant of marines (mortally), two master's mates, two midshipmen, and 93 seamen and marines wounded; in total, 27 killed and 99 wounded. The *Weasel* had the good fortune not to have a man hurt, either in her forty minutes' engagement with the *Mercure*, or her very spirited, and in all probability, not ineffective cannonade of the *Rivoli*.

Captain John Talbot not only received a Small Naval Gold Medal for this action but was also knighted. Lieutenant Peake was promoted and Captain John W. Andrew of the *Weasel* was rewarded with a Post Captain's Commission. *Weasel's* part in this action was commemorated with a separate clasp inscribed 'Weazel 22 Feby 1812', but there were only 6 claimants for it including Captain Andrew.



Commander Thomas Strover, R.N., who served in the lower decks of the *Centaur* 74 as a young boy in two fine actions before receiving his deserved promotion to Lieutenant

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, 16 July Boat Service 1806 [51], Centuar 26 Augt 1808 [41] note error in spelling of clasp (Thomas Strover.) *mild edge bruising, otherwise good very fine* £5000-6000

Provenance: Glendining's, October 1938; Sotheby, March 1980 and May 1992.

16 July Boat Service 1806 [51 issued] - including one officer and 10 men of the *Centaur*, most of whom also claimed the following action.

Centuar 26 Augt 1808 [41 issued] - note the spelling variation 'Centuar' on this actual clasp, which is as recorded in the Glendining's October 1938 catalogue. This variety of spelling was also recorded on the medal to Richard M. Teed, Volr., sold in these rooms in December 2007.

Thomas Strover is confirmed on the rolls as a Volunteer First Class in the *Centaur* for the Boat Service action, and as an Ordinary Seaman aboard *Centaur* at the capture of the *Sevolod* in August 1808.

Thomas Strover was born at Deptford, and first entered the Navy as a Landsman on board the *Prince Frederick* on 26 August 1805, aged 13 years. He joined the *Centaur* 74 on 27 February 1806, as a Volunteer First Class, being later advanced to Ordinary Seaman. In the *Centaur* he took part in the actions described below and afterwards in the Walcheren expedition in August 1809. After his promotion to Acting-Lieutenant in August 1812, he saw service on the East India station aboard H.M. Ships *Samarang*, *Minden* and *Theban*, until 1816 when he returned to England. Thereafter he saw short periods of employment on the Jamaica, Mediterranean and Lisbon stations before joining the *Poitiers* in 1846, which vessel fulfilled the role of guard-ship at Chatham. One of his final sea-going appointments was as an Admiralty Agent aboard a contract mail steam vessel. He was promoted to the rank of Commander on 9 January 1854, and died at Basford, Nottinghamshire, on 6 September 1863, aged 72 years.

Cutting out of the Caesar

On the evening of 15 July 1806, twelve boats from Commodore Sir Samuel Hood's squadron, H.M. Ships *Achille*, *Centaur*, *Conqueror*, *Indefatigable*, *Iris*, *Monarch*, *Polyphemus*, *Prince of Wales* and *Revenge*, under Lieutenant Edward R. Sibley of the *Centaur*, set out for the mouth of the Gironde to attack a convoy laden with stores at the entrance of the river, under the protection of two brig-corvettes. At midnight they entered the Verdon road, and immediately attacked the French 16-gun brig-corvette *Caesar* with a crew of 86 men, fully prepared for resistance. While cutting away the boarding netting of the brig, Lieutenant Sibley was badly wounded, but she was boarded and carried after a very gallant defence, her commander, Lieutenant Fourré being among the slain. The other brig, the *Teazer* (late British) of fourteen guns, in the darkness of the night slipped her cable and escaped up the river, followed by the convoy. In the meanwhile the prize, exposed to a fire from the *Teazer* and the batteries on both sides of the river, was worked out under the direction of Lieutenant Parker of the *Indefatigable*, and joined the two frigates at anchor in the offing. The British loss was rather severe, Lieutenant C. Manners, of the *Revenge*, a master's mate, and seven men killed, and four Lieutenants and thirty-five men wounded. Lieutenant Sibley was promoted to Commander for his gallant action.

Centaur and Implacable pursue the Russian fleet and capture the Sewolod 74

In August 1808, Sir Samuel Hood in *Centaur* accompanied by *Implacable*, Captain Thomas Byam Martin, joined Rear Admiral Nauckhoff and the Swedish fleet in Oro Roads and they all sailed from there on the 25th, in pursuit of the Russian fleet which had appeared off Sweden two days earlier. Due to their superior sailing *Centaur* and *Implacable* were soon well in advance and closing on the Russians who appeared to be in disorder. By the morning of the 26th, *Implacable* was able to bring the leewardmost of the enemy's line-of-battle ships, the *Sewolod* 74, Captain Roodneff, to close action. After 20 minutes the enemy's colours and pendant were lowered but the approach of the whole Russian force obliged Sir Samuel to recall Captain Martin. A Russian frigate took the crippled ship in tow but when the Russian Admiral hauled his wind, *Centaur* and *Implacable* gave chase and forced the frigate to slip her tow. The enemy ships again bore down in support but instead of engaging they entered the port of Rager Vik (also known as Port Baltic or Rogerswick). When boats were sent out to try and tow her in to harbour *Centaur* stood in and, after driving the boats off, ran across the bow of the *Sewolod* just as she was entering the harbour. The *Centaur* then lashed the *Sewolod's* bowsprit to her mizen-mast and both ships soon drifted aground. The Russians refused to strike and the battle went on until the arrival of the *Implacable* finally induced the Russian ship to surrender. *Implacable* had to heave *Centaur* off. However, the prize was so firmly aground that after taking out the prisoners and wounded men, Sir Samuel ordered her to be burnt. *Implacable* lost six men killed and twenty-six wounded including two who did not recover and three who had limbs amputated. *Centaur* lost three killed and twenty-seven wounded, and the *Sewolod* 303 killed, wounded and missing.



Able Seaman David Evans, who was present in *Blanche* at the capture of the *Guerriere* in July 1806, was wrecked in the same vessel and made a prisoner of war in March 1807, and subsequently served in America where he was again taken prisoner at the battle of Craney Island in June 1813

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, *Blanche* 19 July 1806 [22] (David Evans.) *a few marks in obverse field and minor edge bruise, otherwise nearly extremely fine* £2600-3000

Provenance: Sotheby, February 1886; Whitaker Collection 1890; Hayward's *Gazette*, June 1975; Spink, July 2009 (Lee Bishop Collection).

***Blanche* 19 July 1806 [22 issued]** - 10 medals known, including 3 officers, with examples in the National Maritime Museum; Royal Naval Museum; and the Patiala Collection (Sheesh Mahal Museum, India).

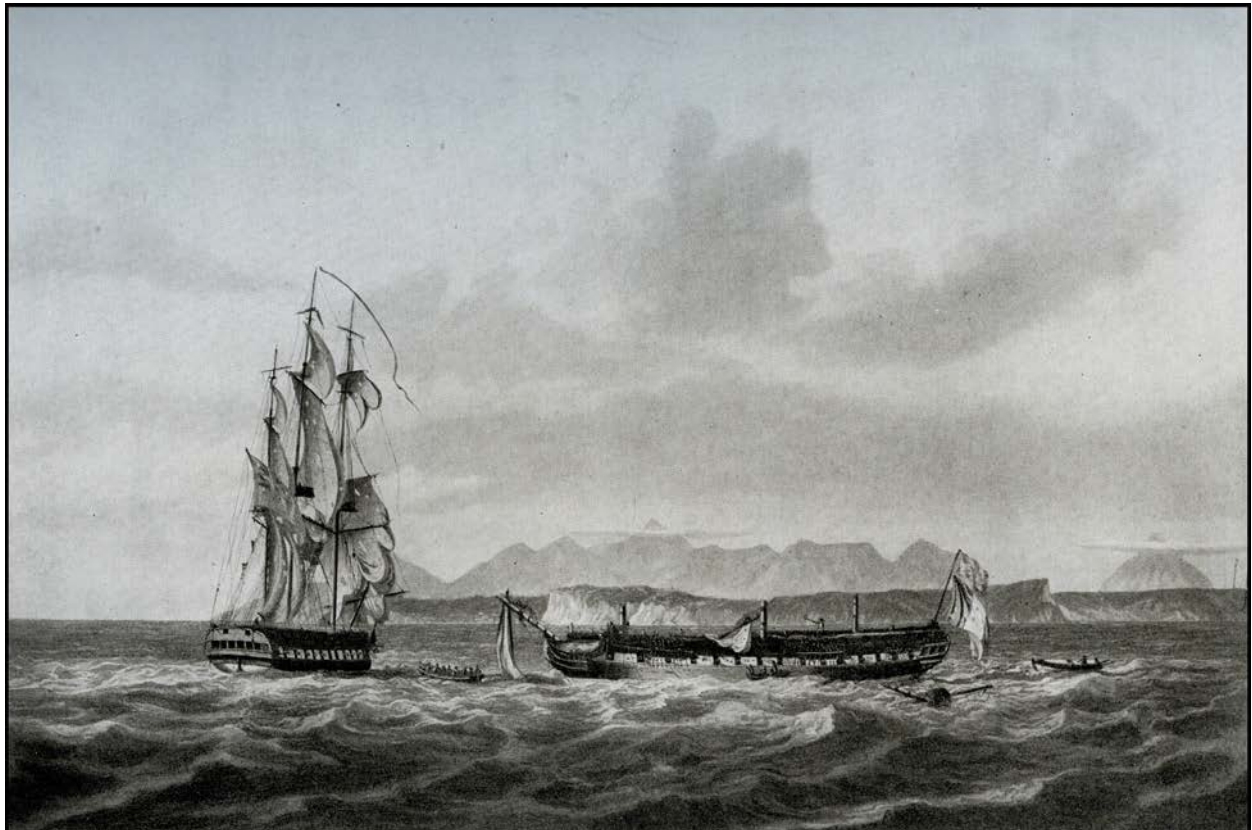
David Evans is confirmed on the rolls as an Ordinary Seaman in *Blanche* at the capture of the French 40-gun frigate *Guerriere* off the Faroe Islands in July 1806. One other man of this name appears on the Admiralty Claimants' list for Algiers.

David Evans was born at Aberystwyth in 1783, and joined the Navy in May 1803 as a Landsman on board the *Helder*. His next ship was the *Blanche* which he joined on 17 April 1806 as an Able Seaman, and in which vessel he took part in the capture of the *Guerriere* in July 1806. On 4 March 1807 *Blanche* was wrecked off Ushant and the entire crew made prisoners of war. Evans was imprisoned at San Sebastian but he was released about three weeks later and, in company with 22 others from *Blanche*, was taken on board the gun brig *Conflict*. Evans afterwards served in H.M. Ships *Salvador*, *Del Mundo* and *Alfred*, being advanced to Able Seaman on 24 December 1808. In May 1809 he was transferred to the *San Domingo*, in which ship he was serving in American waters in mid 1813, when an expedition was mounted to attack Norfolk and carry the Portsmouth Navy Yard. The 15 boats and 700 men were under the command Captain Pechell of the *San Domingo*, whose boats were also used in the attack, David Evans being aboard one of them. The subsequent attack, which became known as the battle of Craney Island, miscarried and failed, and amongst the prisoners taken by the Americans were 12 seamen from the *San Domingo*, including David Evans. (Research by Captain K. J. Douglas-Morris for Hayward's *Gazette*)



Ordinary Seaman John Finch, who was severely wounded on board the *San Fiorenzo* during her epic three-day action with and capture of the French frigate *Piémontaise* in March 1808

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, San Fiorenzo 8 March 1808 [16] (John Finch.) *good very fine* £5000-6000



San Fiorenzo captures the Piémontaise after a three days' chase

Provenance: Glendining's, February 1940 (E. E. Needes Collection); Glendining's, February 1963; Spink, November 2012.

San Fiorenzo 8 March 1808 [16 issued] - 8 medals known, including examples in the National Maritime Museum; Royal Naval Museum (2); Honeyman Collection (Huntington Library, U.S.A.); and the Patiala Collection (Sheesh Mahal Museum, India).

John Finch is confirmed on the rolls as an Ordinary Seaman in the *San Fiorenzo* 36, during the chase, action and capture over three days of the French 40-gun frigate *Piémontaise* off Cape Comorin, in the gulf of Manaar, Indian Ocean, 6-8 March 1808. One other man with this name appears on the Admiralty Claimants' List, for the single clasp Egypt, whose medal was sold at Glendining's in May 1937, and at Wallis & Wallis in June 1988.

John Finch, from Limehouse, London, joined the *San Fiorenzo* on 6 September 1803, having been paid a Bounty of two pounds 10 shillings, rated Ordinary Seaman, aged 22 years. He was severely wounded in action on 7 March 1808, the day before his Captain was killed by a broadside from the *Piémontaise* (*London Gazette* 20 December 1808).

San Fiorenzo captures the Piémontaise

On 4 March 1808, at 11.30 a.m., the British 18-pounder 36-gun frigate *San Fiorenzo*, Captain George Nicholas Hardinge, sailed from Pointe de Galle, Ceylon, on her return to Bombay. On the 6th, at 7 a.m., the *San Fiorenzo* passed, off Cape Comorin, the three East India Company's ships, *Charlton*, *Metcalfe*, and *Devonshire*, from Bombay bound to Columbo. Shortly afterwards she discovered on her starboard beam, in the north-east, the French 40-gun frigate *Piémontaise*, Captain Epron, advancing to intercept the Indiamen. The *San Fiorenzo* immediately hauled to the wind in-shore, under all sail, and the French frigate, finding herself pursued, changed her course and stood away. The *Piémontaise* had sailed from the Isle of France on the 30th of the preceding December. Her intended mode of attack upon the Indiamen is represented to have been to board the first with 150 men, and then stand on and cannonade the two others until they surrendered.

At 5 p.m., having previously made the private signal, the *San Fiorenzo* hoisted her colours, but the French frigate paid no attention to either. Captain Hardinge now pressed forward in pursuit, and, at 11.40 p.m., being still on the larboard-tack, the *San Fiorenzo* ranged alongside the *Piémontaise* and received her broadside. After a ten minutes' action fought within 200 yards, the *Piémontaise* made sail ahead out of the range of her opponent's shot. The *San Fiorenzo*, whose loss, owing to the high firing of the *Piémontaise*, amounted to only three seamen slightly wounded, made sail in chase, and by daylight on the 7th had so gained upon the French frigate, that the latter, seeing a renewal of the engagement was unavoidable, hoisted her colours and wore, in order to bring her broadside to bear.

At 6.20 a.m., being within half a mile of the *San Fiorenzo*, who had also wore, the *Piémontaise* fired her broadside, and the action recommenced, the two frigates gradually closing to a quarter of a mile. The fire was constant and well-directed on both sides, until just after 8 a.m., when that of the French frigate visibly slackened. At 8.15 a.m., having discharged her whole broadside, the *Piémontaise* ceased firing, and made sail before the wind, leaving the *San Fiorenzo* with her main-topsail yard shot through, main royal-mast shot away, both main topmast-stays, the spring-stay, and the greater part of the standing and running rigging and sails, cut to pieces, and therefore not in a condition for an immediate chase. Under these circumstances, the fire of the British frigate could only continue while her retreating opponent remained within gunshot. The *San Fiorenzo's* loss, by the morning's action, amounted to eight seamen and marines killed and 14 wounded. The remainder of the day was occupied by the *San Fiorenzo* in repairing her damages, and in a vain pursuit of the *Piémontaise*, who crowded sail to the eastward, and at 9 p.m. disappeared.

At midnight the French frigate again showed herself, bearing east, and at daylight on the 8th was about four leagues distant. At 9 a.m., being perfectly refitted, the *San Fiorenzo* bore up under all sail. At noon the *Piémontaise* hoisted a Dutch jack but at 2.15 p.m. changed it to an English ensign. The *San Fiorenzo* was now fast approaching; nor did the *Piémontaise* avoid the British frigate until the latter hauled athwart her stern, in order to gain the weather gage and bring on a close action. To frustrate this manoeuvre, the French frigate, who now appeared with her proper colours, hauled up also, and made all sail. Perceiving, however, that the superior sailing of the *San Fiorenzo* rendered a battle unavoidable, the *Piémontaise* tacked, and at 4 p.m. the two frigates, when passing each other on opposite tacks, at the distance of not more than 80 yards, reopened their fire.

In the second broadside from the French frigate a grape-shot killed Captain Hardinge, whereupon the command of the *San Fiorenzo* devolved upon Lieutenant William Dawson. As soon as she had got abaft her opponent's beam, the *Piémontaise* wore; and at 5.49 p. m., after a well-fought action, one hour and 20 minutes of it close, and during which she had all her rigging and sails cut to pieces, her three masts and bowsprit badly wounded, and a great proportion of her numerous crew placed *hors de combat*, the French frigate hauled down her colours, some of her people at the same time waving their hats for a boat to be sent to them.

The loss sustained by the *San Fiorenzo* in the third day's action, although numerically less than that on the second day, was more serious, as it included among the killed her truly gallant captain. The remaining killed of that day consisted of four seamen and marines, and the wounded, of one lieutenant and seven seamen and marines. This made the total British loss, on the three days, 13 killed and 25 wounded. The *Piémontaise*, besides her regular crew of 366 Frenchmen, had 200 Lascars, prisoners taken out of some captured Indiamen, to work the sails. Out of these 566 in crew and supernumeraries, the French frigate lost 48 officers, seamen, marines, and Lascars killed, and 112 wounded.



Able Seaman George Brace, who witnessed the destruction of the Danish 74 *Prindts Christian Frederick* as a Landsman in the *Stately*, and afterwards, in the boats of the *Princess Caroline*, shared in a bloody encounter with Russian gun-boats in the Gulf of Finland

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Stately 22 March 1808 [31], 25 July Boat Service 1809 [36] (Geo. Brace.)
minor edge bruises and scratching in both fields, otherwise good very fine £6000-7000

Provenance: Sotheby, November 1894; Debenham's, December 1897; W. E. Gray Collection 1898; Glendining's, May 1920, November 1952, July 1956, and March 1973; Christie's, November 1985; Glendining's, September 1991.

Stately 22 March 1808 [31 issued] - 15 medals known, including examples in the National Maritime Museum; Royal Marines Museum; Honeyman Collection (Huntington Library, U.S.A.); and the Patiala Collection (2), (Sheesh Mahal Museum, India).

25 July Boat Service 1809 [36 issued] - 14 medals known, including examples in the National Maritime Museum (2), the Royal Naval Museum, and the Patiala Collection (Sheesh Mahal Museum, India).

George Brace is confirmed on the rolls as a Landsman on board the *Stately* at her action with the Danish 74-gun *Prindts Christian Frederick* in March 1808, and in the same rate on board the *Princess Carolina* for her boat action of 25 July 1809.

George Brace was born in London and joined the Navy on 3 July 1807, being taken on board the *Stately* as a Landsman on 29 October of the same year, aged 20 years. His next ship was the *Princess Caroline* which he joined on 22 September 1808, being advanced to Ordinary Seaman in February 1810, and to Able Seaman in April 1811. He left the *Princess Caroline* on 21 September 1814, to join the *Tanais* in which ship he served until paid off on 31 May 1816. Sold with copied muster lists and statement of service.

Stately and Nassau destroy the 74-gun Danish ship of the line *Prindts Christian Frederick*

On 22 March 1808, at 2 p.m., the British 64-gun ships *Stately*, Captain George Parker, and *Nassau*, Captain Robert Campbell, proceeding towards the Great Belt, descried and chased a strange sail. At 4 p.m., off the Jutland coast, the stranger was made out to be an enemy, and at 5 p.m., a Danish ship of the line, which evidently intended to run herself ashore, if no other means of escape presented itself.

At 7.40 p.m. the *Nassau* got up with, and opened fire upon the Danish 74-gun ship *Prindts Christian Frederick*, Captain Jessen, and, in a few minutes afterwards, the *Stately* closed and did the same. A running fight was thus maintained, with great obstinacy on the part of the 74, until 9.30 p.m., when the *Prindts Christian Frederick* struck her colours. At this time the latter was within less than 500 yards of the shore of Zealand, and, before the first lieutenant of the *Stately*, who had gone on board to take possession, could cut away her anchor, the prize grounded. The two British ships, fortunately for them, had already brought up near her. The remaining part of the night was employed in removing the prisoners, but it was found impossible to get the captured ship afloat. In the evening of the 23rd, as the Danes were preparing their artillery on the coast, and as the wind blew strong on the shore and a good deal of sea was running, the *Prindts Christian Frederick* was set on fire by her captors, and in a short time blew up.

The loss on the part of the *Stately* was two seamen and two marines killed, and one lieutenant, the boatswain, one master's mate, 23 seamen and two marines wounded. The *Nassau* had one seaman killed and one missing, and one first-class volunteer, 10 seamen and five marines wounded; the total British loss amounting to five killed and 45 wounded and missing. The *Prindts Christian Frederick*, out of a complement on board of 576 men and boys, had 55 killed and 88 wounded.

The boats of a British squadron capture three Russian gun-boats in a most sanguinary affair off the Gulf of Finland

O 25 July 1809, Captain Charles Dudley Paten, commanding a British squadron, composed of his own ship the *Princess Caroline* 74, the *Minotaur* 74, Captain John Barrett, the 18-pounder 32-gun frigate *Cerberus*, Captain Henry Whitby, and the 18-gun ship-sloop *Prometheus*, Captain Thomas Forrest, permitted the latter to lead the boats of the squadron, 17 in number, to the attack of four Russian gun-boats and an armed brig, lying at Fredericksham, near Apso roads, in the gulf of Finland. After dark the boats, commanded by Captain Forrest, pushed off from the squadron, and at 10.30 p.m. commenced the attack. After a most desperate and sanguinary conflict, three of the gun-boats, mounting two long 38-pounders each, and having on board between them 137 men, besides an armed transport brig, with 23 men, were captured and brought off.

Costly, indeed, were the prizes. The British loss amounted to one lieutenant, one second lieutenant of marines, one midshipman, and six seamen and marines killed; Captain Forrest himself, one lieutenant, three midshipmen, and 46 seamen and marines wounded. The Russians, on their side, acknowledged a loss of 28 killed and 59 wounded, making a total of 47 men killed and 110 wounded, in obtaining possession of three gun-boats. One of these gun-boats, No. 62, was so obstinately defended, that every man of her 44-man crew was either killed or wounded before she surrendered, 24 of these being killed. The result of this enterprise was a defeat to the Russians certainly, but under circumstances that reflected the brightest honour upon the character of their navy. For the gallantry he had shown on the occasion, Captain Forrest was promoted to post-rank.



Able Seaman James French, who served as a Landsman in the *Mercury* when she assisted in the capture and destruction of several vessels off the town of Rota, near Cadiz in April 1808

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, Off Rota 4 April 1808 [19] (James French.) *nearly extremely fine* £4000-5000

Provenance: 'Jubilee' Collection, Glendining's, May 1992.

Off Rota 4 April 1808 [19 issued] - 8 medals known, including examples in the National Maritime Museum (2); Royal Naval Museum; and the Patiala Collection (Sheesh Mahal Museum, India).

James French is confirmed on the rolls as a Landsman on board the *Mercury* in the action with Spanish gun-boats off Rota, near Cadiz. Two other men with these names appear on the Admiralty Claimants' List, one as a Boy aboard *Africa* at Trafalgar, the other as an Ordinary Seaman in the *Shannon* at the capture of the *Chesapeake*.

James French was born in Essex, and entered the Navy as a Landsman on board the *Mercury* on 22 January 1807, aged 20 years. He subsequently transferred to the *Rodney*, as an Ordinary Seaman, on 5 March 1810; to the *Superb* on 31 October 1812, being advanced to 2nd Gunner on 19 January 1813; to the *Creole*, in the same rate, on 7 July 1813; and lastly to the *Clorinde* on 9 November 1814, as Able Seaman, until finally paid off on 13 July 1816. Sold with copied muster rolls and record of service.

Mercury assists in the capture and destruction of several vessels off the town of Rota, near Cadiz

On 4 April 1808, while the British 38-gun frigate *Alceste*, Captain Murray Maxwell, the 28-gun frigate *Mercury*, Captain James Alexander Gordon, and 18-gun brig-sloop *Grasshopper* (16 carronades, 32-pounders, and two long sixes), Captain Thomas Searle, lay at anchor about three miles to the north-west of the lighthouse of San-Sebastian, near Cadiz, a large convoy, under the protection of about 20 gun-boats and a numerous train of flying artillery on the beach, was observed coming down close along-shore from the northward. At 3 p.m., the Spanish convoy being then abreast of the town of Rota, the *Alceste* and squadron weighed, with the wind at west-south-west, and stood in for the body of the enemy's vessels.

At 4 p.m. the shot and shells from the gun-boats and batteries passing over them, the British ships opened their fire. The *Alceste* and *Mercury* devoted their principal attention to the gun boats, while the *Grasshopper*, drawing much less water, stationed herself upon the shoal to the southward of the town and so close to the batteries, that by the grape from her carronade she drove the Spaniards from their guns, and at the same time kept in check a division of gun-boats, which had come out from Cadiz to assist those engaged by the two frigates. Captain Maxwell in his official letter, alluding to this gallant conduct on the part of Captain Searle, says: "It was a general cry in both ships, 'Only look how nobly the brig behaves.'" The situation of the *Alceste* and *Mercury* was also rather critical, they having in the state of the wind, to tack every fifteen minutes close to the end of the shoal.

In the heat of the action the first Lieutenant of the *Alceste*, Allen Stewart, volunteered to board the convoy with the boats. Accordingly the boats of the *Alceste* pushed off, under Lieutenant Stewart, and the boats of the *Mercury* quickly followed, under Lieutenant Watkin Owen Pell, who, it should be noted, had lost a leg when wounded in the *Lion* in February 1800, when he was a midshipman of barely 12 years of age. Dashing in among the convoy, the two divisions of boats, led by Lieutenant Stewart, soon boarded and brought out seven tartans, from under the very muzzles of the enemy's guns and from under the protection of the barges and pinnaces of the Franco-Spanish squadron of seven sail of the line, which barges and pinnaces had also by that time effected their junction with the gun-boats.

Exclusive of the seven tartans captured, two of the gun-boats were destroyed, and several compelled to run on shore, by the fire from the two British frigates and brig, which did not entirely cease until 6.30 p.m. All this was effected with so slight a loss to the British, as one man mortally and two slightly wounded on board the *Grasshopper*. The damages of the latter, however, were extremely severe, as well in hull, as in masts, rigging, and sails. With the exception of an anchor shot away from the *Mercury*, the damages of the two frigates were confined to their sails and rigging, and that not to any material extent.



Master Henry Smartly, R.N., who saw much 'boat service' in the Baltic and ended his days in the privileged position of Master of Greenwich Hospital

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, 10 July Boat Service 1808 [8] (H. Smartly, Master.) *nearly very fine*

£6000-8000

Provenance: Glendining's, March 1903; Sotheby, June 1904 and November 1912; Palmer Collection, Glendining's, June 1918; Buckland Dix & Wood, December 1992.

10 July Boat Service 1808 [8 issued] - Charles J. Adams, Volunteer First Class; George Anderson, Clerk; John Campbell, Q.M's Mate (Royal Naval Museum); Francis Johns, Boy 3 Class; George D. Lane, L.M.; Henry Parry, Master's Mate; Henry Smartly, Master; Thomas Townsend, Pte. R.M. (Royal Marines Museum).

Henry Smartly appears to have been born in mid 1776, either at Wrotham, in Kent, or Lewisham, outside London. Records of his early career, both in the merchant service and in the Royal Navy are rather patchy but he first appears as a 2nd Mate of the merchant ship *Queen of Naples* in January 1792. He passed the examination to be Master of 6th Rate Vessels on 13 December 1806, his duties supposedly being to navigate the ship but not to command the men or fight the vessel, in direct contradiction to his stated record of service as found in the *Navy List* for 1852:

'Master of *Porcupine* during her services in the Adriatic; and in command of the cutter of that ship boarded and brought off an enemy's vessel from under fire of the forts of Ragusa Vecchio. While commanding *Porcupine's* cutter enforcing the blockade of Ragusa, engaged a vessel full of troops, where he was attacked by two gun boats; and served in several other boat actions, in which many of the enemy's vessels were driven on shore and destroyed, including the capture of an armed ship at Port D'Anzo, for which the thanks of the Admiralty were given, and also the thanks of the Com.-in-Chief Lord Collingwood. Master of the *Isis* at Flushing. Lent to the Russian fleet, which he piloted to Cronstadt; and served at the siege of Dantzic.'

Elsewhere in Admiralty records it states that, while in *Porcupine*, Smartly 'served at the Siege of Flushing and in Adriatic Waters, during which time his ship took part and destroyed nearly 80 or 90 sail of enemies vessels with 2 transports.' He was discharged from the *Porcupine* in October 1808, to Malta Hospital where he was admitted with chronic hepatitis. In April 1809 he passed the examination to be Master of 3rd Rate vessels operating in Home waters, and one month later was posted to the *Isis* as Master. In February 1810 he was posted as Master of the *Resolution*, serving in Baltic waters. In June 1811 he joined the *Egmont*, and served a year in her on North Sea and Channel duties. On 10 September 1812, he reached the height of his profession by qualifying as Master of 1st Rate vessels sailing in Home waters, and as a Pilot for the same seaways. He served subsequently in various vessels in the Channel, North Sea, and in the Baltic. In 1814 he was lent to the Russian Navy, as stated above, and in 1815 continued in Channel service. From 1818 onwards, Smartly remained ashore drawing half-pay, and saw no further sea service in the British Navy.

On 24 November 1846, Smartly was appointed Master of Greenwich Hospital, one of two such positions within their Staff employed to run the Hospital for the 'In Pensioners'. He held this well-paid appointment, which provided rent free accommodation in an apartment at the Hospital, until his death there on 10 September 1857. Sold with detailed report by Captain K. J. Douglas-Morris and other research.



Able Seaman John Lesly, who served aboard the *Implacable* 74 in the Baltic and witnessed the capture of the *Sewolod* 74 in August 1808, and in the boats of *Implacable* shared in the destruction and capture of a Russian flotilla of gun-boats and a convoy in July 1809

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, *Implacable* 26 Augt 1808 [42], 7 July Boat Service 1809 [34] (John Lesly.) with faded original ribbon, *good very fine* £6000-7000

Provenance: Sotheby, May 1992.

Implacable 26 Augt 1808 [42 issued] - 11 medals known, including examples in the National Maritime Museum, the Royal Naval Museum, and the Honeyman Collection (Huntington Library, U.S.A.).

7 July Boat Service 1809 [34 issued] - 16 medals known, including examples in the National Maritime Museum; Royal Naval Museum (2); Honeyman Collection (Huntington Library, U.S.A.); and the Patiala Collection (Sheesh Mahal Museum, India).

The rolls confirm John Lesly as an Able Seaman on board the *Implacable* for both actions.

John Lesly (borne as Leslie) was born in Dundee and joined the *Implacable* as an Able Seaman on 8 March 1808, aged 20 years. He was discharged from the ship on 7 January 1810. Sold with copied muster rolls.

Centaur and *Implacable* pursue the Russian fleet and capture the *Sewolod* 74

In August 1808, Sir Samuel Hood in *Centaur* accompanied by *Implacable*, Captain Thomas Byam Martin, joined Rear Admiral Nauckhoff and the Swedish fleet in Oro Roads and they all sailed from there on the 25th, in pursuit of the Russian fleet which had appeared off Sweden two days earlier. Due to their superior sailing *Centaur* and *Implacable* were soon well in advance and closing on the Russians who appeared to be in disorder. By the morning of the 26th, *Implacable* was able to bring the leewardmost of the enemy's line-of-battle ships, the *Sewolod* 74, Captain Roodneff, to close action. After 20 minutes the enemy's colours and pendant were lowered but the approach of the whole Russian force obliged Sir Samuel to recall Captain Martin. A Russian frigate took the crippled ship in tow but when the Russian Admiral hauled his wind, *Centaur* and *Implacable* gave chase and forced the frigate to slip her tow. The enemy ships again bore down in support but instead of engaging they entered the port of Rager Vik (also known as Port Baltic or Rogerswick). When boats were sent out to try and tow her in to harbour *Centaur* stood in and, after driving the boats off, ran across the bow of the *Sewolod* just as she was entering the harbour. The *Centaur* then lashed the *Sewolod*'s bowsprit to her mizen-mast and both ships soon drifted aground. The Russians refused to strike and the battle went on until the arrival of the *Implacable* finally induced the Russian ship to surrender. *Implacable* had to heave *Centaur* off. However, the prize was so firmly aground that after taking out the prisoners and wounded men, Sir Samuel ordered her to be burnt. *Implacable* lost six men killed and twenty-six wounded including two who did not recover and three who had limbs amputated. *Centaur* lost three killed and twenty-seven wounded, and the *Sewolod* 303 killed, wounded and missing.

The boats of *Implacable* assist in the destruction of Russian gun-boats and a convoy in the Baltic

On 7 July 1809, as a British squadron, composed of the 74-gun ships *Implacable*, Captain Thomas Byam Martin, and *Bellerophon*, Captain Samuel War Warren, the 38-gun frigate *Melpomène*, Captain Peter Parker, and the 18-gun ship sloop *Prometheus*, Captain Thomas Forrest, was cruising on the coast of Finland, a Russian flotilla of gun-boats and merchant vessels was observed at anchor under Porcola Point. The gun-boats were eight in number, each armed with one long 24 and one long 30 pounder, and manned with 46 men. The position they had taken was of extraordinary strength, being betwixt two rocks, which served as a cover to their wings, and whence a destructive fire of grape could be poured upon any boats that should assail them. Notwithstanding this, it was resolved to attempt the capture or destruction of the flotilla; and Lieutenant Joseph Hawkey, first of the *Implacable*, was gratified with the command of the enterprise, to consist of the boats of the four ships, 17 in number, containing about 270 officers and men.

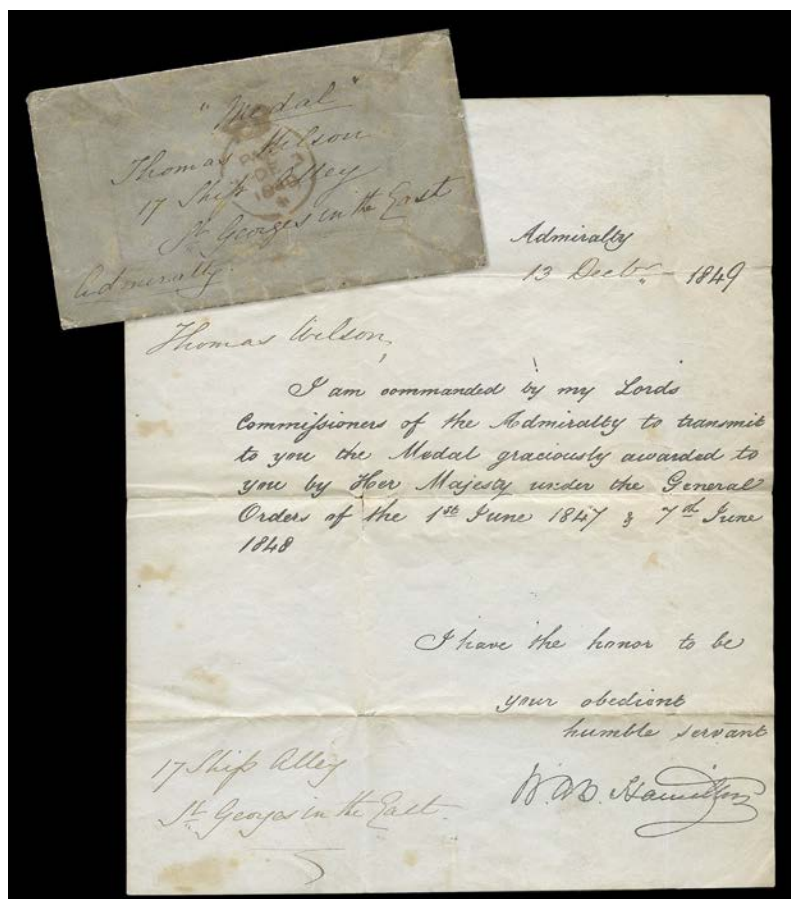
At 9 p.m. the boats proceeded to the attack, and, regardless of the heavy fire opened upon them in their advance, pushed on, not firing a musket until they touched the sides of the gunboats, when the British seamen and marines boarded, sword in hand, and carried all before them. Of the eight gun-boats, six were captured, one was sunk, and one escaped; and all 12 merchant vessels under their protection, which were laden with powder and provisions for the Russian army, were also captured, together with a large armed ship. The latter was burnt, but the other vessels were brought safe out.

This truly gallant exploit was not accomplished without a serious loss. Lieutenant Hawkey, the commanding officer of the detachment, having taken one gun-boat, was killed by a grape-shot while in the act of boarding the second; and the last words of this gallant young man were: "Huzza! push on, England forever!" The whole of the loss on the British side amounted to two lieutenants, one midshipman, one second master, eight seamen, and five marines killed, and one boatswain, 25 seamen, and 11 marines wounded. Among the loss acknowledged to have been sustained by the Russians were 63 killed. A great many of the Russian seamen escaped on shore, and several perished in the attempt; and, of the 127 prisoners taken, 51 were wounded.



Landsman Thomas Wilson, who served in the boats of the *Volontaire* in two successful actions in November 1809 and May 1813

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, 1 Nov Boat Service 1809 [110], 2 May Boat Service 1813 [48] (Thos. Wilson.) together with original Admiralty transmission letter, dated 13 Decr. 1849, and accompanying envelope with Admiralty wax seal addressed to 'Thomas Wilson, 17 Ship Alley, St Georges in the East', *minor edge bruising and contact marks, otherwise very fine* £4000-5000



Provenance: Glendining's, March 1992.

1 Nov Boat Service 1809 [110 issued] - including 3 officers and 9 men from the *Volontaire*.

2 May Boat Service 1813 [48 issued] - including 4 officers and 9 men of the *Volontaire*, seven of whom had both clasps.

Thomas Wilson was born in London and served in *Volontaire* in both of these boat actions, as a Boy 2nd Class in November 1809, and as a Landsman in May 1813. The Muster-Table for the period 1 May to 30 June, 1813, states his age to have been 19 years as of February 1812. Whilst the provenance of this medal is underpinned by the presence of the original Admiralty transmission letter, it should be noted that the Admiralty Claimants' list shows six other men with these names, only one of which has been recorded and is now in the National Maritime Museum.

As a Boy Thomas Wilson took part in the boat action on 1 November 1809, when a convoy was attacked in the bay of Rosas, anchored under the protection of the castle and several strong batteries. The boats from Captain Benjamin Hallowell's squadron consisting of H.M. Ships *Apollo*, *Cumberland*, *Philomel*, *Scout*, *Tigre*, *Topaze*, *Tuscan* and *Volontaire*, under the orders of Lieutenant John Tailour of the *Tigre*, captured or destroyed a French convoy consisting of five warships and seven merchant vessels in Rosas Bay, off the north-east coast of Spain. Though the enemy outnumbered the British two to one, by daylight on 1 November, every French vessel was burnt or brought out, and the supplies for the French army in Spain taken or destroyed.

Having reached the age of 16, Thomas Wilson was rated as a Landsman and, in May 1813 once again found himself in the boats of the *Volontaire*. On this occasion, 2nd May, finding that some new batteries had been erected in the vicinity of Morgion, between Marseilles and Toulon, Captain Mowbray detached one hundred marines of his own ship, *Repulse*, with the marines of *Volontaire* and *Undaunted* under the orders of Captain M. Ennis, to attack and destroy them. At the same time, the boats of the squadron, under first Lieutenant J. Shaw, of the *Volontaire*, covered by the launches with caronnades, and the *Redwing*, were sent in to bring out some vessels that were in the harbour. The marines landed, drove a body of French troops to the heights in rear of the harbour, and kept them in check, until six laden vessels had been brought out, and the batteries were blown up and destroyed.



Lieutenant John Wardle, R.N., whose four-clasp medal represents a fine record of naval activity in the West Indies

NAVAL GENERAL SERVICE 1793-1840, 4 clasps, Martinique [480], Pompee 17 June 1809 [21], 13 Dec Boat Service 1809 [8], Guadeloupe [475] (John Wardle, Actg. Lieut. R.N.) *small abrasion behind truncation of bust, otherwise extremely fine*
£10000-12000

Provenance: 'Jubilee' Collection, Glendining's, May 1992.

Martinique [480 issued] - including 11 officers and 37 men of the *Pompée*.

Pompee 17 June 1809 [21 issued] - the Douglas-Morris roll identifies a further 26 recipients who are 'verified aboard but not on roll'. Numismatic evidence has clearly shown that many, but not all, of these did receive this clasp. Each must be treated on its own merit.

13 Dec Boat Service 1809 [8 issued] - Jervis Cooke, 2nd Lieutenant R.M.; William Hole, Midshipman (Known); John D. Mercer, Lieutenant R.N. (National Maritime Museum); Daniel Murrey, Boatswain (Known); Thomas Pinto, Commander R.N. (Known); John Ross, A.B.; John G. Ruel, 1st Lieutenant R.M. (Royal Marines Museum). To this number must be added Benjamin Bull, A.B. (Royal Naval Museum), and the present example.

Guadeloupe [475 issued] - including 3 officers and 2 men of the *Pultusk*, to which must be added the present example.

All rolls confirm the recipient's entitlement to the Martinique and Guadeloupe clasps, with the Douglas-Morris roll also confirming the Pompee award as 'verified aboard but not on roll'. Whilst there is no confirmation of the Boat Service clasp in the Admiralty Claimants' list or other rolls, the muster books for H.M.S. *Pultusk* (ADM 37/3126) clearly verify Wardle's presence in her on 13 December 1809, the date of the action in question. Wardle's entry in O'Byrne's *Naval Biographical Dictionary* offers additional confirmation of his last-minute transfer to *Pultusk* in time for the Boat Service operation and therefore, by implication, the subsequent award of this four-clasp medal. Sold with research including muster details and relevant copied entries from ADM 171/8.

John Wardle entered the Navy as an Able Seaman aboard the *Galykheid*, employed first off the Texel under the Flag of Rear-Admiral Edward Thornborough, and then in the *Humber*, as a guard ship. In March 1805, he joined the *Agincourt*, and in March 1808, after having served in the Channel and the North Sea, and brought home a convoy from St Helena, he joined *Pompée* as Master's Mate, a rating he had attained in December 1806. In her he served off Rochefort, and then sailed for the West Indies, where, having been present at the capture of Martinique in February 1809, he took part in the celebrated capture of the French ship-of-the-line *D'Hautpoul* on 17 April (See Lot 39 for further details of this capture). On 7 December that year Wardle was nominated Acting-Lieutenant of the sloop *Pultusk* by Admiral Sir Alexander Cochrane who, having hoisted his flag in *Pompée*, then ordered the boat service operation on 13 December to capture the French corvette *Nisus* lying in Hayes Harbour, Guadeloupe. He afterwards assisted at the capture of Guadeloupe in February 1810, and was superseded in the following April. He received his official promotion to Lieutenant on 10 September 1810 and subsequently served in the *Royalist* and *Dreadnought*, on the Home and Mediterranean stations. On 4 May 1812 he joined the *Union* 98 and took part in Sir Edward Pellew's partial engagements with the French Toulon fleet on 5 November 1813 and 13 February 1814. Placed on half-pay in July 1814, he saw no further service afloat.



Lieutenant-Colonel Ambrose A. R. Wolrige, Royal Marine Artillery, a specialist 'in everything to do with rockets,' he commanded the R.M.A. detachment aboard the *Thunder* bomb in the Baltic, at Basque Roads, and at the capture of the French privateer *Neptune*, was afterwards wounded in Holland and distinguished himself at the battle of Algiers

NAVAL GENERAL SERVICE 1793-1840, 4 clasps, Basque Roads 1809 [518], 23 Nov Boat Service 1810 [40], Thunder 9 Octr 1813 [7], Algiers [1328] (A. A. R. Wolrige, Lieut. R.M.A.) *minor edge bruising and contact marks, very fine*

£12000-14000

Provenance: Glendining's, March 1998. The group of medals to his son, Colonel Ambrose Wolrige, R.M., were sold in these rooms in April 2006.

Basque Roads 1809 [518 issued] - including 2 officers and 6 men of the *Thunder* bomb.

23 Nov Boat Service 1810 [40 issued] - including 2 officers of the *Thunder* bomb.

Thunder 9 Octr 1813 [7 issued] - Charles E. Cotterell, Purser (Royal Naval Museum); David Finn, Quartermaster (Honeyman Collection, Huntington Library, U.S.A.); Thomas H. Mackenzie, Lieutenant R.N. (National Maritime Museum); Watkin O. Pell, Commander; Thomas Thompson, Quartermaster's Mate; James Webb, Gunner's Mate; William S. Whittmee, Midshipman. Colonel Hailes' roll also lists Ambrose A. R. Wolrige, Lieutenant R.M.A. with a note 'Also present and lived to receive the clasp'.

Algiers [1328 issued] - including R.M.A. detachment of 3 officers, 4 N.C.O.'s and 20 Gunners, 'selected as being acquainted with the rocket practice', on board the *Queen Charlotte*.

Although Wolrige only appears on the Admiralty Claimants' list for the Algiers clasp, it is clear that he was both entitled to and successfully claimed the other three clasps. His medal is the only known example named to 'R.M.A.' and he is, furthermore, noted as actually having received all four clasps in Colonel Hailes' roll produced just before World War I, and in Newnham's roll produced in the 1930s. Hart's *Army List* from 1860 onwards and also Lean's *Navy List* from 1879, both give his services thus: '*Lieutenant-Colonel Ambrose A. R. Wolrige served in the year 1809 with Lord Cochrane in the Basque Roads; and in the same year was engaged in action with gun-boats in the Baltic. From 1810 to 1812 defence of Cadiz and Tarifa. Severely wounded at South Beveland in 1814, and received a reward from the Patriotic Fund. Present at the battle of Algiers in 1816. Has received the War Medal with four Clasps.*'

Ambrose Andrew Rhodes Wolrige was born in 1787, and entered the Royal Marines as a Second Lieutenant on 4 July 1803. Upon the formation of the Royal Marine Artillery in August 1804, with one company raised for each division, he was one of the original nine officers of the Plymouth Division to join, for service in the bomb-ketches and other like vessels. He was promoted to First Lieutenant on 15 August 1805, and served aboard the bomb-vessels *Volcano* and *Devastation* in the Downs during 1806 and 1807, and for his services in the latter year in action with French gun-boats on several occasions off the coast of Texel and Boulogne, was commended by Commodore Owen. During the operations in the Baltic in the summer and autumn of 1808, Wolrige commanded the R.M.A. detachment on board the *Thunder* bomb and was specially thanked by Admiral Saumarez for his services at Port Baltic on 9 September, when the R.M.A. detachment in the *Thunder* blew up the magazine of one of the forts, and also on three other occasions in 1808.

At Basque Roads in 1809, First-Lieutenant C. F. Burton, R.M.A. (see Lot 20), was in executive command of all the R.M.A. rocket parties, together with First Lieutenants Wolrige and John Lawrence. On 23 November 1810, the officers in charge of the R.M.A. detachments in the *Devastation*, *Thunder* and *Etna* bombs, which were part of the main attacking force on the French flotilla in St Mary's Harbour during the siege of Cadiz, were First-Lieutenants Campbell, Wolrige, and Stephens. Together with a number of English and Spanish mortar and gun-boats, under the command of Captain Hall, they threw some hundred shells among the French flotilla with considerable effect. Being exposed to the fire of Fort Catalina, Lieutenants Worth and Buckland, of the Royal Marine Artillery, and a midshipman were killed, and four English and four Spanish seamen wounded in this service. Wolrige and his fellow R.M.A. officers in the bombs were all afterwards publicly thanked for their services by Rear-Admiral Keats.

Thunder captures a large French privateer, the *Neptune*

On 9 October 1813, when the *Thunder* was on passage home from Alicante, it was taken for a small merchantman by the French privateer *Neptune*. The *Thunder*, Captain W. O. Pell, R.N., lured the *Neptune* on. When she finally closed in on the *Thunder*, with her deck crowded with boarders, and hailed the supposed merchantmen to strike her flag and surrender, Pell at once put his helm down and gave the enemy a broadside, with Lieutenant Wolrige and his R.M.A. detachment doing their part with a discharge from the mortars. The crowd on the *Neptune's* deck was struck down *en masse* and, with her helmsman shot, the privateer dropped helplessly alongside the *Thunder*. She was lashed fast and, as Captain Pell described in his report on the action, 'carried in the most gallant style by boarding.' Lieutenant Wolrige and his men disembarked at Woolwich and returned to headquarters at Chatham on November 4th.

The history of *The Royal Marine Artillery*, by Fraser and Carr-Laughton, records that, 'On the issue of the Naval General Service Medal in 1848, Wolrige received a clasp for the action with the *Neptune*, in addition to his clasps for the Basque Roads 1809, and Algiers 1816. He was, it would seem, the only survivor of the *Thunder's* R.M.A. detachment at that date.'

Gallantry of Lieutenant Wolrige in Holland in January 1814

In January 1814 an attack was made by a French garrison, which was being blockaded at Fort Bathz in South Beveland, in an attempt to break out of that blockade. The attack came as a surprise to the blockading forces and it was Lieutenant Wolrige with a party of R.M.A. gunners and one 6-pounder which saved the situation. Wolrige was wounded by a bullet in the ankle early in the action, but with exemplary pluck he carried on and fought his gun all the same. "By causing himself," one account states, "to be placed on the gun limber each time the party fell back, and taken down when the piece was discharged, being lifted to the ground at every halt, his gallant exertions kept the enemy in check until a reinforcement arrived up, and then by his able co-operation the enemy were finally compelled to retreat." Captain Owen, commanding the blockading force, in a letter to Lieutenant Wolrige afterwards, said this:- "Your case was singular, your conduct highly meritorious, and your exertions on the occasion did certainly save the party in advance, besides your own party of Marine Artillery from heavy loss, if not from capture." For his wounds Lieutenant Wolrige was granted a pension of £70 for life, and also received a grant of £50 from the Patriotic Fund at Lloyd's.

The bombardment of Algiers

At Algiers the R.M.A. officers on the *Queen Charlotte*, Lord Exmouth's flagship, were Captain C. F. Burton, who had general superintendence of all the R.M.A. in the fleet, and Lieutenants Stephens and Wolrige, who were both 'specialists in everything to do with rockets'. Lieutenant Wolrige had been on leave but for the second time in his career gave it up, volunteering to join the expedition.

During the attack on Algiers on 27 August 1816, Lieutenant Wolrige suggested to Lord Exmouth that a boat be sent to set fire to an Algerine frigate which was lying moored about 100 yards from the *Queen Charlotte*. He volunteered for the attempt and Exmouth at once agreed. Wolrige procured some incendiary materials from the magazine and, taking some of his R.M.A. party, got ready to push off in the flagship's barge. It was only as he prepared to do so that two other officers, Lieutenant Richards and Major Gosset, R.E., were directed to accompany him. Having reached the frigate and boarded it with difficulty, the combustibles were quickly lodged and set alight, and in ten minutes the frigate was ablaze from stem to stern and the boat party were back on board the *Queen Charlotte*.

However, the companionship of Richards and Gosset turned out to be most unfortunate for Wolrige since, for some unaccountable reason, Exmouth, in his official despatch, specially mentioned Richards and Gosset, who were both subsequently promoted, but entirely ignored Wolrige, the originator of the affair. Wolrige, it is stated, felt so deeply offended that he was only prevented from publicly remonstrating by the urgent advice of his friends. In a later year, when Lord Exmouth was Commander-in-Chief at Plymouth and Wolrige was stationed there, he declined to attend the Algiers Anniversary Dinner, as a way of showing his resentment at the unfair treatment he had received.

Lieutenant Wolrige was promoted to Captain in July 1826, retired on half-pay in June 1832 and was appointed Barrack-Master at Chatham. He was appointed Major in May 1861, and Lieutenant-Colonel in May 1868. The gallant Colonel died at Gibraltar Terrace, Chatham, on 11 July 1881, aged 94.



Commander William R. B. Sellon, R.N., who was First-Lieutenant of the *Castor* at the capture of the French 74-gun ship-of-the-line *D'Hautpoult* in April 1809, and later distinguished himself when commanding a gallant boat action that elicited the high praise of Sir Edward Pellew

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, *Castor* 17 June 1809 [6] (W. R. B. Sellon, Lieut. R.N.) engraved correction to second initial, probably official, *some minor edge bruising and nicks, otherwise nearly extremely fine* £10000-12000

Provenance: Glendining's, November 1956; Spink N.C., February 1957; The Armoury, December 1987.

Castor 17 June 1809 [6 issued] - [real date of action 17 April] William Andrews, Boy 2 Class (National Maritime Museum; another medal in the Patiala Collection, Sheesh Mahal Museum, India); James T. T. Dixon, Midshipman (Known); John Forbes, Surgeon (Honeyman Collection, Huntington Library, U.S.A.); Joseph McCarogher, Surgeon (Known); John Ross, Pte. R.M. (Honeyman Collection, Huntington Library, U.S.A.); W. R. B. Sellon, Lieutenant, R.N. (Initials 'W. B. B.' in Admiralty Claimants' list with second 'B' clearly corrected to an 'R' which suggests that the correction to the medal was official).

William Richard Baker Sellon (formerly Smith) was the son of Thomas Smith, Esq., of the Chapter House of the Cathedral Church of St Paul, London, Receiver-General to the Dean and Chapter, by Sarah, daughter of the Rev William Sellon. He assumed, in January 1847, the surname and arms of Sellon on inheriting the property of his maternal aunt, Sophia Sellon.

This officer entered the Navy in March 1801, as a First Class Volunteer on board the *Centaur* 74, commanded by his relative Captain Bendall Robert Littlehales, at first in the Channel and next in the West Indies. He assisted, as Midshipman, at the reduction of St Lucia, where he served in the boats at the landing of the troops under a fire from the enemy's batteries; and returned to England in 1803 in the *Morne Fortunée*, with Captain Littlehales, who carried despatches announcing the conquest. On 11 July 1805, having been employed nearly two years in the Downs and North Sea in the *Orestes* 14, Captain Thomas Brown, and had been in action with the Boulogne flotilla, he was wrecked, under a heavy fire from the enemy, on the Splinter Sand, in Dunkerque Road.

He then joined the *Virginie* 38, on the Irish station; and on 22 December 1807, having for six months there acted as Lieutenant in the *Helena* 18, he was confirmed in that rank. His next appointments were, 25 February 1808, to the *Alexandria* 32, in the North Sea, and on 28 December following, to the *Castor* 32, Captain William Roberts. In the *Castor*, of which frigate he became First-Lieutenant, he contributed to the capture in April 1809 of the French 74-gun ship *D'Hautpoult*.

Capture of the French 74 ship-of-the-line *D'Hautpoult*

Early in February 1809, the French dispatched a force under the command of Commodore Amable-Gilles Trude, on a mission to resupply the garrison at Martinique. His force comprised the 74-gun ships of the line *Courageux*, *Polonais*, and *D'Hautpoult*. These ships were escorting the *en-flute* frigates *Felicité* and *Furieuse*. The term *en-flute* meant a warship with some of its armament removed to make room for cargo. Trude's force arrived in the Leeward Islands on 29 March and found that Martinique had already fallen. He anchored his small force off the Iles des Saintes, off Guadeloupe, where they were spotted by patrolling British warships. Admiral Cochrane, on learning of this, ordered that men and heavy guns be landed on the islands to drive the French out to sea, where they could be pursued and brought to action. Operations on the islands commenced on 14 April 1809 and by 8 p.m. that day, fire from the guns landed by the British had the desired effect and Troude ordered his ships to weigh anchor and put to sea. This had been seen by the *Hazard* 18 and reported to the blockading squadron which comprised of the flagship *Neptune* with *York*, *Pompee*, *Polyphemus* and *Recruit*. By 10 p.m., *Pompee* and *Recruit* had caught up with the rear-most French ship, the 74 gun ship-of-the-line *D'Hautpoult*. *Pompee* fired two broadsides into *D'Hautpoult* without effect and the French ship continued on without returning fire. At 8.15 p.m., Commander Napier managed to manoeuvre his vessel under the stern of the *D'Hautpoult* and opened fire. Napier was displaying a level of courage bordering on the insane. The *D'Hautpoult* was after all, almost six times the size of his vessel and was several orders of magnitude more powerful. At 30 minutes past midnight, *Neptune* got close enough to open fire and her broadside killed one and wounded four of *D'Hautpoult*'s men. At 4 a.m., *Recruit* got close enough to fire another broadside into the French ship. *Pompee* opened fire from long range with her bow-chasers and throughout the night, *Recruit* continued to harass the French ship.

At 10.45 a.m., the French ship's commander decided to do something about *Recruit's* fire, so he briefly turned his ship into the wind and fired a full broadside at the relatively small British vessel. This damaged *Recruit's* rigging on the port side, but did no significant damage and caused no casualties. Napier was not intimidated by this and as soon as *d'Haultport* had resumed her course, he continued with his attacks, pulling up to the Frenchman's stern and letting them have two broadsides through the stern. This continued throughout the day, with *Pompee* joining in the running battle while she was able to. By daybreak on the 16 April, *Recruit* had been forced to drop astern of *d'Haultport* as a result of the damage to her rigging. In the meantime, the chase had been joined by *Latona*, an 18-pdr armed 38-gun frigate and the *Castor*, a 12-pdr armed 32-gun frigate. *Castor* took *Recruit's* place off *D'Haultpoult's* stern and continued to harass the larger French ship until *Pompee* closed the range sufficiently to bring her to action properly. The harassing from *Recruit* and then *Castor* had slowed the French ship enough for *Pompee* to come alongside and batter her into surrender.

On 12 June 1809, Sellon joined the *Intrepid* 64, and on 23 October, the *Horatio* 38, Captain George Scott, in which vessel he was present on 21 February 1810, at the surrender, after a long chase and a running fight of one hour, of *La Nécessité*, pierced for 40 guns but not mounting more than 28, with a complement on board of 186 men, laden with naval stores and provisions, from Brest bound for the Isle of France. While attached to the *Swiftsure* he distinguished himself in numerous boat affairs, and on one occasion in particular, on 26 November 1813, when with four boats containing 58 men, he boarded and carried, off Cape Rouse, in the island of Corsica, *Le Charlemagne* privateer, of 8 guns, pierced for 16, and 93 men, a vessel whose fierce resistance occasioned a loss to the British, out of 58 men, of 5 killed and 15 wounded. Referring to this exploit, Sir Edward Pellew, the Commander-in-Chief, thus expressed himself in a letter to Captain Littlehales: "I am happy to inform you that your friend Mr. Smith [Sellon] has signalled himself in boarding a privateer, in a manner much above the common practise. His Captain and those that were with him gave him the loudest praise. Indeed it was a gallant and great achievement, and, what was far more honourable in him, he interceded for mercy with his companions, who were irritated at their loss and the obstinate resistance they had met with. I shall send my mite of praise with Captain Dickson's to their Lordships, and earnestly hope it will lead to his promotion." This, however, it did not do, nor did Lieutenant Smith receive any other reward for his gallantry than an assurance of their Lordships' approbation and an expression of their sincere concern at the loss experienced on the occasion. He resigned command of the *Swan* on account of family affairs, 27 June 1817, and saw no further service afloat. On 24 July 1844, he accepted the rank of Commander on the Retired List and was still alive in 1858.



Rear-Admiral John Adams, R.N., who, as midshipman, saw much action in the boats of the *Scout*, was twice wounded and received the approbation of Lord Collingwood for throwing a live shell overboard in the action on 14 July 1809, was afterwards decorated for his gallantry in saving lives, and led a long and distinguished career off the coasts of Africa in the suppression of the slave trade

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, 14 July Boat Service 1809 [7], 1 Nov Boat Service 1809 [110] (John Adams, Midshipman.); ROYAL HUMANE SOCIETY, large silver medal (successful) (Soc. Reg. Human. Johi. Adams R.N. Vitas Ob Servitas Dono Dedit. 1829) fitted with large ring for suspension and silver ribbon brooch; together with an interesting slaver's dirk, the fittings of the handle inscribed 'Captns. Knife of Slaver and Pirate GABRIEL taken by H.M.S. ACORN Capt. J. Adams 1841', with unrelated damaged scabbard, *fair condition, the medals generally very fine* (3)

£10000-12000



Provenance: Glendining's, June 1992.

14 July Boat Service 1809 [7 issued] - John Adams, Midshipman (the only known surviving medal with this clasp); Thomas Atkins, A. B.; Robert Blackmore, Carpenter; Philip Brown, A.B.; John Farrant, Lieutenant, R.N.; James Houlder, Pte. R.M.; Thomas Howard, Captain Fore Top.

1 Nov Boat Service 1809 [110 issued] - including 2 officer and 3 men of the *Scout*.

John Adams was born in February 1793, and entered the Navy on 8 June 1806, as a Volunteer on board the *Scout* 18, Captain William Raitt, under whom, during a period of three and a half years, he saw much active service, bore a part in many gun-boat actions, and, among other vessels, assisted in destroying, after a sharp engagement, a notorious privateer, the *Fort of Gibraltar*. He was also present, as Midshipman, and was twice wounded, in a very gallant encounter off Genoa on 14 July 1809, between the boats of the *Scout* and a French squadron, consisting of a brig of 20 guns, one of 18, and seven gun-boats, protected by a heavy fire from several batteries on shore, in face of which the largest of the enemy's vessels was sunk, and the remainder beaten off, with a loss, however, to the British of the Master and 11 men killed, and upwards of 30 wounded. Mr. Adams' daring conduct during the engagement in throwing a live shell overboard, obtained the approbation of Lord Collingwood.

On the night of 31 October 1809, Mr. Adams further served in the boats of the *Scout*, and of a squadron under Lieut. John Tailour, at the capture and destruction, after a fearful struggle and a loss to the assailants of 15 men killed and 55 wounded, of the armed store-ship *Lamproie*, of 16 guns and 116 men, bombards *Victoire* and *Grimdeur*, and armed xebec *Normande*, with a convoy of seven merchantmen, defended by numerous strong batteries, in the Bay of Rosas.

Removing next in succession to the *Volontaire* and *Cambrian* frigates, both commanded by Captain Charles Bullen, he joined in various other cutting-out affairs; witnessed the reduction of the island of Pomegue, near Marseilles; and co-operated in the defence of Tarragona in May and June, 1811. Until the receipt of his first commission, dated 16 February 1815, Mr. Adams afterwards served in the Channel and Mediterranean, on board the *Bulwark* 74, *Christian VII* 80, and *Grasshopper* 18. During this period he was recommended by Sir Richard King, of the *Bulwark*, for cutting out a French man-of-war schooner, on the coast of France; by Captain Ball, of the *Christian VII*, and Captain Battersby, of the *Grasshopper*, for saving the life of a man at sea when in each of those vessels.

His subsequent appointments were, 31 May 1815, to the *Ajax* 74; 17 April 1819, to the *Hind* 20; and 24 Sept. 1822, to the *Windsor Castle* 74, Captain Charles Dashwood, of the tender belonging to which ship he was for some time entrusted with the command; 12 January 1824, as First Lieutenant, to the *Grasshopper* 18; 3 November 1824, to the command, on the Newfoundland station, of the *Pelter* gun-brig; 1 March, 1826, to the *Ramillies* 74, Captain Hugh Pigot, by whom he was also invested with the charge of a tender; 20 October 1826, and 17 September 1828, as Senior, to the *Harrier* and *Childers* sloops, both commanded by Captain William Morier, for his exertions in saving the latter of which, when nearly wrecked in a violent gale off Yarmouth, he received the approbation of the Admiralty, and received the Silver Medal of the Royal Humane Society; 4 May 1829, in a similar capacity, to the *Atholl* 28, Captain Alexander Gordon, on the coast of Africa, in which ship he received the approbation of Captain Gordon for capturing a slaver in the boats after a desperate resistance, also an English vessel found rendering assistance to slavers, and a pirate schooner in the river Pongas; 6 January 1830, to the command of the *Plumper* 12, on the same station, where, in a small gig with only five men, he gallantly effected the capture, 7 November following, of the *Maria*, of 6 guns and 44 men, having on board 512 slaves, and was otherwise very successful; 23 July 1831, as First, to the *Alfred* 50, Captain Robert Maunsell, in the Mediterranean; and, 17 November 1834, to the command of the *Waterwitch* 10, in which vessel he served under the orders of Lord John Hay on the north coast of Spain, and was again successful in his anti-slavery exertions on the African station.

Attaining the rank of Commander, 10 January 1837, Capt. Adams was next, on 19 January 1839, appointed to the *Acorn* 16, destined for the same service as was latterly the *Waterwitch*. Returning, therefore, to the coast of Africa, he renewed his operations against the slave traffic, and during a prolonged servitude of four years and eight months, during part of which period he had charge of the station and squadron at Mozambique, cruised with wonderful activity and good fortune. Among the prodigious number of prizes made by the *Acorn* we may instance the capture, 6 July 1841, after a running fight, of the *Gabriel*, a piratical slave brig, notorious for its injury to commerce and the frequency of its insults to the British flag. He also received the approbation of Lord Palmerston, for his services while stationed in the Mozambique Channel. On his return to England in the *Acorn*, Captain Adams' long, arduous, and highly useful services were at length rewarded with a Post-commission, dated 18 December 1843. Up to this period he had captured and destroyed, in the different vessels he had commanded, as many as 36 slavers. It is also worthy of remark that he had always been fortunate in preserving the health of his crews; although, while he was in the *Plumper*, a fever broke out off Sierra Leone that was so virulent that it carried off every officer and man on board.

He was then placed on half-pay and subsequently held the civil appointment of Slave Commissioner at Loango. On 4 January 1850, he obtained command of the *Gladiator* steamer, of 430 h.p. and 6 guns, and returned to the African station, where he assumed charge of the Northern and Bights divisions of the coast. While thus occupied he went off in on one occasion in his tender, the *Jackal*, and burnt a town in the Benin river, after a sharp affray with the natives, who had plundered the English factory. Repairing afterwards to the Cape of Good Hope to recruit the health of his ship's company, he was there ordered to take on board Major-General Sir Harry Smith, late Governor of the colony, and *suite*, with whom he sailed for England.

In April 1854, Captain Adams' valuable services were again called upon, and he was appointed to the *Scourge* steamer, of 420 h.p. and 6 guns, with the rank of Commodore, on the western coast of Africa. Returning there, he resumed his wonted energy and with like success his exertions for the suppression of the trade in slaves. He arrived at Accra and Christenbourg, on the Gold Coast, in time to save that colony from falling into the hands of the natives, who were on the eve of storming the English fort, when he knocked down their town and drove them, several thousands in number, from under the fort-walls. He afterwards landed with the crews of five ships, and joining the troops, offered battle to the enemy, who fled. Two other towns belonging to the enemy were burnt, and at the end of two months a peace established which has endured ever since. The *Scourge* returned to England in November 1857, and was paid off.

Captain Adams was awarded the Good Service Pension on 22 August 1857. In addition to a medal with two clasps for the affairs in the port of Carri and in the Bay of Rosas, he has received the medals of the Royal Humane Society for his heroic conduct in saving the lives, at different times, of as many as four officers and seven men. Having lost his first wife in September 1843, he married, secondly, in 1846, Elizabeth Hurst, daughter of Henry Ellis, Esq., of the city of Dublin. Captain Adams was promoted to Rear-Admiral on 6 February 1863, and placed on the Retired List on 1 April 1866. Rear-Admiral John Adams died at Weston-super-Mare, Somerset, on 17 December 1866.



Captain Thomas Moore, R.N., whose distinguished services with the marines of the *Amphion* over a period of 8 years gained him three mentions in despatches and the Brevet of Captain; he was senior officer of marines in the action off Lissa, was twice very severely wounded and twice rewarded from the Patriotic Fund

NAVAL GENERAL SERVICE 1793-1840, 3 clasps, 28 Aug Boat Service 1809 [15], 28 June Boat Service 1810 [25], Lissa [124], fitted with a fourth unofficial clasp inscribed 'Umago' (Thomas Moore, 1st Lieut. R.M.) fitted with silver ribbon brooch (pin lacking), *extremely fine* £10000-12000

Provenance: Sotheby, November 1979 and June 1990.

28 Aug Boat Service 1809 [15 issued] - [real date of action 27 August] 5 known, Lieutenant Moore being the only R.M. officer to receive this clasp; David Buchanan, Yeoman of the Sheets; C. G. R. Phillott, Lieutenant R.N. (Royal Naval Museum); Charles H. Ross, Midshipman (Patiala Collection, Sheesh Mahal Museum, India); William Slaughter, Lieutenant R.N. (National Maritime Museum).

28 June Boat Service 1810 [25 issued] - 13 known, including examples in the National Maritime Museum; Royal Naval Museum (2); and the Patiala Collection (Sheesh Mahal Museum, India).

Lissa [124 issued] - including 3 Royal Marine officers: William S. Knapman, 1st Lieutenant, *Volage*; John Mears, 2nd Lieutenant, *Active*; and Thomas Moore, 1st Lieutenant, *Amphion*.

Umago - this unofficial, privately added clasp, commemorates Captain Moore's part in the destruction, at the town of that name, of a 2-gun battery and the capture of 4 vessels, loaded with wine, that had been scuttled, 8 June 1813.

Thomas Moore joined the Royal Marines as a Second Lieutenant on 14 January 1801; First Lieutenant, 15 August 1805; Captain, 21 November 1810; Barrack-Master, Portsmouth Division, Royal Marines, 16 August 1827, which position he held for upwards of 30 years. Captain Moore's distinguished and gallant services are thus concisely stated in Major Hart's *Army List* for the year 1857:

'Captain Moore served in H.M.S. *Amphion* from May 1803 to July 1811; was in the action with and capture of four Spanish frigates off Cape St. Mary's; action with flotilla of gun-boats in Gibraltar Bay; cutting out a schooner in Corsica; a sever action with a French frigate, and driven on shore under the batteries in the Bay of Rosas in 1808. Served at the taking of Pessara, and capture of large convoys. Commanded the marines at the taking of Cortelazza in 1809, and taking 6 gun-boats. Commanded the marines of the squadron at the taking of Grao and large convoys laden with military stores, after a most sanguinary action with a garrison of French troops at the point of the bayonet, when the whole of the garrison were killed, wounded, or taken prisoners, - for this action and previous services he was made Brevet Captain. Present also at the capture of several other towns on the coast of the Adriatic, and destruction of convoys. He was senior officer of marines in the action off Lissa, 13th March 1811. Was twice very severely wounded, and twice rewarded from the Patriotic Fund. He has been in upwards of 30 successful contests with the enemy, and frequently officially mentioned for gallantry. Has received the War Medal with three clasps.'

Mentioned in despatches *London Gazette* 1809, pp 479-481 (taking of Cortelazza, 27 August 1809).

Mentioned in despatches *London Gazette* 1810 p 319 (taking of Grao, 28 June 1810: 'It is hard to particularise where all distinguish themselves, but the conduct of Lieutenant Moore, who commanded the Marines... is spoken of in such high terms by all, that I feel it a duty to mention him, and I do it in that confidence of his worth which his exemplary behaviour, during Five Years' Service together, has long insured him.')

Mentioned in despatches *London Gazette* 1811 pp 159, 162 (action off Lissa: 'Captain Moore of the Royal Marines, of this ship, received a wound, but returned to his quarters immediately it was dressed.')



Commander Joseph R. R. Webb, R.N., who was a Lieutenant in the *Cherokee* at the capture of the French privateer *Amiable Nelly* off Dieppe Harbour in January 1810

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, Cherokee 10 Jan 1810 [4] (J. R. R. Webb, Lieut. R.N.) *minor edge bruising and contact marks, otherwise good very fine* *£12000-14000*

Provenance: Spink, July 2000 (Ron Byatt Collection).

Cherokee 10 Jan 1810 [4 issued] - George Arguile, Ord.; Henry Barber, Supernumerary Pilot (National Maritime Museum); Henry Pitcher, Supernumerary Pilot; Joseph R. R. Webb, Lieutenant R.N.

Joseph Richard Raggett Webb was born at Penzance, Cornwall, on 14 September 1788. He entered the Navy as First Class Volunteer aboard the *Galykheid* during the course of 1798, and went on to serve in the North Sea in her, and two other ships, prior to transferring in August 1803, as a Midshipman, to the *Romney*. In this latter vessel, having served in waters off Africa and in the West Indies, he was wrecked in the Texel in November 1804. Sufficiently recovered from this latter ordeal, Webb next served in the Flagships *Namur* and *Leopard*, and in March 1806, as a Lieutenant, he removed to the *Anson*, then fitting out for Bermuda. A few months later, he received his own Command, the *Laura*, bringing her home from the latter place.

In June 1808, Webb removed to the 10-gun *Cherokee*, a small brig with a complement of 70 men, under the command of Commander Richard Arthur and, in early January 1810, assisted in her at the capture of the French privateer *Aimable Nelly* off Dieppe Harbour. Having discovered seven lugger privateers lying close together at anchor, under the batteries within two hundred yards of the pier head, Commander Arthur resolved to attack them, and standing in with a favourable wind, ran between two of the luggers, and laid one of them on board. The crew of the lugger attempted to board the *Cherokee* but were repulsed, and the lugger was boarded and taken by the British. The other luggers kept up a heavy fire of musketry, but the *Cherokee* got away with her prize, the *Aimable Nelly*, a new lugger of sixteen guns and a crew of 60 men, of whom two were killed and eight wounded. The *Cherokee* did not lose a man, but her lieutenant [Webb?] and boatswain were wounded. For this dashing exploit, Commander Arthur was promoted to post rank.

For the remainder of the War with France, Webb served in the *Franchise* on the Mediterranean and Newfoundland Stations. He was advanced to Commander on 1 May 1828, and was lastly, from February 1839 until March 1842, employed in the *Ocean 80*, guardship at Sheerness.



Corporal William Morgan, R.M., who served in the *Phoebe* at Schomberg's action off the coast of Madagascar in May 1811, and at the capture, in company with the *Cherub*, of the United States 32-gun frigate *Essex*, off Valparaiso harbour, Chile, in March 1814, the only N.G.S. clasps issued for an action in the Pacific Ocean proper

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Off Tamatave 20 May 1811 [78], *Phoebe* 28 March 1814 [31] (William Morgan.) *nearly extremely fine* £4000-5000

Provenance: Cheylesmore Collection 1930 (No. 125 in the catalogue of his collection, 1880); J. B. Hayward & Son 1973; Dix Noonan Webb, March 2014.

Off Tamatave 20 May 1811 [78 issued] - including 5 officers and 18 men of the *Phoebe*.

Phoebe 28 March 1814 [31 issued] - 12 known, including examples in The National Maritime Museum, and the Royal Naval Museum (2).

William Morgan is confirmed on the rolls as a Private Royal Marines aboard the *Phoebe* at the first action, and as a Corporal Royal Marines aboard the same ship at the second action. Moreover, Morgan is also shown on the roll for the M.G.S. medal with the clasp for Java, being one of the party of marines from *Phoebe* who were actually landed on the island. Three other men of this name are shown on the rolls of the N.G.S. medal, one for Java, and two for Algiers.

William Morgan was born at Mortley, Worcestershire, and enlisted into the 38th Company Royal Marines (Portsmouth Division) at Kidderminster, on 20 February 1806, aged 24 and a Weaver by trade. His entire service was aboard the frigate *Phoebe*, from March 1806 until he was discharged on 27 December 1814, being 'unserviceable' due to 'wounded thighs'. Sold with research including *London Gazette* entries and copied muster lists and medal rolls.

Phoebe and *Cherub* capture the United States frigate *Essex*

From early February 1814, the United States 32-gun frigate *Essex* and her tender *Essex Junior* were blockaded in Valparaiso harbour by the 30-gun *Phoebe*, Captain James Hillyar, and the 18-gun *Cherub*, Captain Thomas Tudor Tucker. On 28 March, the *Essex* was driven out to sea in a heavy squall which carried away her maintop-mast. The *Essex* was compelled to engage the British ships and after a twenty-minute action, the American tried to run ashore. At 6.20 p.m. the *Essex*, seeing the *Phoebe* about to come alongside, struck her colours. *Essex Junior*, although she was not party to the action, was also captured. Lieutenant Pearson of the *Phoebe* sailed the *Essex* to England and was promoted to Commander.



Able Seaman Henry Banister, H.M.S. *Illustrious*, who served on shore attached to the Army at the capture of Java

MILITARY GENERAL SERVICE 1793-1814, 1 clasp, Java [10 RN] (Henry Banister.) *nearly extremely fine* £6000-8000

Provenance: Needes Collection 1911; Dix Noonan Webb, March 2000.

Java [10 issued to the Royal Navy] - Henry Banister, A.B., *Illustrious*; Thomas Birtles, L.M., *Scipion* (Known); John E. Cabburn, Master's Mate, *Cornelia* (Known); Lawrence Dennehy, Master's Mate, *Illustrious*; Robert W. G. Festing, Acting Captain, *Illustrious*; Charles Harris, Ord., *Illustrious*; Edward Lloyd, Lieutenant R.N., Staff of General Auchmuty; John Norris, Coxswain, *Leda*; Jeremiah Reynolds, Ord., *Minden*; William C. Simmons, Midshipman, *Illustrious*.

The roll confirms Henry Banister, Able Seaman, H.M.S. *Illustrious*. One of only 20 M.G.S. Medals to the Royal Navy, 10 of which had the clasp for Java, the recipients having assisted in the landings and served on shore attached to the Army.

Henry Bannister served aboard H.M.S. *Illustrious* as Able Seaman from 9 May 1811 until 15 April 1813, when he became a Caulker aboard the same vessel until discharged on 13 February 1814. Sold with copied muster roll and record of service.



Commander John E. Cabburn, R.N., who commanded a party of seamen on shore at the capture of the Isle of France, and took part in the storming of Fort Cornelis at the capture of Java

MILITARY GENERAL SERVICE 1793-1814, 1 clasp, Java [10 RN] (J. E. Cabburn, Master's Mate. R.N.) *light edge bruising and contact marks, otherwise good very fine* £8000-10000

Provenance: Whitaker Collection 1890; Sotheby, March 1980.

Java [10 issued to the Royal Navy] - Henry Banister, A.B., *Illustrious* (Known); Thomas Birtles, L.M., *Scipion* (Known); John E. Cabburn, Master's Mate, *Cornelia*; Lawrence Dennehy, Master's Mate, *Illustrious*; Robert W. G. Festing, Acting Captain, *Illustrious*; Charles Harris, Ord., *Illustrious*; Edward Lloyd, Lieutenant R.N., Staff of General Auchmuty; John Norris, Coxswain, *Leda*; Jeremiah Reynolds, Ord., *Minden*; William C. Simmons, Midshipman, *Illustrious*.

John Everrest Cabburn entered the Navy on 5 September 1801, as First Class Volunteer on board the *Ardent* 64, Captain William Nowell, lying at Sheerness, but was discharged on 12 April 1802. He again embarked, 3 May 1804, as Midshipman, on board the *Utrecht* 64, Captains John Wentworth Loring, Francis Pickmore, and Henry Inman, stationed in the Downs; and, in January 1805, he removed to the *Ramillies* 74, Captains F. Pickmore and Robert Tarker, in the West Indies. After witnessing the surrender of M. Linois' squadron in March 1806, and assisting on shore at the reduction of the Danish islands of St. Thomas and Santa Croix, in December 1807, Mr. Cabburn was transferred in November 1808, to the *Cornelia* 32, Captain Henry Folkes Edgell, on the East India station; as Master's Mate of which ship we find him, in 1810-11, contributing to the capture of the Isle of France, and also of the island of Java. On the former occasion he landed in command of a party of seamen; and at Java he was employed in the batteries and took part in the storming of Fort Cornelis. In the course of 1812 he became attached, in succession, to the *Illustrious* 74, bearing the broad pendant of Commodore William Robert Broughton, and the flag of Rear-Admiral Sir Samuel Hood, *Doris* 36, Captain William Jones Lye, and *Niobe* 40, Captains William Augustus Montagu and Henry Collins Deacon. Under Captain Montagu he served off Cherbourg, escorted a convoy to Quebec, and was employed with the force off Lisbon; and under Captain Deacon, he was at the surrender of Guadeloupe in 1815. Having acted for some time as Lieutenant, Mr. Cabburn was confirmed in that rank by commission dated 13 February 1815. In the following November he was placed on half-pay. His last appointments were, 26 July 1841, to the *Ocean* 80, guardship at Sheerness, and, 23 January 1844, to the post of Admiralty Agent on board the contract steamer *Thames*, in which he made three voyages to the West Indies and Mexico. Lieutenant Cabburn, who was not employed after June 1845, received a medal for the capture of Java. He was appointed to the rank of Commander on the Retired List on 1 October 1860.



Caulker's Mate Peter Pike, who served at the capture of Java in 1811 and at the battle of Navarino in 1827

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Java [684], Navarino [1142] (Peter Pike.) *light edge bruising and contact marks, otherwise good very fine* *£2000-2400*

Provenance: Needes Collection, Glendining's, June 1940.

Java [684 issued] - including 2 officers and 6 men of the *Hecate*.

Navarino [1142 issued] - including 21 officers and 171 men of the *Albion*.

Peter Pike is confirmed on the rolls as Carpenter's Mate aboard the *Hecate* at the capture of Java, and as Caulker's Mate aboard the *Albion* at the battle of Navarino.

Peter Pike was born in Portsmouth and joined the *Hecate* as Carpenter's Crew on 1 October 1809, aged 35 years, and was advanced to Carpenter's Mate on 2 June 1811. He joined the *Albion* on 13 June 1825, as Caulker's Mate, his place of birth being given as Pagham, Sussex, and age as 47 years. Sold with copied muster rolls.



Commander Thomas Cull, R.N., who was Acting-Lieutenant in command of No 16 gun-boat at the defence of Tarifa, in various gallant attacks on enemy privateers, and in the valiant boat attack on the enemy's privateers and batteries in the Mole of Malaga in April 1812; for which varied services he was officially mentioned and promoted to Lieutenant

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Malaga 29 April 1812 [17], St. Sebastian [291] (Thomas Cull, Lieut.) with original ribbon, *good very fine* *£8000-10000*

Provenance: Spink, March 1995 (Ex Captain E. G. Hawkes Collection).

Malaga 29 April 1812 [17 issued] - 9 known, including examples in the National Maritime Museum; Royal Naval Museum; and the Patiala Collection (Sheesh Mahal Museum, India). Thomas Cull does not appear on the Admiralty Claimant's list for this clasp but is shown on the Hailes roll as being present and entitled; the *Navy List* for 1852 further confirms his receipt of a medal with 2 clasps.

St. Sebastian [291 issued] - including 4 officers and 3 men of the *Lyra*.

Thomas Cull was born in 1793, at Poole, co. Dorset. He entered the Navy on 19 September 1803, as First Class Volunteer on board the *Repulse* 74, Captain Hon. Arthur Kaye Legge. In that ship, in which he served for more than seven years on the Home and Mediterranean stations, he was present in Sir Robert Calder's action with the combined fleets of France and Spain on 22 July 1805; at the capture of the *Marengo*, of 80 guns, bearing the flag of Rear-Admiral Linois, and 40-gun frigate *Belle Poule*, 13 March 1806; at the taking also of *Le President* 44, by a squadron under Sir Thomas Louis, 27 September 1806; at the passage of the Dardanelles in February 1807; and in the expedition to the Walcheren in August 1809. About the latter date he accidentally fell from the fore topmast cross-trees on the lee gangway, and had the misfortune to break two of his ribs. Having passed his examination, 13 August 1810, Mr. Cull, in May 1811, when at Gibraltar on his passage home in the *Montagu* 74, Captain John Halliday, volunteered to join the flotilla service on that and the Cadiz stations. In July following he assumed, with the rank of Acting-Lieutenant, the command of No. 16 gun-boat, and, for his varied services, including his conduct at the defence of Tarifa and his gallantry in several vigorous attacks on the enemy's privateers and other armed vessels, on one of which occasions, in an attempt to cut out a privateer at St Lucar, he was wounded, was presented by the Admiralty with a commission dated 21 March 1812.

On the night of 29 April 1812, we find Mr. Cull, with his gun-vessel, warmly assisting Captain Thomas Ussher in a valiant boat attack upon the enemy's privateers and batteries in the Mole of Malaga; an enterprise which, although partially successful, terminated in a loss to the British, out of 149 officers and men, of 15 killed and 53 wounded. He invalided home in the ensuing July, and was next appointed, 29 January 1813, to the *Lyra* 10, Captains Robert Bloye and Dowell O'Reilly. In the course of that and the following year, he actively co-operated with the patriots on the north coast of Spain, where he served at the sieges of Guetaria, Castro, and San Sebastian, and was also employed in the Rivers Adour and Gironde. The *Lyra* was paid off in August 1815, from which period until October 1847, Lieutenant Cull held no appointment. He was then nominated an Agent in the Contract Mail Steam Service; after which he was employed, from 12 June 1849 until his promotion to the rank of Commander, 16 February 1852, in the Ordinary at Devonport, with his name on the books of the *Agincourt* 72, and *St George* 120.

Commander Cull was latterly a Magistrate for the borough of Totness, in Devonshire. He married, first, in 1815, Miss Jemima Colson, of Exeter, by whom he had issue one daughter; and, secondly, in 1820, Miss Mary Ann Spear, of Monkton, co. Dorset. In 1843 he again became a widower. Commander Thomas Cull died at Poole, Dorset, in 1886, in his 94th year.



Captain of the Forecastle Thomas Melvill, who participated in the boats of the *Bacchante* in three hard-fought boat actions which resulted in the capture of thirty-three enemy vessels on the Adriatic coast

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, 1 & 18 Sep Boat Service 1812 [21], 6 Jan Boat Service 1813 [26] (Thomas Melvill.) *contact marks to edge, nearly very fine* £6000-8000

Provenance: Payne Collection 1911; Hamilton Smith Collection, Glendining's, November 1927; Glendining's, July 1975; Spink, March 1995.

1 & 18 Sep Boat Service 1812 [21 issued] - 8 known, including examples in the National Maritime Museum, and the Royal Marines Museum (2).

6 Jan Boat Service 1813 [26 issued] - 9 known, including examples in the National Maritime Museum, and the Royal Marines Museum (2).

Thomas Melvill is confirmed on the rolls as Captain of the Forecastle aboard the *Bacchante* for both clasps. Born in Fifeshire, he joined the *Bacchante* in that rate on 31 October 1811.

On 1 September 1812, a party of 65 officers and men in five boats from *Bacchante*, under the command of First Lieutenant Donat Henchy O'Brien, cut out and captured two French gunboats, the xebec *Tisiphone* and seven vessels of a convoy in Port Lemo, Istria, in the Adriatic. The second date on this clasp does not appear on the official list and some authorities state it to be an official error not relating to the award at all. However, as will be seen from the following extract from *The Royal Navy* by W. Laird Clowes, it was obviously an error in the original Gazette notice that was clearly corrected prior to the issue of the double-dated clasp:

'On September 18th [1812], having chased a convoy in the passage between Vasto and the island of Tremiti, off the coast of Apulia, Captain William Hoste, of the *Bacchante* 38, despatched his six boats, under Lieutenants Donat Henchy O'Brien and Silas Thomson Hood, to follow up the enemy, the wind having failed the frigate. The convoy, of eighteen merchantmen, anchored and hauled aground, having outside of it eight armed vessels, carrying among them eight long guns, six swivels, and 104 men. The attacking party numbered only 72, but it rowed in with such determination, and boarded with such dash, that the enemy fled incontinently, leaving the entire convoy to the victors.' Both of the distinguished actions of 1st and 18th September are reported in the *London Gazette* of 1813, pp 163-4. Lieutenant O'Brien was promoted to Commander, 22 January 1813, for this and previous actions.

At dawn on 6 January 1813, when H.M. ships *Bacchante* and *Weazle* were lying becalmed to the south-east of Cape Otranto, five French gunboats were observed, three in the south-west making for Otranto and two heading south-east. The *Weazle* was directed to attend to the smaller division and Lieutenant Donat Henchy O'Brien to the larger one in *Bacchante's* barge. At 8.00 am, after a long pull, Lieutenant O'Brien overtook and captured the sternmost gunboat of two guns. This was left in the hands of Midshipman Thomas Hoste, who, after securing the prisoners, worked the bow-gun of the prize against her late friends. Lieutenant O'Brien pushed on and captured the two other gunboats making towards Calabria. The *Weazle*, unable to catch up with the smaller division, sent in two boats under the orders of Lieutenant Thomas Wholey and, together with another boat from the *Bacchante*, under the orders of Master's Mate Edward Webb, boarded and carried the two gunboats successively, each after a determined resistance.



Quarter Gunner John Matthews, who served in the boats of *Bacchante* in an attack by a British and Russian flotilla against Prussian troops inland from the Gulf of Riga in September 1812

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, 29 Sep Boat Service 1812 [25] (John Matthews.) pawnbroker's mark on edge, otherwise very fine £2600-3000

Provenance: Glendining's April 1964, and March 1992.

29 Sep Boat Service 1812 [25 issued] - 8 known, including examples in the National Maritime Museum; Royal Naval Museum; Royal Marines Museum; Honeyman Collection (Huntington Library, U.S.A.); and the Patiala Collection (Sheesh Mahal Museum, India).

John Mathews is confirmed on the rolls as Quarter Gunner on board the *Aboukir*. He was born in London and joined the *Aboukir* as an Able Seaman on 1 June 1811, being advanced to Quarter Gunner from 1 May 1812. Sold with copied muster roll. Five other men with these names appear on the rolls for various clasps.

In September 1812 a flotilla of British and Russian gunboats, with the boats of *Aboukir* and *Ranger*, under Captains Hew Stuart and Jahleel Brenton, with Rear-Admiral Muller of the Russian Navy, proceeded up river from the Gulf of Riga, in the Baltic, to assist in repelling an attack by the Prussians, who were then allied to France. They met with no opposition until the 29th, when within five miles of Mittau, they found three booms placed across the river about half a mile distant from each other. Within pistol shot of the third boom, which was very strong, were three batteries of four guns each. The booms were destroyed, and as the boats came up, the enemy abandoned their works and fled, leaving behind them four twenty-four pounders. The British boats were always in advance, and the flotilla took possession of Mittau [present day Jelgava, central Latvia] the same day, where large magazines of clothing, grain, some arms and ammunition were found, with about four hundred sick and wounded of the enemy. On the evening of the 30th, after destroying the enemy's works and a bridge, the flotilla returned having sustained no casualties.



Midshipman Frederick Devon, a youth of just 14 years of age when he assisted in the boarding and capture of a Danish gun-boat by the gig of the *Brevdrageren*, commanded by his brother, Lieutenant Thomas Devon

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, 21 March Boat Service 1813 [3] (Fredk. Devon, Midshipman.) *edge bruise, otherwise good very fine* £10000-12000

Provenance: Spink, July 2000.

21 March Boat Service 1813 [3 issued] - Thomas Davies, Assistant Surgeon (Known); Frederick Devon, Midshipman; James Whiteman, Pte. R.M. (Patiala Collection, Sheesh Mahal Museum, India).

Frederick Devon was born in Buckinghamshire and joined H.M.S. *Brevdrageren* on 1 May 1812, as a Midshipman, aged 14 years. The *Brevdrageren* was commanded by his elder brother, Lieutenant Thomas Barker Devon, who had been appointed to her on 12 October 1809. A gun-brig of 12 18-pounder carronades and 60 men, she had been captured at Copenhagen in 1807, and was actively employed on the North Sea station for nearly five years under Lieutenant, later Captain Devon.

On 20 March 1813, while the two gun-brigs *Blazer*, Lieutenant Francis Banks, and *Brevdrageren* were lying at anchor off Cuxhaven, Lieutenant Devon volunteered, with a boat from each brig, to go up river in quest of a privateer, of which information had just been received. Accordingly, in the night, taking with him *Brevdrageren's* gig, containing Midshipman Frederick Devon and eight men, and the six-oared cutter of the *Blazer*, containing 11 men commanded by Mr. William Dunbar, her master, Lieutenant Devon proceeded to execute the service he had undertaken.

On the 21st, at daylight, the two boats found themselves off the Danish port of Brunsbittel, about 30 miles up the river and close to two large galliots at anchor. Under the supposition that these were merchant vessels, Lieutenant Devon, followed by the cutter at some distance, advanced to examine them. On the near approach of the gig, the two vessels were found to be gun-boats, the nearest of which instantly hoisted Danish colours, hailed, and opened fire, which, luckily for the people in the gig, passed over their heads. In this critical situation, Lieutenant Devon considered that there was no safety but in resolutely boarding. He accordingly dashed alongside and, in the smoke of a second discharge, which passed as harmlessly as the first, and amidst a degree of confusion among the Danes caused by the explosion of some cartridges Lieutenant Devon, his brother, Midshipman Frederick Devon, a youth of only 12 years of age (*sic*), and eight men, captured, without the slightest casualty, the Danish gun-boat *Jonge-Troutman*, commanded by Lieutenant Lutkin of the Danish navy, and mounting two long 18-pounders and three 12-pounder carronades, with a crew of 26 men, two of whom were wounded. The *Blazer's* cutter, meanwhile, captured the Danish gun-boat *Liebe*, without opposition, being of the same force as the *Jonge-Troutman*, and commanded by Lieutenant Witt, also of the Danish navy. Lieutenant Devon was subsequently promoted to Commander for this gallant action, and the *Brevdrageren* was rated a sloop of war, so that he could continue in command. Of the young midshipman, Frederick Devon, nothing more is known.



Landsman Robert Buck, who took part in the boats of the *Marlborough* in the successful expeditions up the rivers of Chesapeake Bay to destroy American stores and works in April and May 1813

NAVAL GENERAL SERVICE 1793-1840, 1 clasp, Ap & May Boat Service 1813 [57] (Robt. Buck.) *minor edge bruising, otherwise very fine* *£4000-5000*

Provenance: Vernon Henstridge, May 1990.

Ap & May Boat Service 1813 [57 issued] - this clasp occurs with three varieties of engraved date, '29 April', 'Ap & May', and 'April & May'. It is probable that early applicants received the '29 April' clasp before the conflict with another boat service action of that date was realised. Some 21 medals known, including examples in the National Maritime Museum (4), and the Patiala Collection (Sheesh Mahal Museum, India).

Robert Buck is confirmed as a Landsman in the *Marlborough* for this boat service action. He was born in Somerset and joined the *Marlborough* on 1 March 1812, as a Landsman, aged 21. He was advanced to Ordinary Seaman from 1 July 1813, and continued in *Marlborough* until 27 September 1813, after which he is on the books of the 'Naval Establishment, Lakes of Canada, and St Lawrence,' until 27 June 1815. He was then in *Queen Charlotte* until dismissed from the service on 27 September 1815. Sold with copied muster roll and record of service.

In April 1813, Rear-Admiral Sir George Cockburn resolved, with a small squadron of boats, to endeavour to cut off the supplies of the Americans and to destroy their stores and public works, situated on the rivers at the head of Chesapeake Bay. On the evening of 28 April, having with him the brigs *Fantome* and *Mohawk*, with the *Dolphin*, *Racer* and *Highflyer* tenders, he anchored in the entrance of the Elk river, and with the boats of this small squadron, and those of his flagship, the *Marlborough* 74, and of the *Maidstone*, *Dragon* and *Statira* frigates, proceeded up the river to destroy some military stores at French Town. In the boats were one hundred and fifty marines and five artillerymen. The next morning the boats arrived within gunshot of French Town, and were fired on by a six-gun battery. The marines were landed and the American militia abandoned the battery and fled into the nearby woods. The guns of the battery were disabled and a large quantity of stores together with five vessels lying in the river were destroyed, but private property was not molested.

On their way back, the boats were fired on when passing a large village called Havre-de-Grace, which determined the Admiral that he should make that his next place of attack. The marines embarked at midnight on 2 May, and after a pull of six miles arrived at the battery defending the town, which mounted six guns and immediately opened fire on the boats. The marines pushed for the shore and landed, whereupon the Americans deserted their battery and retreated. A nearby canon foundry was then advanced upon and destroyed, with five twenty-four pounders mounted for its protection, and thirty other guns ready for use or in progress of construction. Another division of boats, meanwhile, destroyed five vessels and large stores of flour up the Susquehanna. During these operations private property was respected, unless the owners offered resistance, and all supplies required by the British were paid for at full value.



'To Mr. Etough, the acting master, I am much indebted for the steadiness in which he conn'd the ship into action.'
 Captain P. B. V. Broke's published despatch refers.

The historic medal awarded to Commander Henry G. Etough, who was Acting Master of the *Shannon* and conned the ship into action at the capture the United States frigate *Chesapeake* in June 1813, being officially mentioned and promoted to Lieutenant for his services; he was afterwards wounded in the boat attack on American gun-boats on Lake Borgne in December 1814, before taking part in the operations against New Orleans

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, Shannon Wh Chesapeake [42], 14 Dec Boat Service 1814 [205] (H. G. Etough, Acting Master.) *small edge bruise, otherwise nearly extremely fine* £24000-28000

Provenance: Tombs Collection 1918; Phillips Collection 1925; Christie's, July 1987.

Shannon Wh Chesapeake [42 issued] - including 8 officers: Henry Gladwell Etough, Acting Master (Promoted); Charles L. Falkner, Lieutenant R.N. (Promoted); John Law, 2nd Lieutenant R.M.; Edward Parry, Midshipman R.N. (Known); George Raymond, Midshipman (Patiala Collection, Sheesh Mahal Museum, India); John Samwell, Midshipman (Died of wounds; his mother applied for medal but not known if actually issued); William Smith, Master's Mate (Promoted); Provo W. P. Wallis, Lieutenant R.N. (Promoted; Known).

14 Dec Boat Service 1814 [205 issued] - including 3 officers and 16 men serving in the boats of the *Bedford*.

Henry Gladwell Etough entered the Navy on 12 May 1805, as a First Class Volunteer on board the *Druid* 32, Captain Philip Bowes Vere Broke, with whom, after contributing to the capture of the *Prince Murat* privateer of 18 guns, and *Le Pandour* national brig of similar force, he removed, as Midshipman, in 1806, to the *Shannon*, of 50 guns, throwing a broadside weight of 538 lbs., and 306 men. In December 1807 he witnessed the surrender of the island of Madeira, and he also, at various times, assisted in taking a large number of the enemy's armed and other vessels.

On 1 June 1813, being then Acting-Master of the *Shannon*, Mr. Etough distinguished himself, and was particularly recommended for his conduct, at the memorable capture of the American ship *Chesapeake* of 50 guns, yielding a broadside of 590 lbs., and 376 men, an exploit which was achieved after 15 minutes of intense combat, in which the British sustained a loss of 24 men killed and 59 wounded, and the enemy of 47 killed and 115 wounded. For the 'steadiness in which he conned the ship into action' he was particularly recommended by Captain Broke and in consequence promoted to the rank of Lieutenant, by commission dated 9 July, but he did not leave the *Shannon* until the month of November.

In the course of 1814, he was appointed to the *Chanticleer* 10, Captain Stewart Blacker, and *Clarence* and *Bedford* 74's, Captains Frederick Warren and James Walker. In the boats of the *Bedford*, and those of the British squadron, Lieutenant Etough took part on 14 December 1814, in the capture, on Lake Borgne, of five American gun-boats under Commodore Jones, which did not surrender until the British, after a fierce contest, had suffered a loss of 17 men killed and 77 wounded, Lieutenant Etough being numbered amongst the latter.

Lieutenant Etough's subsequent appointments were, 1 September 1815, to the *Prometheus* 16, Captain William Bateman Dashwood, from which vessel he was obliged to invalid in the following month, and, 8 May 1819, to the *Alert* sloop, Captain Charles Farwell, employed in the Downs. He afterwards commanded various vessels in the Revenue Service, and was promoted to Commander on Reserved Half-pay on 28 July 1851. Commander Etough died in 1854.



Able Seaman George Moffitt, who served aboard the *Seahorse* in the expedition up the Potomac river in August 1814, and in the boats of the same vessel in the attack on American gun-boats on Lake Borgne in December 1814

NAVAL GENERAL SERVICE 1793-1840, 2 clasps, The Potomac 17 Aug 1814 [104], 14 Dec Boat Service 1814 [205] (George Moffitt.) with original ribbon, *good very fine* *£6000-8000*

Provenance: Acquired privately in 1990 and not previously offered at auction.

The Potomac 17 Aug 1814 [104 issued] - including 6 officers and 29 men of the *Seahorse*.

14 Dec Boat Service 1814 [205 issued] - including 4 officers and 19 men of the *Seahorse*.

George Moffitt is confirmed on the rolls as an Able Seaman on board the *Seahorse* frigate for both actions. He was born in Newcastle and was aged 24 when he joined the *Seahorse*.

Expedition up the Potomac river

Of the many expeditions up the bays and rivers of the United States during the war with America, none equalled in brilliancy of execution that up the Potomac to Alexandria. This service was entrusted to Captain James Alexander Gordon, of the 38-gun frigate *Seahorse*, having under his orders the 18-pounder 36-gun frigate *Euryalus*, bomb-ships *Devastation*, *Aetna*, and *Meteor*, rocket-ship *Erebus*, and a small tender, or despatch-boat. On the 17th, at 9.15 a.m., the squadron got under way from the anchorage at the entrance of the Potomac, and, without the aid of pilots, began ascending the intricate channel of the river leading to the capital of the United States. On the 18th the *Seahorse* grounded, and could only get afloat again by shifting her guns to the tenders in company. That done, and the guns returned to their places, the squadron again stood up the river. On the 25th, while passing the flats of Maryland point, a squall struck the squadron, the *Seahorse* had her mizenmast sprung, and the *Euryalus*, just as she had clewed up her sails to be in a state to receive it, had her bowsprit and the head of her foremast badly sprung, and the heads of all three topmasts fairly wrung off. Such, however, was the state of discipline on board the ship, that in 12 hours, the *Euryalus* had refitted herself, and was again under way ascending the river.

On the 27th, in the evening, after each of the ships had been aground not less than 20 times, and each time obliged to haul themselves off by main strength, and after having for five successive days, with the exception of a few hours, been employed in warping a distance of not more than 50 miles, the squadron arrived abreast of Fort Washington. The bomb-ships immediately began throwing their shells into the fort, preparatory to an attack the next morning by the two frigates. On the bursting of the first shell, the garrison was observed to retreat, but, supposing some concealed design, Captain Gordon directed the fire to be continued. At 8 p.m. however, all doubts were removed by the explosion of the powder magazine, which destroyed the inner buildings. On the 28th, at daylight, the British took possession of the fort, and of three minor batteries, mounting altogether 27 guns, chiefly of heavy calibre. The guns had already been spiked, and their complete destruction, with the carriages, was carried out by the seamen and marines of the squadron. These forts were intended for the defence of Alexandria, the channel to which the British began immediately to buoy. While Captain Gordon was still negotiating the terms of the surrender, the *Fairy*, which had fought her way up the river, arrived on the 31st with orders for Captain Gordon's return. The squadron departed down river the same day taking 21 sail of prizes.



A rare campaign pair awarded to Captain C. H. Berthon, Indian Navy, second in command of the Indus Flotilla at Mooltan

CHINA 1842 (C. H. Berthon, 1st Lieut. H.E.I.C.S. *Atalanta*); PUNJAB 1848-49, 1 clasp, Mooltan (Lieut. C. H. Berthon, Ind. Flot.) *good very fine* (2) *£1500-1800*

Provenance: Captain K. J. Douglas-Morris Collection, Dix Noonan Webb, October 1996.

19 officers and 38 ratings and marines of the Bombay Marine ship *Atalanta* received the medal for the First China War. Only 11 officers, including 2 Assistant Surgeons, of the Indus Flotilla received the Punjab medal with the clasp for Mooltan.

Lieutenant Berthon was Second-in-Command of the Naval Detachment, under Captain F. T. Powell, which accompanied the Bombay column in late December 1848 to Mooltan. This naval party of 56 men, which was brigaded with the Bombay Artillery, laid down a battery made of sandbags and platforms with two 8-inch howitzers and four 18-pounders supplied from the park of artillery. On 27 December siege operations against Mooltan commenced, the naval battery's fire being directed against the Delhi Gate.

By 4 January 1849 only the citadel remained in the hands of the enemy and Berthon was ordered to re-site his naval battery, armed now with six 18-pounders, in a position north of the city. By 8 January the sailors had dragged their guns through the trenches under fire described as 'very sharp', and were ready to commence their bombardment of the triple walled fortress. At three a.m. on 10 January 1849 an enemy shell from the citadel exploded in the confines of their battery, setting fire to it. Captain Powell reported that "...every exertion was made by Lieutenant Berthon and the officers and men under his command to extinguish the fire, but without avail, and it became necessary to move the guns out of the battery into the trench, when the enemy opened a very heavy fire of all arms upon them... three men were severely wounded, and Mr Elder, Acting Master, had his foot crushed by one of the guns... Quarter Master Alexander Johnstone died from wounds he received; this is the same man who was slightly wounded on 31 December and had gallantly returned to duty."

This small Indian Naval Brigade was speedily found a new sphere of usefulness after being formed into two breaching batteries, consisting of four and two 18-pounders each under the separate commands of Lieutenant Berthon and Acting Master W. H. Davies. Within the city they succeeded perfectly by their raking fire on the guns in the bastions of the fortress, which '...were a little efficacious against our working parties.'. On 22 January 1849, with defeat facing the rebels, since two breaches of practical use had been made on the fortress, the Governor, Dewan Moolraj, offered to surrender unconditionally.

Charles Harrison Berthon was born in the Parish of St Luke's, Middlesex, on 22 December 1814. He retired from the Indian Navy in the rank of Captain and died at Beckenham, Kent, on 12 January 1895, aged 80.



A fine campaign group of three awarded to Captain W. H. Blake, R.N., who was dangerously wounded and promoted for gallantry in New Zealand, and died of 'african fever' whilst on the Ashantee campaign of 1873-74

BALTIC 1854-55 (Lieut. W. H. Blake, R.N. H.M.S. Duke of Wellington) contemporary engraved naming; NEW ZEALAND 1845-66, reverse dated 1860 (Lieut. W. H. Blake, H.M.S. Niger) officially impressed naming; ASHANTEE 1873-74, no clasp (Capt. W. H. Blake, R.N. H.M.S. Druid 73-74) *good very fine* (3) £3000-3500

Provenance: Captain K. J. Douglas-Morris Collection, Dix Noonan Webb, October 1996.

A total of only six New Zealand medals are known to the Royal Navy with the single date '1860'.

No more touching account of Captain Blake's career should be addressed other than that of the testimonial which his wife had committed to a tablet reading:

"Sacred to the beloved memory of CAPTAIN WILLIAM HANS BLAKE, ROYAL NAVY, Youngest son of the late Commander George Hans Blake, R.N.

Born 23 March 1832. Died 27 January 1874 at Cape Coast Castle, West Coast of Africa, from the effects of climate, brought on by excessive exertion and exposure, when in command of the Naval Brigade while on the march to Coomassie, during the Ashantee War of 1873-4.

This gallant officer entered the Royal Navy in 1846, as Naval Cadet on board H.M.S. HOUND in which vessel, both as Cadet and Midshipman he was employed on the West Coast of Africa in suppression of the slave trade, eventually proceeding in her to the West Indies, where he also served in H.M. Ships ALARM and IMAUM being attached to the BERMUDA schooner, a sailing tender of the latter - until the end of 1850, in November of which year he joined H.M.S. ALBION and was employed on the Mediterranean Station. On 29 October 1852 while in the ALBION he passed his examination for a Lieutenant with great credit and continued to serve in her as Acting Mate until March 1854, when he was appointed to H.M.S. DUKE OF WELLINGTON, flag-ship in the Baltic during the war with Russia.

In September 1854 he was promoted to the rank of Lieutenant and transferred to H.M.S. EDINBURGH in which ship he commanded a rocket boat at the bombardment of Sweaborg in August 1855, and was gazetted in despatches "... as maintaining his position with steady gallantry under a smart fire of bursting shell ...". On being paid off from the EDINBURGH in June 1856, he joined H.M.S. EXCELLENT whence he was in November 1857, transferred to H.M.S. CAMBRIAN and proceeded in her to China, where he was most actively engaged during the early period of the China War and earned the high commendation of his superiors [but no medal] .

From CAMBRIAN he joined in January 1859, H.M.S. NIGER, and proceeded in her to New Zealand where he saw much hard service at the outbreak of the Maori War, and was as Senior Lieutenant of the NIGER when on shore in command of a party of seamen. Desperately wounded [28 March 1860] at Waireka, Taranaki, by a gun shot wound in the breast which up to the time of his lamented death caused him much suffering, the bullet having lodged near the heart, and being only extracted at the post-mortem examination held on his remains at Cape Coast Castle. For his conspicuous bravery in New Zealand he received his promotion to the rank of Commander on 19 April 1865, and was awarded for his wound a pension for life.

From January 1863 to March 1865 he commanded H.M.S. ALECTO on the South American Station; from April 1865 to May 1866 H.M. S. MUTINE on the Pacific Station, where he more than once received the thanks of his countrymen for the protection he afforded to British interests. From June 1866 to December 1867 he commanded H.M.S. FALCON on the Australian Station, whence he returned to England, having been promoted to the rank of Captain on the 14th September 1867.

In April 1873, he was appointed to H.M.S. DRUID on the West Coast of Africa, where he took a most prominent and active part in the Ashantee War. The march to Coomassie being determined upon, he was for his high professional abilities selected to organize and command the Naval Brigade with which he marched from Cape Coast Castle to Prahsu without a single man falling out. So strongly had he imbued those under him with his own indomitable spirit, and leaving a few men to guard the stores at Prahsu, he, at the head of the remaining portion of his Brigade had the honour of being the first of the combined forces to cross the river Prah, beyond which he proceeded seven miles. But on his return to Prahsu after this arduous march to await reinforcements, and join the British troops, he was struck down with violent African Fever, and after heroically but vainly struggling against its mastery, he was compelled from utter prostration to resign his command. He was then carried down from Prahsu to Cape Coast Castle where he expired on the 27th January on board H.M.S. VICTOR EMMANUEL, and was buried on shore the same day with the honours due to his rank. Thus was added to the long and imperishable roll of past gallant naval officers, one, whose high professional character, equally with his noble and gentle qualities, made him so beloved in life and so deeply lamented in death. This tablet is erected to the best of husbands and fathers, by his sorrowing wife."



A Crimean War pair awarded to Midshipman Martin Tracey, Royal Navy

CRIMEA 1854-56, 2 clasps, Sebastopol, Azoff (Midsn. M. Tracey, R.N., H.M.S. Vesuvius.) officially impressed naming in the style of Naval Long Service medals circa 1910; Turkey, ORDER OF THE MEDJIDIE, breast badge in silver, gold and enamels, *extremely fine* (2) £500-600

Provenance: Sotheby, December 1990.

Midshipman Martin Tracey took part in the commando-style raids against the Russian supply routes bordering the Sea of Azoff in the Summer of 1855. When commanding a paddle-box boat on detached service from H.M.S. *Beagle*, he and his small crew gave covering fire whilst Seaman John Trewavas swam inshore to cut the hawsers on the pontoon bridge at Genitchi. For this act of gallantry, Trewavas was awarded the Victoria Cross, and for his own services on this and other occasions, in the Sea of Azoff, Tracey was awarded the Order of the Medjidie.

Subsequently transferring to the *Orion*, Tracey deserted his ship while she was lying at Spithead on 24 March 1856, and was seen no more. He thus never received his Crimea medal, nor was he recommended for the Turkish Crimea medal, Fifty-four years later, his younger brother, the Reverend H. F. Tracey, Vicar of Dartmouth, laid a claim for the issue of a medal in Martin Tracey's name, and this was authorised in 1910 (despatched on the authority of the Admiralty to the Reverend Tracey, 6 May 1910). There are very few surviving examples of this medal which can be attributed to an individual, of any rank, who served in the Royal Navy in the Sea of Azoff operations (vide pages 340-344, *Naval Medals 1793-1856*, by Captain K. J. Douglas-Morris, R.N., where Martin Tracey's medal is discussed).



A scarce New Zealand medal dated '1865' awarded to Boy 1st Class Martin Swain, H.M.S. *Eclipse*

NEW ZEALAND 1845-66, reverse dated 1865 (Mtn. Swain, Boy 1st Cl., H.M.S. *Eclipse*) officially impressed naming, *good very fine* *£600-700*

Provenance: Donald Hall, September 1987.

Only 19 medals with this reverse date to the Navy, including 6 to the *Eclipse*.

Martin Swain was born in Dublin on 8 February 1846. He joined the Navy on 25 May 1861, as a Boy 2nd Class aboard H.M.S. *Ajax*, aged 15. He subsequently served in *Miranda* from September 1862, being advanced to Boy 1st Class from May 1863; *Eclipse* from February 1865, being advanced to Ordinary Seaman from September 1865; *Falcon* from September 1866, and qualified as 'Trained Man' from February 1867; *Caledonia* from October 1868, being advanced to Able Seaman from October 1870 despite a spell in 'gaol'; *Favourite* from October 1872 to 20 March 1874, when discharged to shore. Sold with copied record of service.



A scarce Canada General Service medal awarded to Lieutenant John Holland, Royal Marine Light Infantry

CANADA GENERAL SERVICE 1866-70, 1 clasp, Fenian Raid 1866 (Lieut. J. Holland Royal Marines) officially impressed naming, *good very fine* *£1000-1200*

Provenance: Sotheby, November 1986.

Only 24 medals awarded to the Royal Marines, including just three awards to officers.

John Holland was born in about 1842, eldest son of Colonel John Holland, R.M., of Sutton Lodge, Pembrokeshire. He was commissioned into the Royal Marines on 12 May 1859, and was posted to the Chatham Division. In December 1859 he was appointed to H.M.S. *Centurion* in the Channel squadron, and a few weeks later to the *Conqueror*, in the same squadron. At the end of 1861 *Conqueror* was on the North American and West Indies station until early the following year.

Holland was promoted to First Lieutenant on 6 March 1862, and two days later joined *Hero* on the North American and West Indies station until the end of that year. In March 1865 he was appointed to *Pylades*, on the same station, and whilst in that ship he took part in the campaign against the Fenians in June 1866, returning home at the end of that year. His last service afloat was aboard the *Revenge*, which he joined in April 1867. He was placed on the Retired List on half-pay on 6 February 1871, and in about 1874 he commuted his pension. Captain Holland died in London on 4 July 1907, aged 65.



The Zulu War medal awarded to Writer 1st Class E. Pepperell, H.M.S. Forester

SOUTH AFRICA 1877-79, 1 clasp, 1877-9 ("Forester" E. Pepperell. Writer 1st Cl: H.M.S.) *good very fine and, although not entitled, a very rare clasp* *£600-700*

Provenance: Spink, May 1991.

Entitled to the clasp '1879', one of 76 awarded to H.M.S. *Forester*.

The rare clasp dated '1877-9' was awarded to just one British and 27 Colonial recipients.



The North West Canada medal awarded to Daniel Hurst, Assistant Engineer aboard the steamer *Northcote*

NORTH WEST CANADA 1885, 1 clasp, Saskatchewan (Daniel Hurst Str. *Northcote*) naming engraved in the correct style particular to this vessel, very fine £1600-1800

Provenance: Dox Noonan Webb, June 2009.

Only 34 medals with clasps awarded to the steamer *Northcote*.

Daniel Hurst is confirmed on the roll as Assistant Engineer, the third most senior recipient on the *Northcote*, the only ship involved in the campaign.

The *Northcote* was a steamboat named after Sir Stafford Henry Northcote, the Governor of the Hudson's Bay Company from 1869 to 1874. It was built above Grand Rapids, in what is now central Manitoba on the north-western shore of Lake Winnipeg, and was first launched in August 1874. The *Northcote* was approximately 46 metres in length and had two tall smoke stacks with a pilothouse located on its hurricane deck. It was the first steamboat to travel from Grand Rapids to Edmonton, a distance of 1,513 kilometres. It took 181 days to make the trip, carrying 150 tons of freight.

The *Northcote* was used as a troop and munitions transport during the 1885 Rebellion. It left Qu'Appelle on 23 April 1885 to bring General Middleton reinforcements. On board the steamer, in addition to the crew, were Lieutenant-Colonel van Straubenzie, Captain A. L. Howard, with a Gatling gun, and approximately 80 men from the Midland Battalion. Once the *Northcote* met up with General Middleton at Fish Creek, the general decided to combine his water and land-based military operations by placing thirty soldiers and two officers on board the *Northcote*. He wanted to create a diversion on the west side of Batoche, while he attacked from the east.

When they reached Gabriel's Crossing on 7 May 1885 Middleton ordered his men to tear down the stables, and all the timber and sacks of grain that they found fortified the *Northcote's* upper deck. The troops boarded up the sides with plywood and put mattresses across the windows. Gabriel Dumont's billiard table and his wife's washing machine were also taken and used for fortifications.

For Middleton's plan to work, the land party and the *Northcote* had to both arrive in Batoche at 9 a.m. on May 9. However, there were no obstacles on the South Saskatchewan River, so the *Northcote* arrived an hour ahead of schedule. The Métis were ready for it. Patrice Fleury and other men were in rifle pits on the west bank of the river, while Gabriel Dumont had thirty men placed below the church on the east side. Dumont hoped to shoot the ship's helmsmen and trap the *Northcote* by lowering a ferry cable to stop its forward momentum. The Métis then hoped to capture hostages. When the Métis started firing, the helmsmen dropped to the floor unharmed. However, the ship drifted, first into a sand bank, and then into the main stream. When Dumont gave the signal to lower the cable, his men were too slow and they only took down the ship's smokestacks. Even though they did not get the hostages they were hoping for and did not capture the ship, the *Northcote* was effectively knocked out of further battle.

The *Northcote* drifted for 4.8 kilometres after losing its smokestacks and then stopped. The boat's crew refused to go back upstream. When they finally decided to repair the steamer, the Métis began firing at them. A carpenter was shot in the heel, and after that, no one would go out on the deck. There were only two other injuries reported during the battle of Batoche (9-12 May 1885) from the *Northcote's* crew. The boat moved downstream on the night of May 9 and continued to receive fire from the Métis. It anchored on May 10 and received light fire from both banks. On May 11, the ship's crew decided to make it to the Hudson's Bay Company ferry landing further downstream. It reached the landing at 3 p.m. and found the steamer *Marquis* already anchored there. On May 12 both steamers were ordered back upstream.

The *Marquis* was damaged on the way, therefore the *Northcote* towed it the rest of the distance to Batoche. However, when they arrived at 8 p.m., the battle had concluded. The *Northcote* ended its career by being beached at Cumberland House (in what is now north-eastern Saskatchewan) in 1886, where it was left to deteriorate. By the 1960s, only the boilers remained intact.



The North West Canada medal awarded to D. McGillivray, Deck Hand aboard the steamer *Northcote*

NORTH WEST CANADA 1885, 1 clasp, Saskatchewan (**D. McGillivray Str. Northcote**) naming engraved in the correct style particular to this vessel, *extremely fine* *£1400-1600*

Provenance: Dixon, October 1986.

Only 34 medals with clasps awarded to the steamer *Northcote*.

D. McGillivray is confirmed on the roll as a Deck Hand. Refer to previous lot for campaign details.



The Burma campaign medal awarded to Commander Ray Fenton, for service aboard the Irrawaddy Flotilla Company's steamer *Colonel A. Fytch*

INDIA GENERAL SERVICE 1854-95, 1 clasp, Burma 1885-7 (Comr. Ray Fenton I.F. Co's Str. "Col. A. Fytche") together with companion miniature dress medal, *good very fine* (2) £300-350

Provenance: Captain K. J. Douglas-Morris Collection, Dix Noonan Webb, February 1997.

The *Colonel Fytche* was built and engined by A. & J. Inglis of Glasgow, in 1867. Her measurements were length 145 feet, width 28 feet, draught 10 feet, gross tonnage 276 tonnes. She was disposed of in 1897.

During the military operations in Burma 1885-87 the *Colonel Fytche* was Commanded by Commander Ray Fenton and used as a hospital ship. A photograph of *Colonel Fytche* appears in the book 'The Irrawaddy Flotilla Company', Maritime Monographs & Reports No. 7, published by the National Maritime Museum, London 1973.

Captain Ray Fenton took his ship *Thooreah* out to sea via the Schwelaung River and along the coast to the entrance of the Hlaing River and then took a Pilot to China Bakir, this being the first time that such a passage had been attempted. He retired in 1902.



The Burma campaign medal awarded to Chief Officer William Wright, for service aboard the Irrawaddy Flotilla Company's steamer *Palow*

INDIA GENERAL SERVICE 1854-95, 1 clasp, Burma 1885-7 (Chief Officer W. Wright I.F. Co's Str. "*Palow*") *nearly extremely fine* *£300-350*

Provenance: Captain K. J. Douglas-Morris Collection, Dix Noonan Webb, February 1997.

The *Palow* was built at Dumbarton in 1879, and registered in Glasgow in the name of the Irrawaddy Flotilla Company with the Official Number 82262. She was a single funnelled paddle steamer of shallow draught. Her dimensions were length 160 feet, breadth 26 feet, draught 7.5 feet with a gross tonnage 244 tons. She remained in the service until 1930 when she was broken up at Dalla. At the time of the military operations in Burma during 1885-87 she was Commanded by Captain W. N. Beckett, with Chief Officer Wright and two engineers as her British Officer complement. Her main role in the upper Burma campaign was in support of the operations of the Army and the Naval Brigade in the area of the junction of the Irrawaddy and Chindwin Rivers during the period November 1885 to January 1887. A photograph of *Palow* appears in the book 'The Irrawaddy Flotilla Company', Maritime Monographs & Reports No.7, published by the National Maritime Museum, London, in 1973.

William Wright, who was born in 1862 at Crossmyloof, Lanarkshire, was granted a 2nd Mate's Certificate for Foreign Voyages at Glasgow on 1 June 1880 (Certificate No. 08371). He had a number of such voyages until being wrecked on the *Hyswayne* on 24 March 1883. As a result, he was granted a replacement certificate at Glasgow (012741) on 14 May 1883. He went that year to Australia as 1st Mate on the *Koranni*. His last recorded voyage was to the West Indies in 1884 as 2nd Mate on the *Nishdale*. He joined the Irrawaddy Flotilla Company in 1885 and retired as a Captain in 1897.



The Burma campaign medal awarded to Chief Engineer Henry Bush, for service aboard the Irrawaddy Flotilla Company's steamer *Pulu*

INDIA GENERAL SERVICE 1854-95, 1 clasp, Burma 1885-7 (Chief Engineer Henry Bush I.F Coy's Str. *Pulu*) official correction to part of Christian name, *very fine* *£260-300*

Provenance: Captain K. J. Douglas-Morris Collection, Dix Noonan Webb, October 1996.

The *Pulu* was a paddle steamer built in 1879 by Messrs William Denny of Glasgow. Her measurements were length 160 feet, width 24 feet, draught 7.7 feet. Her gross tonnage was 235 tons. She was sunk during a collision with *Mandalay* in 1897.



The Burma campaign medal awarded to Chief Engineer S. Gaks, for service aboard the Irrawaddy Flotilla Company's steamer *Rangoon*

INDIA GENERAL SERVICE 1854-95, 1 clasp, Burma 1885-7 (Chief Officer S. Gaks I. F. Co's Str. "*Rangoon*") *good very fine*

£260-300

The *Rangoon* was a paddle steamer built in 1879 by Messrs William Denny of Glasgow, for the Irrawaddy Flotilla Company. Her measurements were length 250 feet, width 30 feet, draught 8.7 feet. Her gross tonnage was 478 tons. She was sold to the Indian Government in 1893 and broken up in 1938.



The Burma campaign medal awarded to Commander Charles Vince, for service aboard the Irrawaddy Flotilla Company's steamer *Yankeentown*

INDIA GENERAL SERVICE 1854-95, 1 clasp, Burma 1885-7 (Commander Chas. Vince I.F Coy's Str. Yankeentown) *very fine*
£260-300

Provenance: Captain K. J. Douglas-Morris Collection, Dix Noonan Webb, February 1997.

Captain Charles Vince was appointed as the Company's first Marine Superintendent in 1886. He served in this capacity for four years until replaced by Captain Cooper in 1890. During the Military Expedition to upper Burma in November 1885 the *Yankeentown*, under the Command of Charles Vince, carried the Liverpool Regiment Telegraph Department and towed Flats No.40 and No.49.

The *Yankeentown* was a paddle steamer built in 1878 by Messrs William Denny of Glasgow. Her measurements were length 249 feet, beam 30 feet and draught 8.5 feet, of 608 gross tons. She was lost by fire in Rangoon in April 1891 and the hull was later used as a coal barge until 1904 when she foundered.



The East & West Africa medal awarded to Boy 1st Class James Luscombe, Royal Navy, with the very rare '1892' clasp in a unique 3-clasp combination

EAST AND WEST AFRICA 1887-1900, 3 clasps, 1892, Witu August 1893, Benin 1897 (J. Luscombe, Boy 1st Cl., H.M.S. Sparrow.) *good very fine* £1000-1200

Provenance: Captain K. J. Douglas-Morris Collection, Dix Noonan Webb, February 1997.

The Medal Roll shows the recipients of the clasps '1891-2' and '1892' in one list, but distinguishes those entitled to the clasp for '1892' by the notation of 'Toniataba only' alongside their names. Only 8 European and 3 Native Ratings, including Boy 1st Class Luscombe, are so noted, making this the rarest clasp of the series for naval service. This is a unique clasp combination.

James Luscombe was born in South Brent, Devon, on 7 April 1874 and was an errand boy prior to joining the Royal Navy. He entered the service on 11 May 1889 as a Boy 2nd Class aboard the Boy Training Ship H.M.S. *Impregnable*. In this rank he next joined *Lion* (May 1889) and was advanced to Boy 1st Class on 14 August 1890. He served next aboard *Penelope* (May 1891), transferred to *Sparrow* (July 1891) and advanced to Ordinary Seaman 7 April 1892 and to Able Seaman 1 May 1893. He served ashore with the Naval Brigade sent against Toniataba 12 March-30 April 1892. In August 1893 he was again landed from *Sparrow* as a member of the Naval Brigade sent to punish Sultan Fumo Omari and became entitled to the clasp 'Witu August 1893'.

He subsequently served aboard *Vivid I* (January 1894), *Cambridge* (February 1894), *Vivid I* (January 1895), *Rupert* (January 1895), *Thunderer* (May 1895), *Vivid I* (March 1896) and *Magpie* (April 1896). In the latter vessel he was again landed for service on shore as part of the Expedition sent against Chief Overami which culminated in the destruction of Benin City, his services being recognised by the award of the clasp 'Benin 1897'. He next joined *Penelope* (April 1897), and *Magpie* (May 1897), was advanced to Leading Seaman on 1 February 1898 and joined *Monarch* (April 1898). From the latter ship he was sent ashore and was discharged dead from nephritis at Simonstown Naval Hospital on 28 April 1898.



A scarce 3-clasp East & West Africa medal awarded to Able Seaman S. Harris, Royal Navy

EAST AND WEST AFRICA 1887-1900, 3 clasps, Gambia 1894, Benin River 1894, Brass River 1895 (S. Harris, A.B. H.M.S. Widgeon) *good very fine* *£600-700*

Provenance: Dixon, October 1986.

22 Medals issued to the Royal Navy with these three clasps. Sold with medal roll verification.



The East & West Africa medal awarded to Chief Engine-Room Artificer H. F. S. Payne, H.M.S. *Heron*, with the rare '1898' clasp

EAST AND WEST AFRICA 1887-1900, 1 clasp, 1898 (H. F. S. Payne, Ch. E.R.A., H.M.S. *Heron*.) *light contact marks, otherwise very fine* *£1000-1200*

Provenance: Dix Noonan Webb, April 2001.

Only 10 clasps for '1898' issued to the Royal Navy, all to H.M.S. *Heron* - 4 for the Borgu Expedition, and 6 for the Illah expedition.

Harry Ferdinand Sillett Payne was born at Portland, Dorset, on 11 July 1863. He joined the Navy on 25 November 1884 as an acting Engine Room Artificer 4th Class, having been a fitter in civilian life. He served aboard *Heron*, as Chief E.R.A., from 29 January 1898 to 15 January 1899, during which period he took part in the Illah expedition in Northern Nigeria. Sold with copied record of service and medal roll.



The very rare officially impressed Central Africa medal awarded to Able Seaman David, an African serving with the Royal Navy

CENTRAL AFRICA 1891-98, 1 clasp, Central Africa 1894-98 (A.B. David. R.N.) officially impressed naming, *extremely fine*
£1600-1800

Provenance: Christie's, November 1990.

Approximately 21 Central Africa medals with Clasp issued to the Royal Navy, although it seems likely that the 13 European officers received unnamed medals leaving potentially only 8 officially impressed medals issued to the African Serangs and Able Seamen. Sold with full medal roll details.



A rare Queen's Sudan medal awarded to Chief Engine-Room Artificer S. G. Milton, Royal Navy, who served aboard Lieutenant David Beatty's Nile gunboat *El-Fateh* in the Nile Expedition of 1898 and at the battle of Omdurman

QUEEN'S SUDAN 1896-98 (128,934. C.E.R. Artifr. S. G. Milton. R.N.) officially engraved naming, *edge bruising and contact marks, otherwise nearly very fine* *£1400-1800*

Provenance: Baldwin's, November 2014.

Awarded to 17 officers and men of the Royal Navy, and to 27 officers and men of the Royal Marines who served afloat in the gunboats of the Nile Flotilla, or on shore whilst attached to the Army. Chief Engine-Room Artificer S. G. Milton is confirmed on the roll as being present on board the newly-built Nile gunboat *El-Fateh*, commanded by the charismatic Lieutenant David Beatty, in the Expedition to Khartoum in 1897-98, and took part in the shelling of the city of Omdurman and in the battle itself, both flanks of the enemy being harried by the gunboats. Sold with copied medal roll entries.



A scarce Khedive's Sudan medal awarded to Leading Seaman Alexander Asher, Royal Navy

KHEDIVE'S SUDAN 1896-1908, no clasp (Alexander Asher, Leading Seaman, H.M.S. Melita.) engraved naming, *good very fine* *£200-250*

Awarded to the crews of H.M. Ships *Melita* (139) and *Scout* (149) for services in the Sudan between 30 March and 23 September, 1896. They were not entitled to the Queen's Sudan medal. Sold with copied record of service which confirms his service aboard *Melita* from 28 September 1895 to 14 October 1898.



A rare 8-clasp Queen's South Africa medal awarded to Stoker A. T. Sutton, H.M.S. Doris

QUEEN'S SOUTH AFRICA 1899-1902, 8 clasps, Belmont, Modder River, Relief of Kimberley, Paardeberg, Driefontein, Johannesburg, Diamond Hill, Belfast (149160 Sto: A. T. Sutton, H.M.S. Doris) large officially impressed naming, *minor edge bruising, otherwise very fine* *£600-800*

Provenance: Baldwin's, May 2014.

Only 24 medals with 8 clasps issued to the Royal Navy, including 5 to H.M.S. *Doris*. Sutton is confirmed on the roll for these 8 clasps but it is also noted that he received a duplicate medal in November 1905.

Albert Truan Sutton was born on 3 April 1871, in Plymouth, Devon, and enlisted for service with the Royal Navy on 9 July 1889 at Devonport, having previously worked as a Labourer. During the Second Boer War he was sent ashore from H.M.S. *Doris* to serve as part of the Naval Brigade under Captain J. E. Bearcroft, R.N. His service papers show that he served with H.M.S. *Doris* from 18 November 1897 to 23 October 1900. His last service was with H.M.S. *Defiance*, from which ship he 'Ran' on 18 January 1909. Sold with copied record of service and medal roll confirmation.



A rare Boer War and Great War group of three awarded to Chief Boatswain C. G. Reypert, R.N., which includes one of only 33 K.S.A.'s awarded to the Royal Navy or Royal Marines

QUEEN'S SOUTH AFRICA 1899-1902, 1 clasp, Cape Colony (Btswn: C. G. Reypert, R.N., H.M.S. Doris) large officially impressed naming; KING'S SOUTH AFRICA 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Boatswain C. G. Reypert, R.N.) officially impressed naming; BRITISH WAR MEDAL (Ch. Bosn. C. G. Reypaert. R.N.) note spelling of surname on last, mounted court style for display, *good very fine* *£800-1000*

Provenance: A. A. Uphill-Brown Collection, Buckland Dix & Wood, December 1991.

Only 33 K.S.A.'s to the Royal Navy and Royal Marines.

Charles Grafton Reypert was born at Portsea, Hampshire, on 12 August 1861, and joined the Royal Navy as a Boy 2nd Class in September 1877. He became a Boatswain on 19 November 1890, and was promoted to Chief Boatswain on 6 December 1917. He served aboard H.M.S. *Doris*, with effect from 11 September 1899, for transport duties in South Africa. Sold with copied record of service.



A 2-clasp Transport medal awarded to T. J. Grier, Master of the British India Steam Company *Lawada*

TRANSPORT 1899-1902, 2 clasps, China 1900, S. Africa 1899-1902 (T. J. Grier, In Command.) officially impressed naming but lightly rubbed overall, *very fine* *£800-1000*

Provenance: Glendining's, September 1990.

Master of the British India Steam Company ship *Lawada*.



The Defence of Legations medal awarded to Private Albert Scadding, Royal Marine Light Infantry, the first British man to lose his life in the defence when he was killed in action on 22 June 1900, one of only 2 Royal Marines who were killed in the siege of Peking

CHINA 1900, 1 clasp, Defence of Legations (Pvte. A. Scadding, R.M.L.I.) *nearly extremely fine*

£12000-15000

Provenance: Buckland Dix & Wood, April 1995.

Albert Scadding was born at Stoke Gabriel, Totnes, Devon, on 11 November 1878, and enlisted into the Royal Marines at Newton Abbot on 10 June 1897. After basic training at the R.M. Depot at Walmer, Kent, he was transferred to the Plymouth Division. On 16 September 1898, he embarked aboard H.M.S. *Barfleur* and was discharged to the Wei-Hai-Wei Depot in December 1899. He was part of the Legation Guard in Peking and became the first Englishman to lose his life in the defence when, on 22 June 1900, he was killed in action whilst on watch on a stable roof.

During the entire siege the Royal Marine casualties amounted to 2 men killed, 1 officer (Captain Strouts) and 1 man died of wounds, and 21 men wounded. His medal was issued to his brother, Samuel Scadding, on 11 June 1903. The medal to Captain B. M. Strouts, who was mortally wounded and appears on the official casualty list as 'died of wounds', is in the Royal Marines Museum.

In his report on the part taken in the defence of Peking by the Royal Marine Legation Guard, Captain Edmund Wray, R.M.L.I., Commanding the British Marine Guard, gave the following entry for 22nd June 1900: 'An unsuccessful attempt was made to burn the Legations at the south-west corner. Captain Poole with 15 Marines, reconnoitred the Hanlin, Private Scadding was killed.'



The Defence of Legations medal awarded to Private C. W. Phillips, Royal Marine Light Infantry, who was killed in action on 29 June 1900, one of only 2 Royal Marines who were killed in the siege of Peking

CHINA 1900, 1 clasp, Defence of Legations (Pte. C. W. Phillips, R.M.L.I.) two edge bruises, otherwise nearly extremely fine *£12000-15000*

Provenance: Dixon, January 1987.

Private C. W. Phillips was killed in action at Peking on 29 June 1900. During the entire siege the Royal Marine casualties amounted to 2 men killed, 1 officer (Captain Strouts) and 1 man died of wounds, and 21 men wounded. The medal to Captain B. M. Strouts, who was mortally wounded and appears on the official casualty list as 'died of wounds', is in the Royal Marines Museum.

In his report on the part taken in the defence of Peking by the Royal Marine Legation Guard, Captain Edmund Wray, R.M.L.I., Commanding the British Marine Guard, gave the following entry for 29 June 1900: 'I made an unsuccessful sortie at daylight to capture the Krupp gun, with a mixed force of British, German, and Russian Marines and Volunteers. It was discovered that the gun had been withdrawn. Captain Poole, with a force of British Marines and Volunteers, at the same time made an unsuccessful sortie to destroy the enemy's barricade on the Imperial Carriage Park wall near the West Hanlin. On this occasion Corporal T. Johnson showed great bravery in covering the retreat, carried out under a very heavy rifle fire. Private Phillips killed on this day.'



The important Polar medal awarded to Chief Petty Officer Frank V. Browning, Royal Navy, a member of the 'Northern Party' in Scott's last Antarctic Expedition 1910-13

POLAR MEDAL 1904, G.V.R., 1st issue, silver, 1 clasp, Antarctic 1910-13 (206545 F. V. Browning, P.O. 2Cl., Terra Nova) contact marks, otherwise very fine £14000-16000

Provenance: Spink, April 2011. Browning's Great War medals and Scott Memorial medal were sold in these rooms in May 1993, and again in December 2007.

Frank Vernon Browning was born in Stockland, Devon in June 1882, and entered the Royal Navy as a Boy 2nd Class in June 1900. Advanced to Petty Officer 2nd Class in November 1905, he was recruited into Scott's ill-fated Antarctic Expedition from the *Talbot*, one of Lieutenant E. R. G. R. Evans' old ships. Thereafter, having shared in the trials and tribulations of the *Terra Nova's* stormy passage south, he served in the "Northern Party", a six-man team under Commander Victor Campbell, R.N., between January 1911 and January 1913, a period that witnessed great danger and hardship.

Having spent the first 10 months of their northern sojourn at Cape Adare, where several journeys of exploration were carried out and extensive scientific observations taken, Campbell and his team were embarked in the *Terra Nova* in January 1912 and proceeded to Evans Cove in Terra Nova Bay, where it was intended they carry out a six week expedition. As a result of adverse ice conditions, however, the *Terra Nova* was unable to come and pick them up, and Campbell and his men were left stranded, with few provisions, and the daunting prospect of the imminent arrival of the Polar winter: what followed over the next nine months was a story of endurance and courage rarely matched in the annals of exploration.

Wearing light summer clothing, and equipped with light tents, it was quickly apparent that if they were to survive more substantial shelter was required. To that end, the six man team constructed a giant snow cave (or igloo), from which they rarely ventured, other than to hunt for seal and penguin. And it was thanks to Browning and Petty Officer G. P. Abbott that the occupants also enjoyed an ingenious entrance hatch made from ski-sticks and ice blocks - an endeavour prompted by the regular collapse of the original snow construction and the very real threat of asphyxiation. Nor did Browning's innovative streak end here, for, in company with Seaman H. Dickason, he also came up with a "blubber lamp", without which the interior of the ice cave would have remained pitch black in the winter months - the lamp comprised a strand of rope suspended from a "bridge" across the top of a small Oxo tin filled with melted blubber.

In early August the sun returned and Browning and his comrades prepared the sledges for the return to Cape Evans. Setting off on 30 September 1912, they reached Cape Roberts four weeks later, having in the interim come upon the welcome contents of an old depot left by Shackleton's 1907-09 expedition. In fact they discovered yet further supplies at Cape Bernacci and at Butter Point, discoveries that enabled their safe return to "Hut Point" on 6 November, but, here, of course, they learnt of the tragic fate of Scott and his party; a full account of the party's experiences is to be found in team member R. E. Priestly's *Antarctic Adventure, Scott's Northern Party*, in addition to the diary kept by Commander Victor Campbell, which was published in *Scott's Last Expedition* (Volume II).

Returning home in September 1913, as a newly promoted Petty Officer 1st Class, Browning was serving in the cruiser *Carnarvon* on the outbreak of hostilities in August 1914, in which ship he quickly saw action in the battle of the Falklands that December. On that occasion she supported the *Invincible* and *Inflexible* in their action against the *Scharnhorst* and *Gneisenau*, and was present at the final exchange of fire in the early evening - and among the 20 German survivors she picked up was an officer who was related by marriage to Admiral Stoddert, whose pennant was in *Carnarvon*.

Present at the capture of a brace of German supply ships in the following month, Browning in fact remained in the *Carnarvon* until November 1917, and gained advancement to Chief Petty Officer. His final wartime appointments were at the Devonport torpedo establishment *Defiance*, and in the submarine depot ship *Titania*, following which, in January 1920, he joined the *Warspite*, in which latter ship he served off Ireland in the Sinn Fein troubles, and back home at Clydeside during the coal and railway strike. He was finally pensioned ashore in June 1922.

Browning's diary of the expedition is in the Scott Polar Research Institute, Cambridge, and his diary for 1912 is in a New Zealand museum.



The South Atlantic medal awarded to Submariner (SSM) N. A. Webster, who served in H.M. Submarine *Conqueror* during the Falklands War

SOUTH ATLANTIC 1982, with rosette (S(SSM) N A Webster D182629J HMS *Conqueror*) together with its named card box of issue, *good very fine* *£1200-1400*

Provenance: Buckland Dix & Wood, June 1994.

S (SSM) is the abbreviation for Submariner (Sensors Submarines) in the Warfare Branch of the Submarine Service.

H.M.S. *Conqueror* was a Churchill-class nuclear powered fleet submarine that served in the Royal Navy from 1971 to 1990. In the early hours of 2nd May 1982, *Conqueror*, with Commander Wreford-Brown in command, began surveillance of the Argentine cruiser *General Belgrano* whilst assisting in the enforcement of the Total Exclusion Zone around the Falkland Islands. In total compliance with the authority given later in the day, Commander Wreford-Brown took *Conqueror* into a classic attack, hitting the cruiser with two torpedos from a range of 1200 yards. *Conqueror* then withdrew after successfully evading a depth charge attack by two escorting destroyers. The *General Belgrano* subsequently sank.

Following this action, *Conqueror* continued to play a full part in the operations, including periods spent close inshore in shallow water. On one occasion, for example, she penetrated into Gulf San Marias in rough weather conditions in water only 27 fathoms deep. She was continuously at sea for longer than any other Royal Navy Submarine. After the sinking of the *General Belgrano*, the Argentine Navy withdrew to remain within their twelve mile limit for the remainder of the campaign. H.M.S. *Conqueror's* action was instrumental in proving the efficiency of the submarine blockade which, firmly deterring any action by enemy surface forces, allowed the Task Force Commander to concentrate his surface units against the air threat, thereby minimising damage and casualties to our own forces.



A South Atlantic pair awarded to Warrant Officer R. T. Morris, R.N., who served in H.M. Submarine *Courageous* during the Falklands War

SOUTH ATLANTIC 1982, with rosette (LS (TS) (SM) R T Morris D156146T HMS *Courageous*); JUBILEE 2002, unnamed as issued; ROYAL NAVY L.S. & G.C., E.II.R., 2nd issue (WO (OPS) (TS) (SM) R T Morris D156146T RN) mounted as worn, the last with minor official correction to number, *good very fine or better* (3) *£1400-1600*

Provenance: Dix Noonan Webb, March 2015.

H.M.S. *Courageous*, a Churchill-class nuclear submarine and sister-ship to the *Conqueror*, carried out no less than four patrols during the Falklands War. Today she is a museum ship at Devonport; see www.hmscourageous.co.uk/html/the_boat.html for full details.

Roger "Taff" Morris was educated at Gwendraeth Grammar School and entered the Royal Navy in January 1976. Having then trained at H.M.S. *Dolphin* and served in H.M. Submarine *Dreadnought*, he joined the *Courageous*, in which capacity he participated in four patrols during the Falklands War. His subsequent seagoing appointments included the *Conqueror* and *Splendid* and, on being promoted to Warrant Officer at the end of the 1980s, he served on the Sea Riding Staff of the Captain Submarine Sea Training 1989-92, and again from 1996-99 - the interim period being taken up by his appointment as an Assistant Warfare Officer on the Staff of the Captain, 1st and 3rd Submarine Squadrons. His final appointment was as Fleet Operations Room Manager at Northwood 2003-04.



The South Atlantic medal awarded to Acting Leading Cook K. P. Franks, who served in H.M. Submarine *Onyx* during the Falklands War

SOUTH ATLANTIC 1982, with rosette (ALCK K P Franks D114835S HMS *Onyx*) *good very fine*

£600-800

Provenance: Buckland Dix & Wood, June 1994.

H.M.S. *Onyx* was an Oberon-class submarine and the only conventional submarine to see service in the Falklands War of 1982, where she was used for special operations in and around the islands. She is now a museum piece at Birkenhead, near Liverpool.



The South Atlantic medal awarded to Submariner (SSM) M. Rigg, who served in H.M. Submarine *Splendid* during the Falklands War

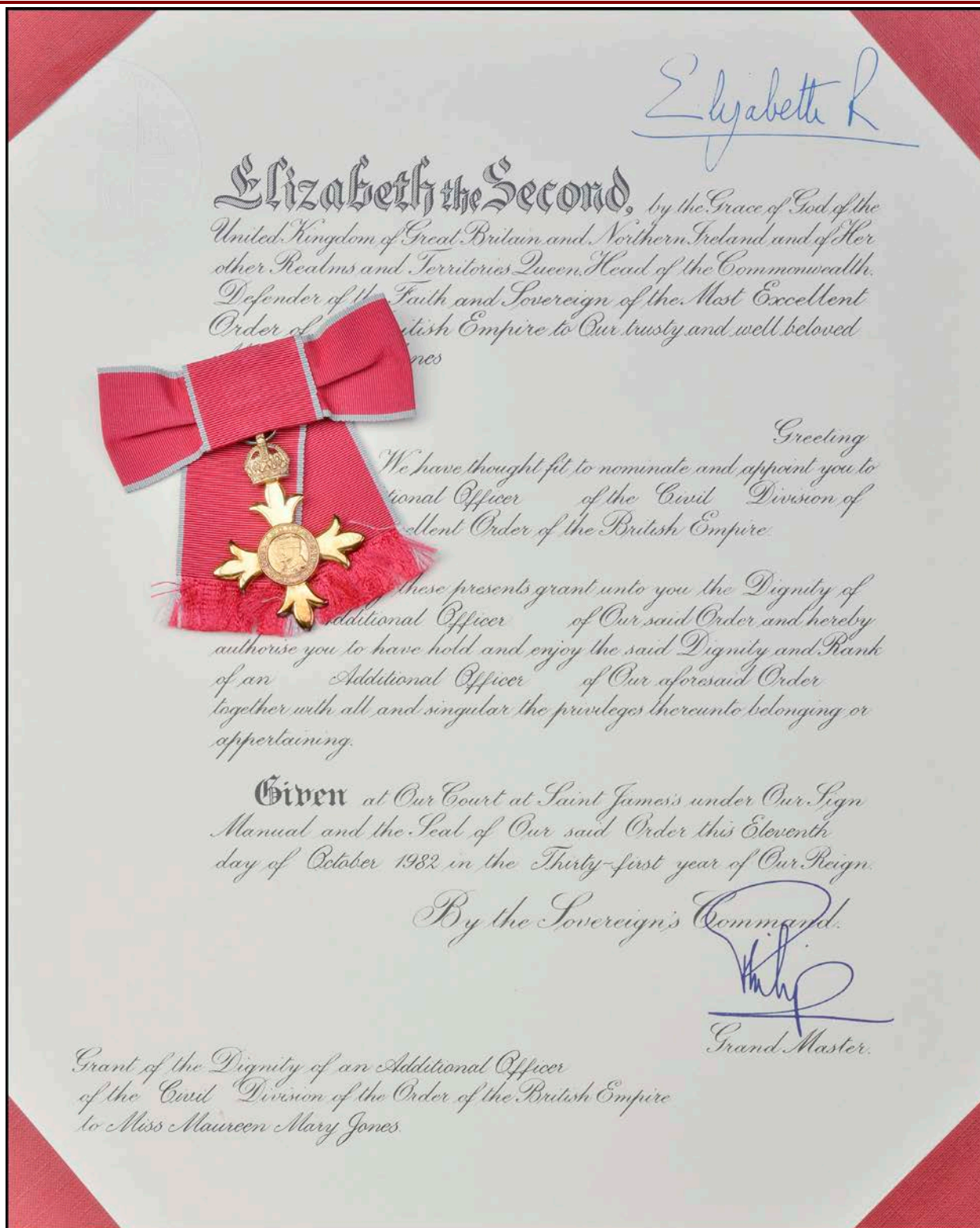
SOUTH ATLANTIC 1982, with rosette (S (SSM) M Rigg D190965A HMS *Splendid*) mounted as worn, *good very fine*

£800-1000

Provenance: Buckland Dix & Wood, June 1994.

S (SSM) is the abbreviation for Submariner (Sensors Submarines) in the Warfare Branch of the Submarine Service.

H.M.S. *Splendid*, a Swiftsure-class nuclear submarine, was one of the first submarines to reach the Falklands, arriving in mid-April 1982, after sailing from Faslane. Among other tasks, she shadowed the Argentine carrier *25 de Mayo*, running within a mile outside the Argentine territorial line, just 12 miles off its Atlantic coast. With the approval of Downing Street to engage with her Mk. 8 torpedoes, her captain came very close indeed to attacking the enemy carrier, but he lost sight of his target through the periscope and was not immediately able to regain contact. Nonetheless, in company with her consorts the *Conqueror* and *Courageous*, she proved instrumental in keeping the Argentine Navy largely confined to port.



"GCHQ has been by far the most valuable source of intelligence for the British Government ever since it began operating at Bletchley during the last war. British skills in interception and code-breaking are unique."
 Denis Healey, House of Commons, 27 February 1984.

The important and unique Falklands War "code-breakers" O.B.E. awarded to Miss Maureen Jones, an original member of G.C.H.Q. from Bletchley Park and one of only 26 women honoured for the South Atlantic operations

THE MOST EXCELLENT ORDER OF THE BRITISH EMPIRE, O.B.E. (Civil) Officer's 2nd type breast badge, on Lady's bow, in its Royal Mint case of issue, extremely fine £800-1000

Provenance: Dix Noonan Webb, December 2012.

O.B.E. *London Gazette* 8 October 1982:

'In recognition of service within the operations in the South Atlantic ... Miss Maureen Mary Jones, Foreign and Commonwealth Office.'

Miss Maureen Mary Jones received her O.B.E. as a Senior Principal at G.C.H.Q., the "code-breakers", and Britain's most secret intelligence agency - the only such award for the Falklands conflict.

According to the *Gloucestershire Echo* 11 October 1982, which headlined her Falklands award above those to the Old Cheltonians Major-General Sir Jeremy Moore and Colonel Mike Rose:

'The vital role played by the top secret Government Communication Headquarters in Cheltenham during the Falklands conflict is shrouded in mystery. But staff at G.C.H.Q. did work closely with the Ministry of Defence in providing communications support to the Armed Forces, it has been revealed. And a Cheltenham woman, Miss Maureen Jones who is a senior principal at G.C.H.Q. has been made an O.B.E. in the Falklands honours list. Miss Jones was born in Crewe, Cheshire and educated at Nantwich and Acton Grammar School. She joined the Civil Service as a temporary clerk in 1943 and transferred to G.C.H.Q. on its inception ... Miss Jones' O.B.E. is just one of 833 Falklands awards to servicemen and civilians whose actions were crucial to victory.'

According to that day's *Daily Telegraph* just 26 of the 833 gallantry and distinguished service Honours & Awards for the Falklands War were awarded to women.

Government Communications Headquarters is the top-secret successor to the famous wartime code-breaking organisation, the Government Code and Cypher School (G.C. & C.S.) at Bletchley Park (Station X). The G.C. & C.S. was officially renamed G.C.H.Q. in 1948 (a cover name it had used during the War) but its existence and that of Bletchley was not acknowledged until the 1970s. It is Britain's largest but most elusive intelligence service. Officially a part of the Foreign and Commonwealth Office, it commands more staff than the Security Service (M.I.5) and the Secret Intelligence Service (M.I.6) combined.

Miss Maureen Jones served with G.C. & C.S. and G.C.H.Q. for over 41 years, from the Second World War through the Cold War to the Falklands War, retiring in 1984. She died in Cheltenham in May 2012, aged 87 years. Her closest relative, her unmarried sister who accompanied her to the investiture at Buckingham Palace, was already deceased.

Falklands War 1982 and the sinking of the *Belgrano*

The exact nature and extent of G.C.H.Q.'s successes in interception and code breaking during the Falklands War has never been officially revealed. Richard J. Aldrich gives some indication in his recently published but unauthorised *GCHQ – The Uncensored Story of Britain's Most Secret Intelligence Agency*. Following a security gaffe by an M.P. in the House of Commons during the April 1982 Falklands debate the Argentinians 'improved their cipher security, their material became harder to break ... They improved their procedures, changed their codes more frequently and in some cases double enciphered, but to little avail, since their actual machines were compromised. Commander Robert Denton Green, who was the Intelligence Officer at Fleet Headquarters in Northwood, offers the best assessment:

'But amid all this difficulty, G.C.H.Q. managed to break the Argentine codes. They were not terribly sophisticated, but we got a lot of very high quality political and battle-planning intelligence. It took us between twelve and twenty-four hours to decipher and translate the messages, so we were always trying to extrapolate forward to see what they meant for us now.'

Denton Green concludes that although the material was sometimes ambiguous, G.C.H.Q. intercepts gave it a reasonable picture of what was going on inside the minds of the main Argentine commanders.

One example is the vital role that G.C.H.Q. played in protecting the vulnerable Task Force through the sinking of the Argentine cruiser *General Belgrano* by the submarine H.M.S. *Conqueror* on 2 May 1982, as related by Aldrich:

'Events largely turned upon a sequence of Argentine Navy signals that were intercepted and read by G.C.H.Q. On 1 May 1982 the Argentine Navy was told to locate the British Task Force around the Falklands and launch a 'massive attack' as soon as possible. The *Belgrano* was ordered south and into the Exclusion Zone. This alarming signal was intercepted by G.C.H.Q., and strongly informed the government's deliberations. Shortly afterwards, the War Cabinet met at the Prime Minister's country residence, Chequers, and authorised an attack on the *Belgrano*. Sigint showed that, although at this moment she still lay outside the Exclusion Zone, her orders were clear, and she constituted a serious threat.'

Sold with a quantity of original documentation, including the recipient's O.B.E. warrant, in the name of 'Miss Maureen Mary Jones', and dated 11 October 1982, together with some letters to her from the Central Chancery; a letter from the Principal Private Secretary at 10 Downing Street, Robin Butler (now Lord Butler of Brockwell K.G., G.C.B.), dated 20 September 1982, informing her that the Prime Minister 'has it in mind on the occasion of the special honours list to recognise services rendered in connection with the South Atlantic Operation to submit your name to The Queen with a recommendation that Her Majesty may be graciously pleased to approve that you be appointed an Officer of the Order of the British Empire'; a letter from the Director Government Communications Headquarters, Sir Peter Marychurch, K.C.M.G., the internationally renowned cryptologist, dated 7 May 1985, addressed to 'My dear Maureen' on the occasion of her retirement after 'more than 41 years service with G.C.H.Q.' - 'It is always sad to bid farewell to a colleague of long standing and this is particularly so when it is someone I have known, admired and respected over a very long period ... You will be greatly missed by us all, not only for your expertise and wisdom, but also as a friend'; a photograph of Miss Jones, her sister and a friend after her investiture at Buckingham Palace in October 1982; and original October 1982 newspapers and cuttings from the *The Sunday Times*, *The Daily Telegraph* and the *Gloucestershire Echo* containing the list of the Falklands War awards and photographs following her investiture.

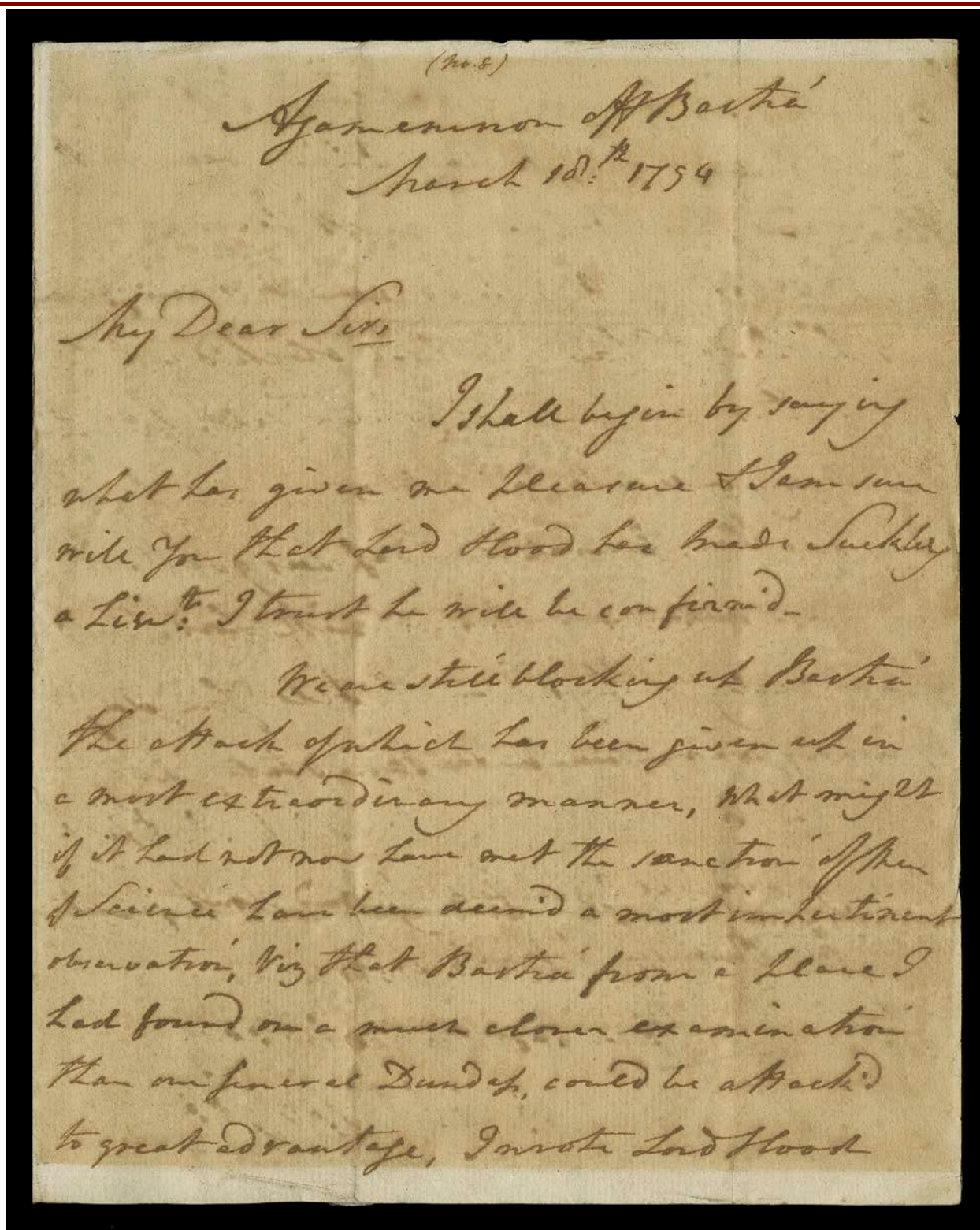
NELSON LETTERS

This small collection of letters provides a wonderful chronological thread, not to the battles for which Nelson is renowned, but to his personal life, physically and emotionally. They begin with a rare right-handed letter (lot 84) written during one of the assaults on Corsica where in July he was to lose the sight of his right eye. Three years later, after the Battle of Cape St Vincent in February 1797 had made him famous, he was also to lose his right arm, which was amputated during an unsuccessful assault on Tenerife on 25 July that year. Only six weeks after that, he was already writing with his left hand in a remarkably legible way (lot 85). He was, however, in acute pain for some months until December when the stump started to heal and he wrote his historic note to the Rector of St George's in Hanover Square (lot 86), evocatively thanking God for his recovery from the wound.

Ten years before, in 1787, he had married Frances (Fanny) Nisbet. However, after the Battle of the Nile in August 1798 and his warm welcome to Naples from the British Envoy, Sir William Hamilton, he began a burgeoning relationship with Sir William's wife, Lady Emma, such that by April 1799 he was having to write to Fanny (lot 87) in order to dissuade her, most insistently, from leaving England to come out to see him in Sicily where he was then residing with the Hamiltons. He finally returned to England in November 1800 and, following an unhappy scene with Fanny in January 1801, he never saw her again.

He departed that January for Plymouth for an expedition to the Baltic and his response in February (lot 88) to a flattering letter from a supporter in Exeter was written only days after he had learned that Emma had secretly given birth to their daughter, Horatia, on 29 January. Following success at the Battle of Copenhagen in April, when he raised his blind eye to the telescope so as not to see the signal to withdraw, he returned to England in July 1801. Two months later, with a loan from his prize agent and friend, Alexander Davison, he purchased Merton Place in Surrey where he lived with Emma and Sir William for over a year and a half.

When his father, the Reverend Edmund Nelson, visited Merton in November 1801, he saw his portrait hanging in a place of honour between portraits of Davison and Sir William. Only five months later, Edmund died, as Nelson was to tell Davison in a brief, but most poignant, letter (lot 89). A year later, in April 1803, Sir William also died. That summer Nelson returned to sea where he was to remain for two years – an extremely long absence from Emma, to whom he wrote passionately in April 1805 (lot 90). He was to see her again for only one final period when he was at Merton in the late summer of 1805. But then he set out to sea and on 21 October he was shot and killed as his fleet was destroying the combined French and Spanish fleet during his most acclaimed victory at the Battle of Trafalgar.



Nelson (Horatio, Lord), autographed letter signed 'Horatio Nelson', to his uncle, William Suckling, dated aboard H.M.S. 'Agamemnon off Bastia March 18th 1794', in which he vents his frustration at the Army's reluctance to pursue active operations against one of Corsica's main fortresses at Bastia

Among other observations:

'We are still blocking up Bastia the attack of which has been given up in a most extraordinary manner. What might if it had not been deem'd a most impertinent observation, viz that Bastia from a place I had found on much closer examination than our General Dundas, could be attack'd to great advantage. I wrote to Lord Hood requesting an Engineer & Artillery Officer might be sent to examine, to day I have been with them and their report is most favourable for an Attack ... I have so close block'd up the place that one pound of Coarse bread sells for 3 Livres. If the Army will not take it We must by some way or other. General Dundas has quitted the Command differing in opinion with Lord Hood ...'

2 pages, 4to, integral autograph address leaf, browned where exposed, professional restorations

£12000-15000

Requesting an Engineer & Artillery Officer might
 be sent to examine, To day I have been with
 them and their Report is most favourable
 for an Attack, our Weather is now but indifferent
 but Litterton I have so close block'd up the
 Place that one pound of ^{bead} Hoarse sells for 3 times
 if the Army will not take it we must by some
 way or other, General Dundas has quitted the
 Command differing in Opinion with Lord Hood
 I have really nothing new to tell you, day
 after day we remain in the same state, pray
 remember me to Mr. Suckling and kindly & his
 Suckling and all your family and dont forget
 me to Mr. Dumsey & family Believe me
 Your most affectionate
 Son
 Horatio Nelson

Provenance: Bonhams, 5 July 2005 (Lot 24).

A letter revealing the ambitious nature of the young Captain Nelson, written with his right hand - which he lost three years later - and accordingly rare. It appears in *The Letters and Despatches of Lord Nelson* (Sir Nicholas Harris Nicolas, 1844).

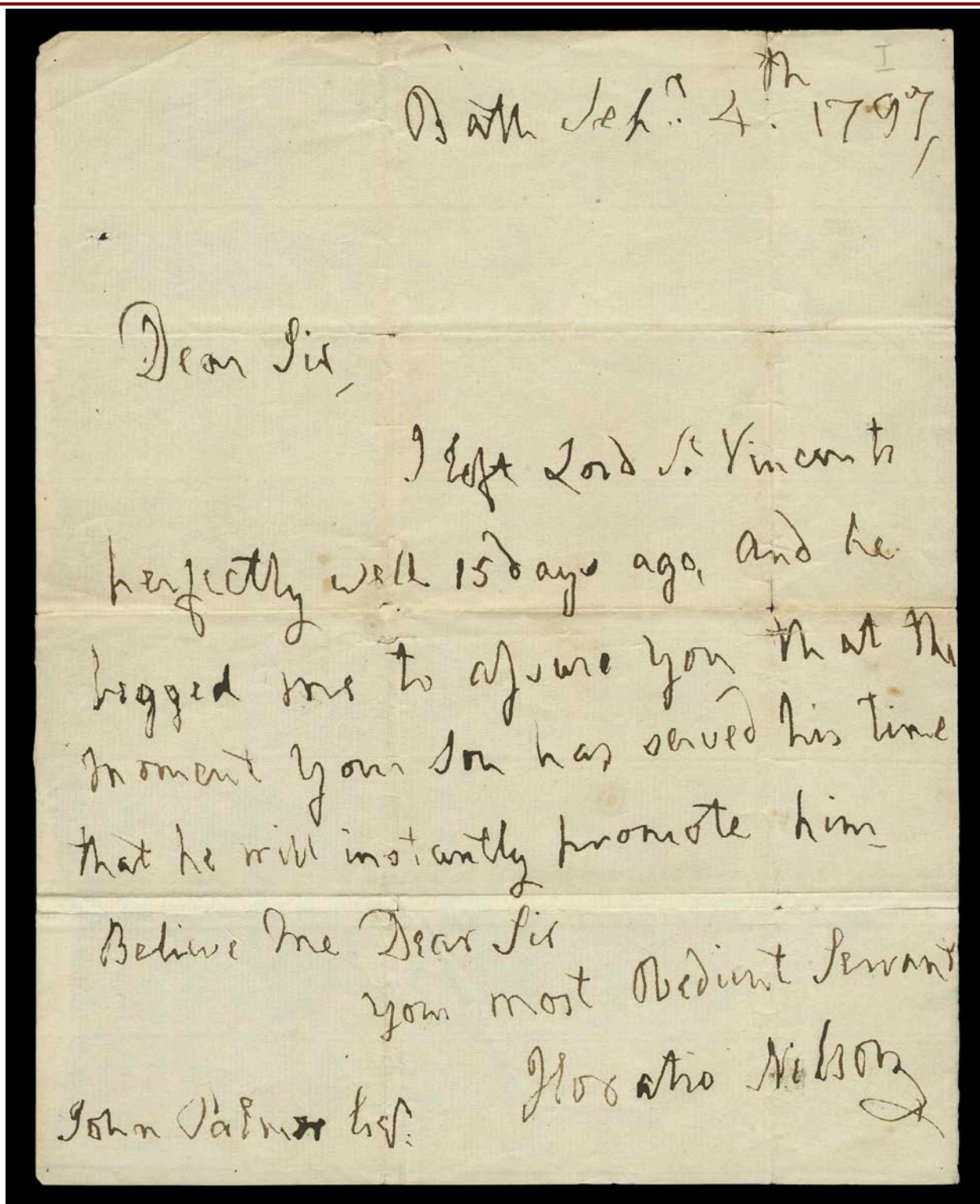
The Army, under General Dundas, was reluctant to mount assaults on either of Corsica's main fortresses at Bastia and Calvi. Unable to resolve the position between Hood and himself, Dundas quit on grounds of ill-health.

Nelson then persuaded Hood to authorise an attempt upon Bastia and, after a bombardment and siege beginning in April, the French garrison surrendered on 23 May:

'Bastia was to mark a new phase in Nelson's experience: working hand in glove with a flag officer who was not powerfully decided and tenacious in pursuing his objectives but had a similar active disposition. Moreover Hood was inclined to take the younger man into his confidence, which for Nelson was a heady and inspiring experience ... Fortunate are the ambitious and capable if they work for men from whom they can learn and who provide an example to emulate' (Edgar Vincent's *Nelson: Love and Fame*, refers).

In July Nelson bombarded the French garrison at Calvi, whose fortress was in an even stronger position than that at Bastia. On 12 July he was hit in the face by a shower of earth and shattered rocks as a shell exploded on the sand-bagged ramparts - a blow to his right eye ruptured a blood vessel and probably damaged the optic nerve. Surprisingly there was no structural damage to the eyeball, which appeared normal, except for some enlargement of the pupil. Nonetheless as the days passed he realised that with his right eye he could see nothing clearly and only distinguish light from dark: for all intents and purposes the sight was gone.

Calvi surrendered on 10 August 1794.



Nelson (Horatio, Lord), an emotive autograph letter signed, one of the first written by him following the amputation of his right arm, to John Palmer, M.P., regarding the latter's son, Captain Edmund Palmer, R.N., dated at 'Bath, Sept. 4th 1797'

'Dear Sir

I left Lord St. Vincent perfectly well 15 days ago, and he begged me to assure you that the moment your son has served his time that he will instantly promote him.

Believe me Dear Sir

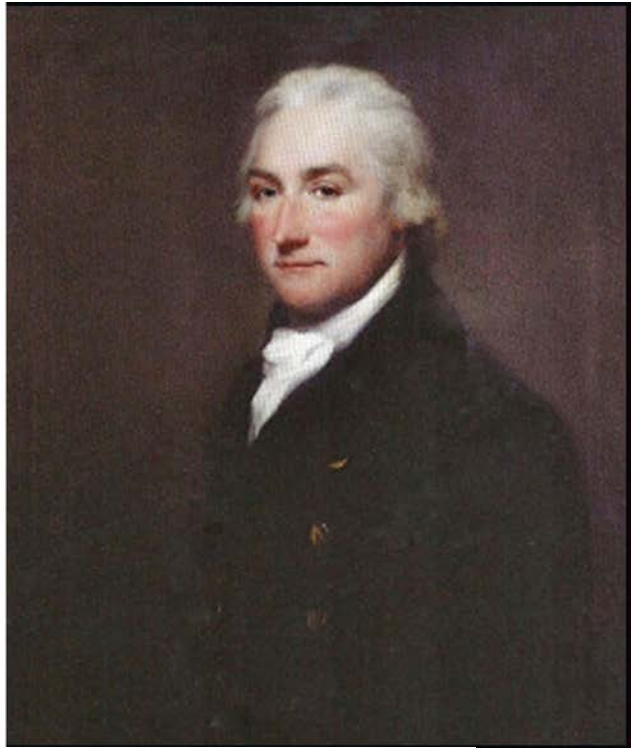
Your Most Obedient Servant

Horatio Nelson'

1 page, 4to, paper watermarked 1794, contemporary file docket, integral leaf removed (evidently before filing), minor creasing and a few fox-marks but overall in fresh and attractive condition £12000-15000



The Earl St Vincent, K.B.



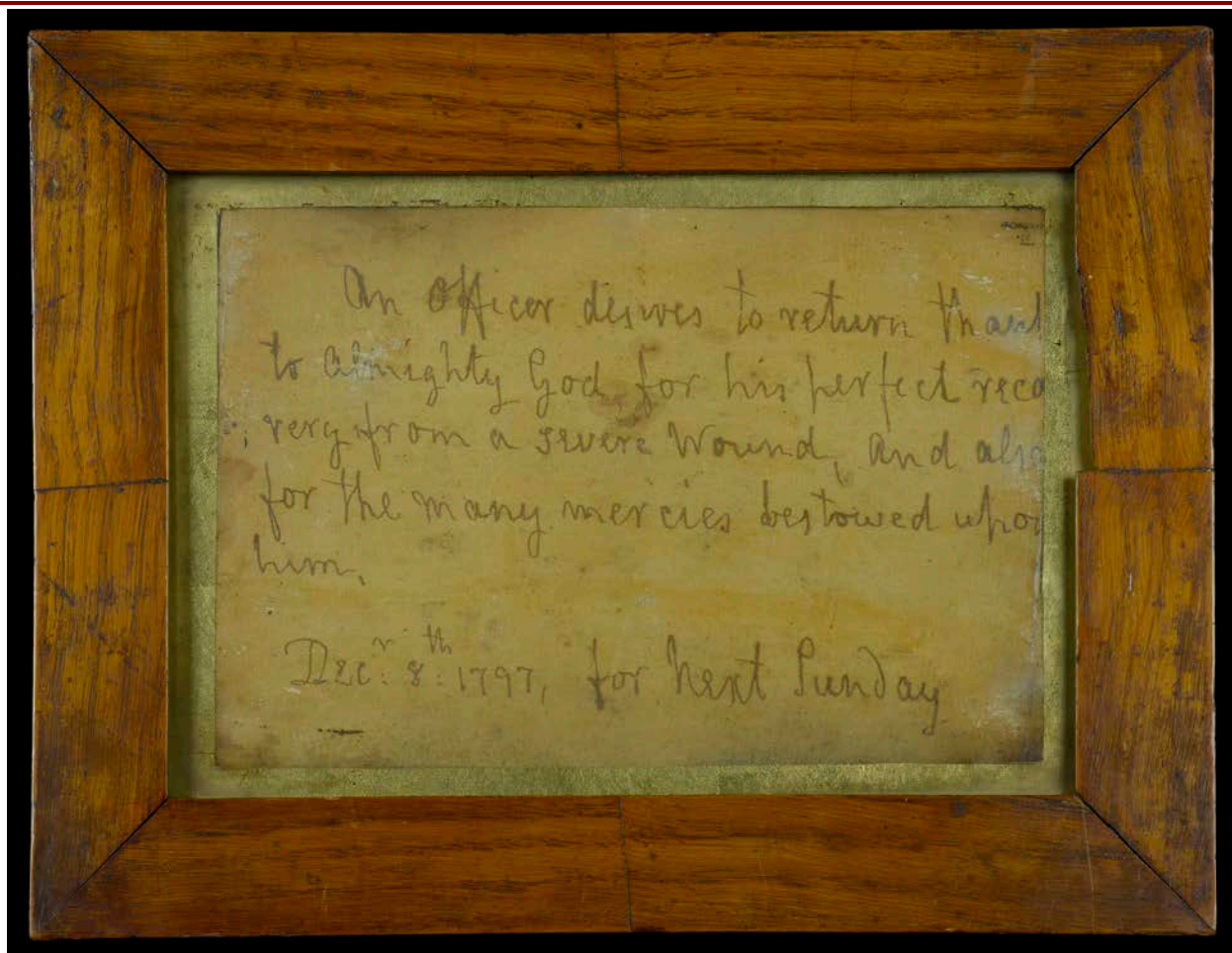
John Palmer, M.P.

Provenance: Phillips, 9 November 2001 (Lot 479).

This is among the first dozen or so letters written by Nelson following the amputation of his right arm on 25 July 1797 and the first one written at Bath, where he had gone to recuperate; see *The Letters and Despatches of Lord Nelson* (Sir Nicholas Harris Nicolas, 1844, II, pp. 421-40).

Three weeks earlier Nelson had famously written to Lord St. Vincent, 'a left-handed Admiral will never again be considered as useful', to which the latter replied, 'I will ... bow to your stump tomorrow morning.' At the time of writing, Nelson was still in great pain, and it would not be until December 1797 that his wound healed.

John Palmer (1742-1818) was M.P. and Mayor for Bath, as well as Surveyor and Comptroller General of the Post Office and projector of the mail-coach system; his son, Captain Edmund Palmer, R.N., was a protégé of Nelson's mentor, John Jervis, Earl of St. Vincent.



'To Him who made me and may His blessing light upon my endeavours for serving my Country faithfully. To Him I resign myself and the just cause which is entrusted me to defend. Amen, amen, amen.'

From the prayer written by Nelson on the morning of the Battle of Trafalgar, evidence of his faith and reliance on Providence.

Nelson (Horatio, Lord), a highly evocative autograph note, unsigned, to the incumbent of St. George's Church, Hanover Square, London, dated 'Decr. 8th 1797', giving thanks to 'Almighty God' for his recovery from the loss of his right arm

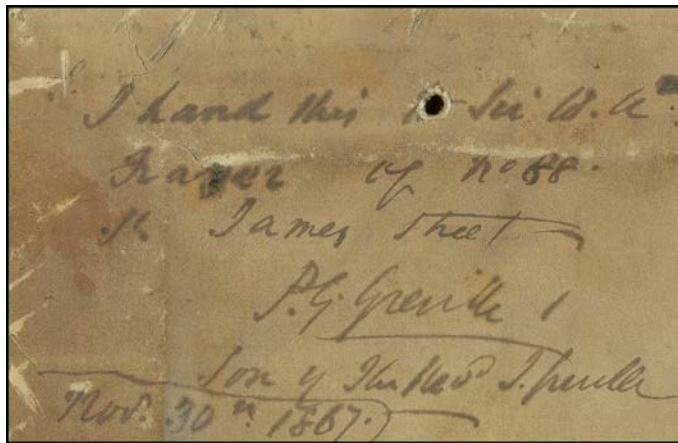
'An Officer desires to return thanks to Almighty God for his perfect recovery from a severe wound, and also for the many mercies bestowed upon him.

Decr. 8th 1797, for next Sunday'

a piece of paper has been added to the irregular right hand side of the note to square it off for framing purposes contained in an old glazed wooden frame, the wood said to have been taken from the main mast of H.M.S. Victory, and the original backing of the frame with three hand written statements of provenance; a subsequent backing added for the protection of the first, also with a statement of provenance

£12000-15000





Provenance: Lyon & Turnbull, 1 February 2005 (Lot 191).

By any standards a letter of historic significance, affirming Nelson's deep-rooted faith; the much discussed importance of his faith aside, this particular note - and incident - is referred to in Pocock's biography; it is listed by Nicolas in his *Letters and Despatches of Lord Nelson* (1844).

The incumbent of St. George's Church, Hanover Square, London at the time Nelson delivered his note was The Rev'd. Joshua Greville.

The old hand written notes in respect of the note's provenance and that of the wooden frame - on the original backing of the frame - state:

(i)

'I hand this to Sir W. A. Fraser of No. 88 St. James Street. P. G. Greville, Son of the Rev'd. J. Greville, Nov. 30th 1867'

(ii)

'A Notice sent by Lord Nelson to the Curate of St. George's Hanover Square written with his left hand and afterwards framed in a piece of the Victory'

(iii)

'The frame is made from the main mast of the *Victory* and was given to my father by a medical officer on board at the time of Nelson's death. P. G. Greville'

Sir William Augustus Fraser (1826-1898) was a well-known collector of relics of heroes he most admired; one of his paper seals is pasted down over a section of torn paper bearing statement (ii).

On the reverse of the frame's second backing is one of Fraser's bookplates, on which is written in his own hand:

'Lord Nelson's note, handed to the Incumbent of St. George's Hanover Sq.; bought of his son by Mr. W. A. Fraser.'

Nelson's right arm was amputated at Tenerife on 25 July 1797. Once home, and following a brief stay in Bath, he went to London to consult surgeons, owing to the continuing acute pain caused by one of the ligatures - used to tie up the severed arteries - being fixed in the wound and causing the stump to become infected.

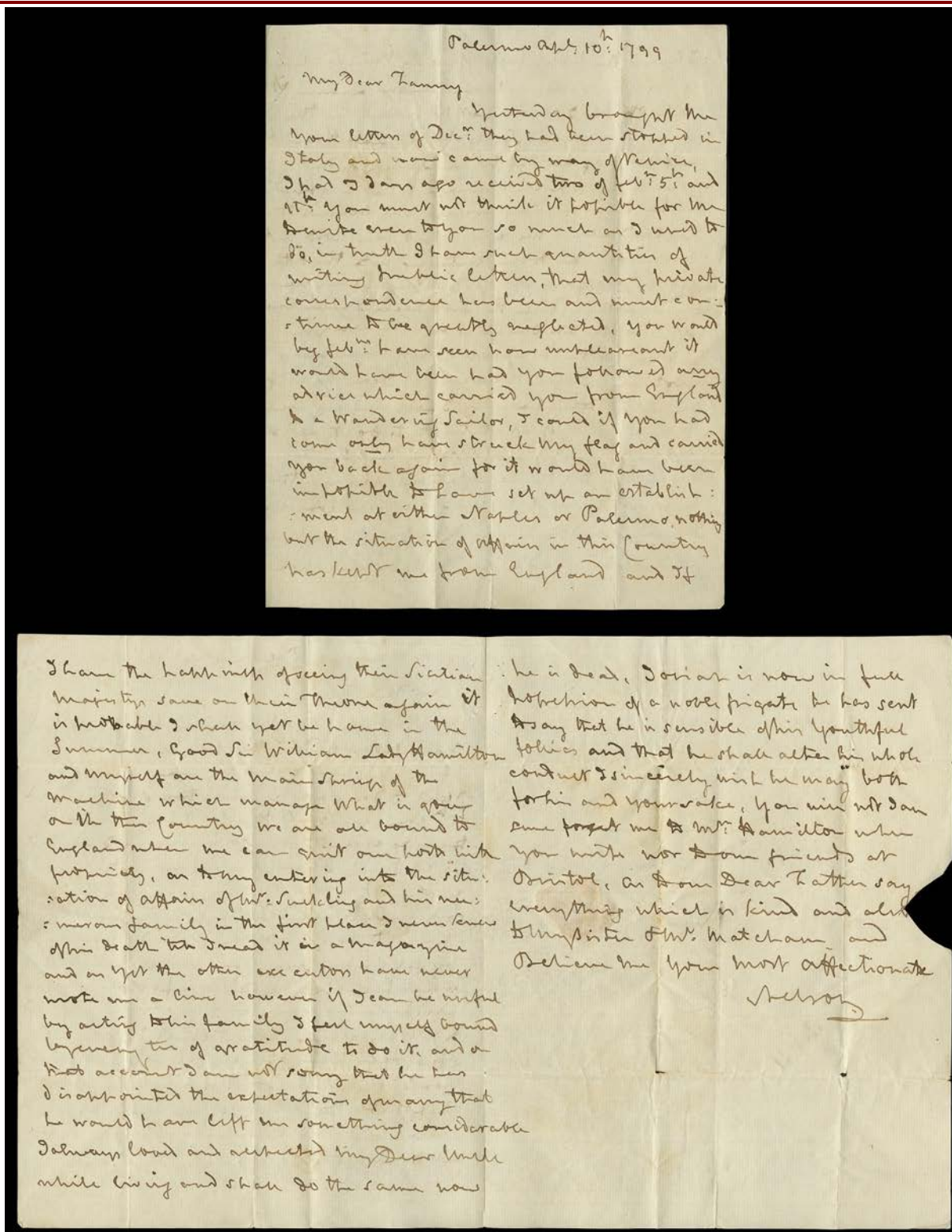
Nelson and his wife Frances (Fanny) took lodgings at 141 Bond Street, their journey and arrival being described in Carola Oman's *Nelson*:

'The party next morning took the conventional route - by Maidenhead and Hounslow Heath - and on the evening of Wednesday, September 13, in sunshine after heavy rain, drew up safely at the doors of 141, Bond Street. The lodging-house kept by Mr. Jones stood on the west side of the fashionable street, a little south of Grosvenor Street, and near enough to St. George's, Hanover Square, for the wakeful man to hear the hours tolled from that modern classic building throughout the long night, after the last coach had rolled home, the last laugh had died away outside, the last pair of heels had ceased to trouble the pavements, and there was no other sound in the world remarkable, except too-fast heartbeats bred by rising fever ...'

That fever and Nelson's acute pain finally subsided one night in the first week of December, when he awoke after an unusually sound and lasting sleep. His bandages were removed and the odorous ligature came away with them. In fact, within a few days the stump was healing rapidly, so much so that he set about correspondence in respect of his pending appointment to the *Foudroyant* at Chatham.

On the evening of 8 December he wrote two short notes, the first of them to his future Flag Captain, Captain Berry, R.N. The second note was of rather a different nature. Carola Oman takes up the story:

'Since he was also the son of the Rector of Burnham Thorpe, he did not, in his moment of relief, forget another duty. He sent across a note to the clergyman of the nearest parish church, St. George's, Hanover Square: "An Officer desires to return thanks to Almighty God for his perfect recovery from a severe wound, and also for the many mercies bestowed upon him. Decr. 8th 1797, for next Sunday."'



Nelson (Horatio, Lord), a firm autograph letter signed 'Nelson', to his wife Frances, dated at 'Palermo, Apl. 10th 1799', making excuses for the infrequency of his letters and insisting she does not journey from England to join him - Emma Hamilton having caught the 'Wandering Sailor's' eye

'My Dear Fanny

Yesterday brought me your letters of Decr. they had been stopped in Italy and now come by way of Venice ... You must not think it possible for me to write even to you as much as I used to, in truth I have such quantities of writing public letters, that my private correspondence has been and must continue to be greatly neglected. You would by Feby. have seen how unpleasant it would have been had you followed any advice which could have carried you from England to a Wandering Sailor, I could if you had come only have struck my flag and carried you back again for it would have been impossible to set up an establishment at either Naples or Palermo ... Good Sir William, Lady Hamilton and myself are the mainsprings of the machine which manage what is going on in this country ...'

The letter continues with mention of the death of Sir William Suckling, Nelson's uncle ('I always loved and respected my Dear Uncle while living and shall do the same now he is dead'); his step-son, Josiah - Fanny's son by her previous marriage to Dr. Nisbet - who was 'now in full possession of a noble frigate. He has sent to say that he is sensible of his youthful follies and that he shall alter his whole conduct'; and closes with a message of goodwill to his sister, Kate, and her husband, Mr. Matcham.

2 and a half pages, 4to, autograph address panel, red wax seal, the seal cut affecting one letter of text, a few tiny holes in folds of second leaf

£8000-10000



Provenance: Edwin Wolf, 2nd Collection, Christie's, 21 June 1989 (Lot 226); Christie's, 3 December 2003 (Lot 128).

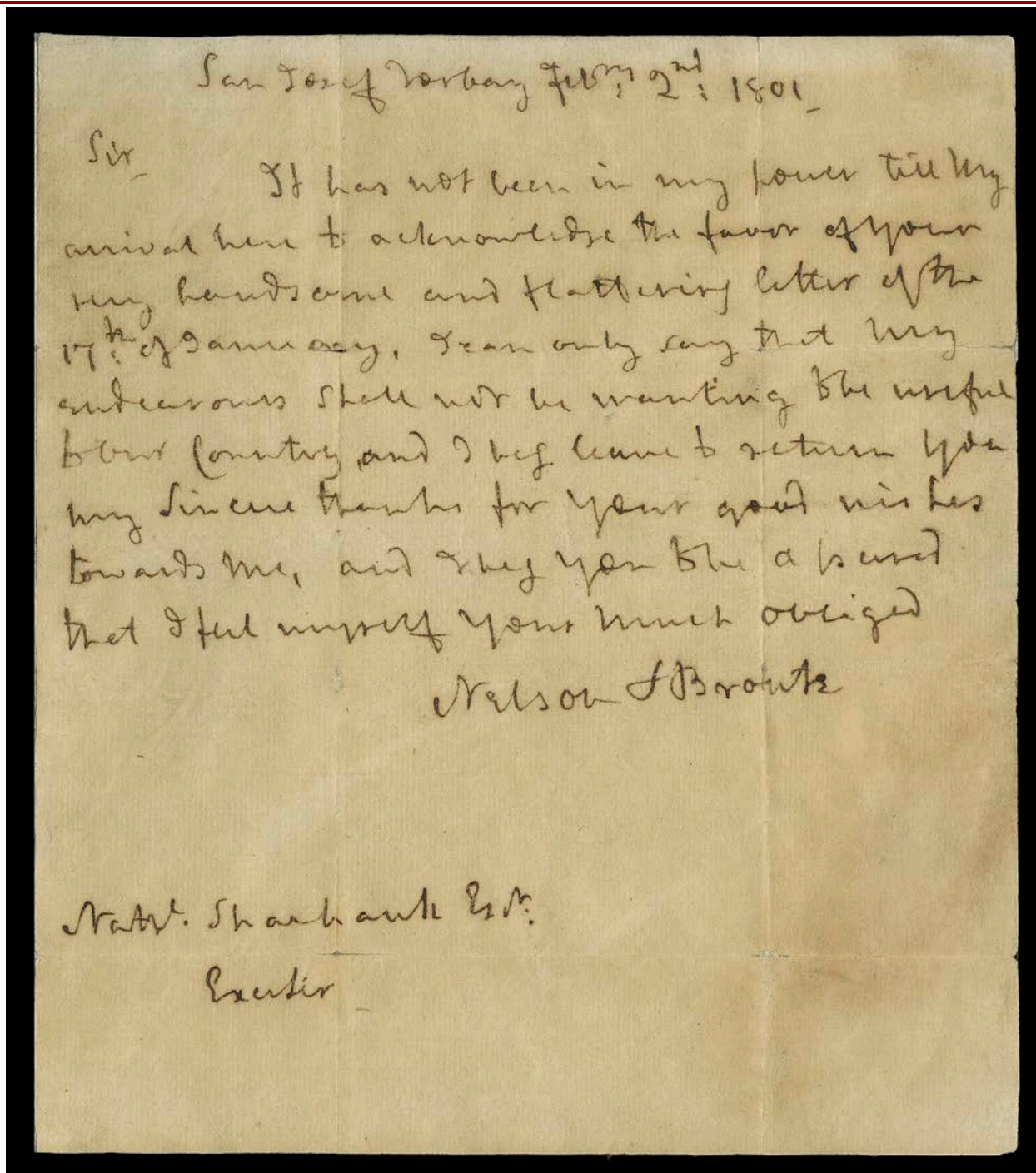
An important letter in respect of Nelson's burgeoning relationship with Emma Hamilton. She was referred to in all Nelson's letters to Fanny from September 1798 such that, after hearing stories about him and Emma from naval friends, she wrote to him in December 1798 saying that, unless he returned home soon, she would come and join him: this is the firm response from her 'Wandering Sailor'.

Over the coming year, Nelson's friendship with Emma became yet more intense - so, too, the infrequency of his letters home to Fanny. He finally parted from her in February 1801.

By way of background, Nelson had been welcomed to the Kingdom of Naples by the longstanding British Envoy, Sir William Hamilton, who was 68, and his wife of seven years, Emma, who was 33, in September 1798. He shared their home until they were evacuated to Palermo with the King and Queen in December of the same year, in the face of the advancing French. Nelson remained with the Hamiltons until the recapture of Naples in June 1799, for which he was awarded the Dukedom of Bronte.



Frances 'Fanny' Nelson



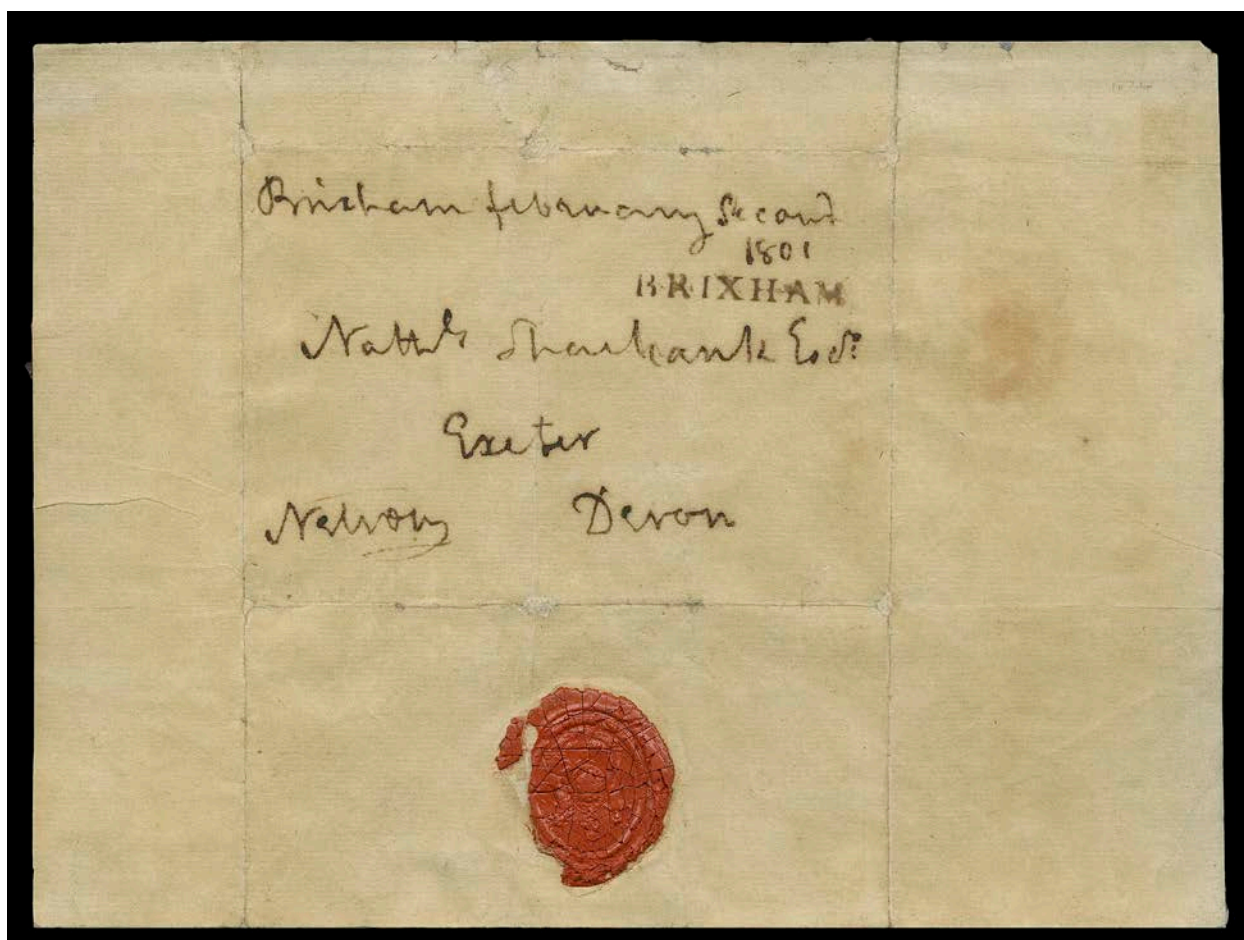
Nelson (Horatio, *Lord*), autograph letter signed, to Nathaniel Sparhawk of Exeter, dated aboard H.M.S. 'San Josef Torbay Febry 2nd 1801', shortly before his departure to the Baltic and further laurels won at Copenhagen

'Sir

It has not been in my power till my arrival here to acknowledge the favor of your very handsome and flattering letter of the 17th of January. I can only say that my endeavours shall not be wanting to be useful to our Country and I beg leave to return you my sincere thanks for your good wishes towards me, and I beg you to be assured that I feel myself your much obliged

Nelson & Bronte'

1 page, 4to, integral autograph address leaf with franking signature ('Nelson'), seal (cracked), 2cm. blank section of address leaf trimmed, browning and worn folds, with professional restoration £4000-5000



Provenance: Bonhams, 5 July 2005 (Lot 112).

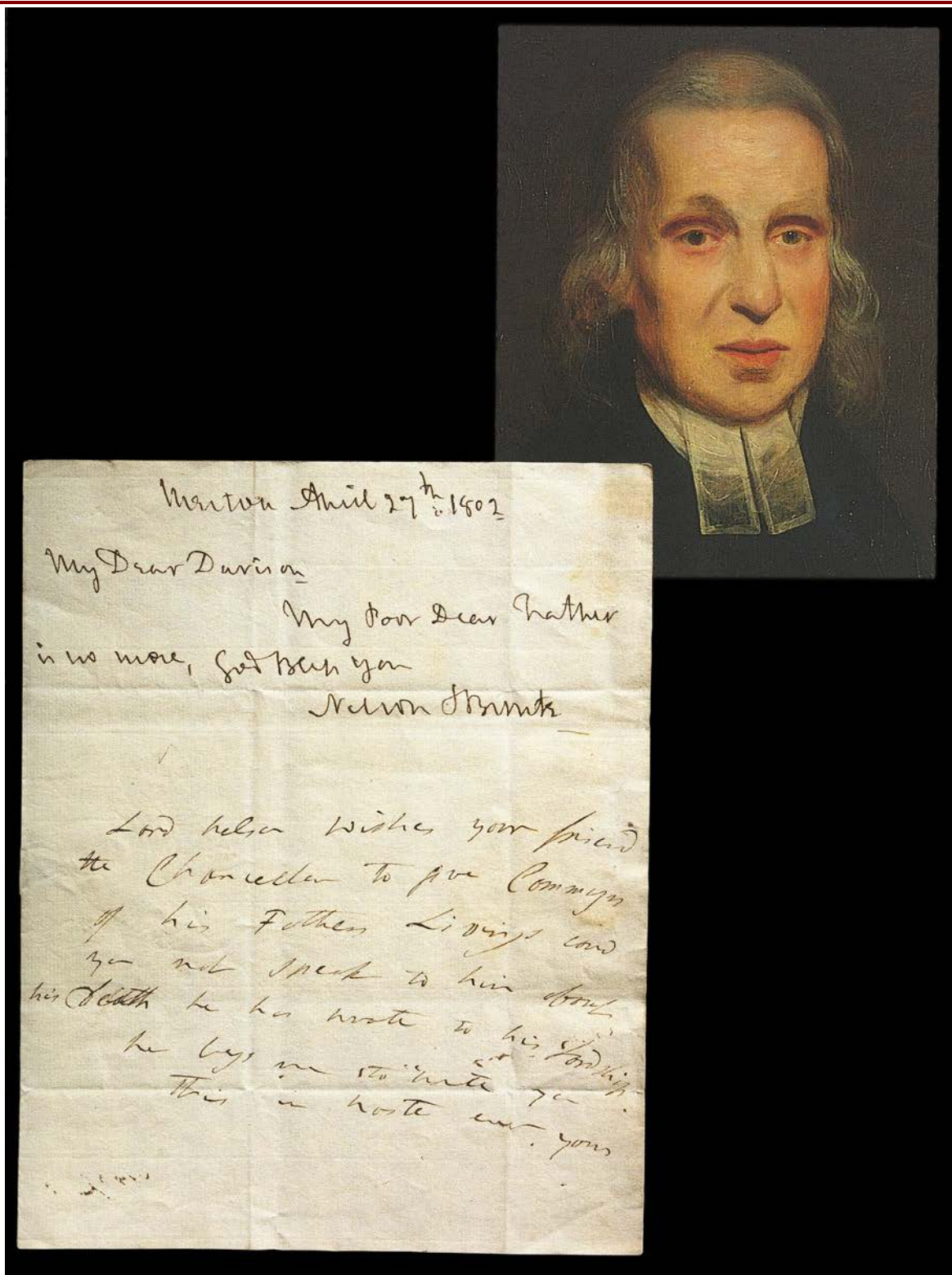
A charming response to 'fan-mail' not recorded in *The Letters and Despatches of Lord Nelson* (Sir Nicholas Harris Nicolas, 1844), or in *Nelson - The New Letters* (2005), edited by Colin White.

Just a day or two before he wrote this letter, Nelson had learned that Emma Hamilton had secretly given birth to their daughter Horatia, his immediate response being to 'go mad with joy ... yet not dare show all or any of his feelings.' Such was his state of mind at the time of his writing to Nathaniel Sparhawk.

Nelson had returned to England - for the first time since the Battle of the Nile - on 6 November 1800 and by the middle of the same month knew that he was to be employed again at sea. Earl St. Vincent selected the *San Josef* as the most appropriate ship because Nelson had boarded her at the Battle of St. Vincent in 1797.

Following an unhappy scene with his wife Fanny - they would never meet again - Nelson departed London on 13 January 1801 to join the *San Josef* at Plymouth. He passed through Sparhawk's town Exeter, where he received a warm welcome, and arrived at Plymouth on the 17th. His flag hoisted in *San Josef*, he sailed for Torbay on the 31st, where he anchored the following day and reported to Earl St. Vincent. The Earl informed him that he was to go as second-in-command on Sir Hyde Parker's Baltic expedition, which, of course, led to his triumphant part in the Battle of Copenhagen on 2 April 1801.

It was on returning to the *San Josef* after meeting the Earl that Nelson received the letter from London for which he had been waiting - news that Emma had safely and secretly given birth to Horatia.



Nelson (Horatio, Lord), a brief and most poignant autograph letter signed, regarding his father's death, to Alexander Davison, dated at 'Merton April 27th 1802'

'My Dear Davison
My Poor Dear Father is no more, God bless you
Nelson & Bronte'

Also subscribed by Emma Hamilton in characteristically breathless fashion:

'Lord Nelson wishes your friend the Chancellor to give Commyn [sic] of his Fathers Livings could you not speak to him about his death he has wrote to his Lordship he begs me to write you this in haste ever yours' [unsigned]; the letter also addressed in her hand.

1 page, 4to, integral address leaf, small seal tear

£12000-15000



Alexander Davison

Provenance: Sotheby's, The Alexander Davison Collection, 21 October 2002 (Lot 62).

This letter does not appear in *The Letters and Despatches of Lord Nelson* (Sir Nicholas Harris Nicolas, 1844), *The Hamilton and Nelson Papers* (Alfred Morrison, 1893), or in *Nelson - The New Letters* (2005), edited by Colin White. However, related correspondence is recorded in Thomas Pettigrew's *Memoirs of the Life of Vice Admiral Lord Nelson* (1849), namely Nelson's application to the Chancellor, Lord Eldon, for an appointment for Comyn as a Parish Rector and Eldon's affirmative response; so, too, further associated correspondence in Nicolas and White, including Nelson's letter to Comyn to congratulate him on his preferment.

Nelson's father, the Rev. Edmund Nelson, Rector of Burnham Thorpe in Norfolk, died at Bath on 26 April 1802. A kind man, who had been much distressed at the breakdown of the Admiral's marriage, he nevertheless visited him and Lady Hamilton at their newly acquired Merton household in November 1801. He was greeted by his own portrait hanging in a place of honour between those of Sir William Hamilton and Alexander Davison.

As it happens, the date of Nelson's father's death fell on Emma Hamilton's birthday, part of which was spent at the church baptism of her favourite maid, Fatima, a Nubian girl about twenty years old who had been taken out of a slave ship.

Nelson had been warned of his father's declining health and wrote on the day of his death, 'Had my father expressed a wish to see me, unwell as I am, I should have flown to Bath, but I believed it would be too late.' He was accordingly not present at 'the death-bed or funeral of a parent who had never failed to hold up the highest ideals to him'; instead, he paid for the funeral expenses and sent Alexander Davison as his representative.

Alexander Davison (1750-1829), the Government contractor who was Nelson's prize agent and friend. He lent Nelson £6,000 towards his purchase of Merton and, on the Admiral's death, broke his Treasurer's white staff of office and placed it in his coffin as it was lowered into the vaults of St. Paul's on 9 January 1806. Earlier, at his personal expense, he had paid for the striking of medals for the participants of Nelson's victory at the Nile - and for the crew of the *Victory* at Trafalgar.

The Rev. Stephen Comyn (1766-1839) first went to sea in his early 30s, aboard H.M.S. *Vanguard* in 1798, and was Nelson's chaplain at the Battle of the Nile. Having attended his wounded senior at the height of the battle, he afterwards conducted a service of thanksgiving on the ship's quarter-deck; transferred with Nelson to the *Foudroyant* and also served with him in the *San Josef* and *St. George*. On coming ashore in 1801, he persuaded Nelson to find him a parish and - via the Chancellor, Lord Eldon - he became Rector of St. Mary's at Bridgeham, Norfolk.

Victory April 6th 1805

My Dearest Emma Capt. Conn will give
 you this line and he will tell you of
 my present misery, at not having
 yet fallen in with the French fleet,
 but if I do, what happiness it will be
 to you and to me and we must hope
 for the best, I am all all yours and
 only yours I think of you for ever
 May God bless you for your only
 your Nelson & Bronte

Nelson (Horatio, Lord), a fine and passionate autograph letter signed, to Emma Hamilton, dated aboard H.M.S. 'Victory April 6th 1805'

'My Dearest Emma Capt. Conn will give you this line and he will tell you of my present misery at not having yet fallen in with the French fleet, but if I do what happiness it will be to you and to me and we must hope for the best, I am all all yours and only yours I think of you for ever May God bless you for your only your Nelson & Bronte'

1 page, 4to, integral blank

£12000-15000



Provenance: Sotheby's, Pencarrow Collection of Autographs, 8 December 1999 (Lot 86).

Written some six months before Nelson finally caught up with the French fleet and was killed at Trafalgar, this letter is apparently unpublished; certainly it does not appear in *The Letters and Despatches of Lord Nelson* (Sir Nicholas Harris Nicolas, 1844), *The Hamilton and Nelson Papers* (Alfred Morrison, 1893), or in *Nelson - The New Letters* (2005), edited by Colin White; however, the latter omission maybe owing to the letter's appearance in Thomas Pettigrew's *Memoirs of the Life of Vice Admiral Lord Nelson* (1849).

Emma, Lady Hamilton (1765-1815), is of course best remembered as Nelson's mistress, a love match that entertained the nation's gossip columnists and cartoonists on account of her still being married to the diplomat, Sir William Hamilton. That scenario attained even greater status when the three of them moved in to Merton Place, Surrey in late 1801, a *ménage à trois* that Emma herself once described as *Tria Juncta in Uno* - Three Joined in One - a motto borrowed from the Order of the Bath, of which both Nelson and Sir William were knights. Sir William also retained a property in London and died there in April 1803. In the following month, Nelson's and Emma's young child, Horatia moved to Merton, shortly before he was appointed Commander-in-Chief of the Mediterranean Fleet. He was still so employed at the time of writing this passionate letter but did in fact get to see Emma - and his 'dear, dear, Merton' - on one more occasion in August-September 1805.

Captain John Conn (1764-1810), a member of the Irish family of that name from Mount Ida, Waterford, entered the Royal Navy in 1778 and became Lieutenant in 1793. He was Lieutenant of the *Royal Sovereign* in Lord Howe's victory of the Glorious First of June 1794 and, having been advanced to Commander, was captain of the *Discovery* at the Battle of Copenhagen in 1801. Having then commanded a division of mortar boats in the attack on the French flotilla at Boulogne on 15 August 1801, he gained advancement to Captain. Conn next commanded of the *Canopus*, in which ship he was present in Nelson's force blockading Toulon 1803-5 but he was superseded aboard the ship in March of the latter year, when it became the flagship of Admiral Thomas Louis, with Captain Francis Austen (Jane Austen's brother) as his Flag Captain.

Nelson meanwhile wrote to the Admiralty to recommend Conn's immediate re-employment and the latter, on arriving off the island of Galita, due south of Sardinia, on 5 April 1805, transferred to the sloop H.M.S. *Bittern* for passage to England. The following day, the date on which Nelson wrote the above described letter, H.M.S. *Victory* closed on *Bittern*, which according to the ship's log 'received an order to receive letters & c. & c. & c. for England'. Given Nelson's personal reference to Captain Conn 'who will give you this line and tell you of my present misery', it seems likely he boarded the *Victory* and met Nelson in person. Be that as it may, *Bittern* departed for Gibraltar later on the same day and Conn eventually completed his journey home care of H.M. Ships *Amphitrite* and *Active*, the latter vessel arriving at Plymouth on 19 May 1805. Thence, via Nelson's prize agent and friend, Alexander Davison, was the great man's letter finally delivered to Emma Hamilton.

Remarkably, in many respects, Conn went on to command the *Royal Sovereign* and *Victory* before Collingwood and Nelson that very year but it was as captain of the *Dreadnought* that he went into action at Trafalgar. As described in *The Trafalgar Roll*, the *Dreadnought* served in Collingwood's division and took some 'hard knocks':

'She tackled the Spanish 74, *San Juan Nepomuceno*, which had already been severely handled, and although the ship was to some extent supported by the Spanish 112, *Principe de Asturias*, and the French 80-gun *Indomptable*, she ran on board the *San Juan* in little more than a quarter of an hour. ... The *Dreadnought's* losses in the battle amounted to thirty-three killed and wounded. She had her masts cut with shot and her maintop sail-yard shot away.'

BOOKS

This large collection of books naturally contains many medal collecting stalwarts, ranging from Alec Purves' *Collecting Medals and Decorations*, via Gordon's *British Battles and Medals* and various well-known medal Rolls, right through to O'Byrne's *A Naval Biographical Dictionary*, Long's *Medals of the British Navy* and even Marshall's *Royal Navy Biography*. There are also quite a lot of books about Nelson, his officers and their battles.

However, what perhaps comes through most strongly is the seriousness with which John was determined to find out all he could about the history of medal collecting and, particularly, the collecting of the Naval General Service medal. Thus the collection contains not only numerous historic and modern auction catalogues, journals and bulletins but various books detailing historic published collections as well as Manville and Robertson's *British Numismatic Auction Catalogues 1710-1984*. There are even first and second editions of Gordon whose 3rd edition of 1962 was, for many years, despite errors within it, the first and last word on which regiments, ships and in rarer cases, individuals took part in battles for which a medal or bar was awarded.

There are really only a couple of omissions which have not found their way into the sale – his annotated version of Captain Douglas-Morris's *Naval General Service Medal Roll*, which has been placed in DNW's library, along with his copy of Spinks version of the Hailes Roll; and his 3rd edition of Gordon, which he has retained because it was his father's favourite book. The *Notes on Collecting Medals* at the end of that edition still merit re-reading even after 50 years.

- 91 O'BYRNE, WILLIAM R., *A Naval Biographical Dictionary*, comprising the life and services of every living officer in Her Majesty's Navy from the rank of Admiral to that of Lieutenant, 1st edition, John Murray, London, 1849, ix, 1400pp., rebound, blue boards, *good condition* £80-120
- 92 LONG, W. H., *Medals of the British Navy and how they were won*, Norie & Wilson, Portsmouth, 1895, xiii, 450pp., with coloured plates, rebound, half calf, ribbed spine with gilt title and ornamentation, *very good condition* £80-120
- 93 DOUGLAS-MORRIS, CAPTAIN KENNETH, *Naval Medals 1793-1856*, Privately printed, London, 1988, xvi, 542pp.; *Naval Medals 1857-1880*, Privately printed, London, 1994, xxii, 436pp., both in original blue boards, in slip cases, *excellent condition* (2) £80-120
- 94 MESSAGE, COLIN (Compiler), *Naval General Service Medals 1793-1840*, Alphabetical Roll of Recipients; DOUGLAS-MORRIS, KENNETH (Compiler), *The Naval General Service Medal Roll 1793-1840*; MULLEN, A. L. T. (Editor), *The Military General Service Roll 1793-1814*, in slip case; GOULD, R. W. & DOUGLAS-MORRIS, K. J. (Compilers), *The Army of India Medal Roll 1799-1826*, *good condition* (4) £70-90
- 95 [ADMIRALTY OFFICE], *Navy List*, January 1816, 143pp; another, December 1827, 168pp; HAULTAIN, CHARLES (Compiler), *The New Navy List*, 1841, 328pp; another, 1843, 330pp; ALLEN, JOHN (Conductor), *The New Navy List* 1852, 342pp., *some pages loose*; [Admiralty], *The Navy List* 1866, 438pp., all are rebound, *generally good condition* (6) £100-150

96



WARREN, C. E. & LEAN, LIEUT.-COL. F., *The Royal Navy List*, April 1879, 392pp.; LEAN, LIEUT.-COL. F., *The Royal Navy List*, (3) January 1878, 444pp; another, January 1878, 476pp; another, 1906, 676pp., these four rebound blue cloth, *some loose pages*; [H.M.S.O.], *The Navy List* (2), January 1957, 1308pp; another, Autumn 1968, 438pp, these two with original paper covers; [J. B. HAYWARD & SON], *The Naval Who's Who* 1917, 344pp, *generally good condition* (7) £60-80

97



MARSHALL, JOHN, *Royal Navy Biography ...*, London 1823-30, 12 Volumes, embossed green cloth, gilt titles, some foxing, some with damage to spines, otherwise good condition and a rare set (12) £200-300

98



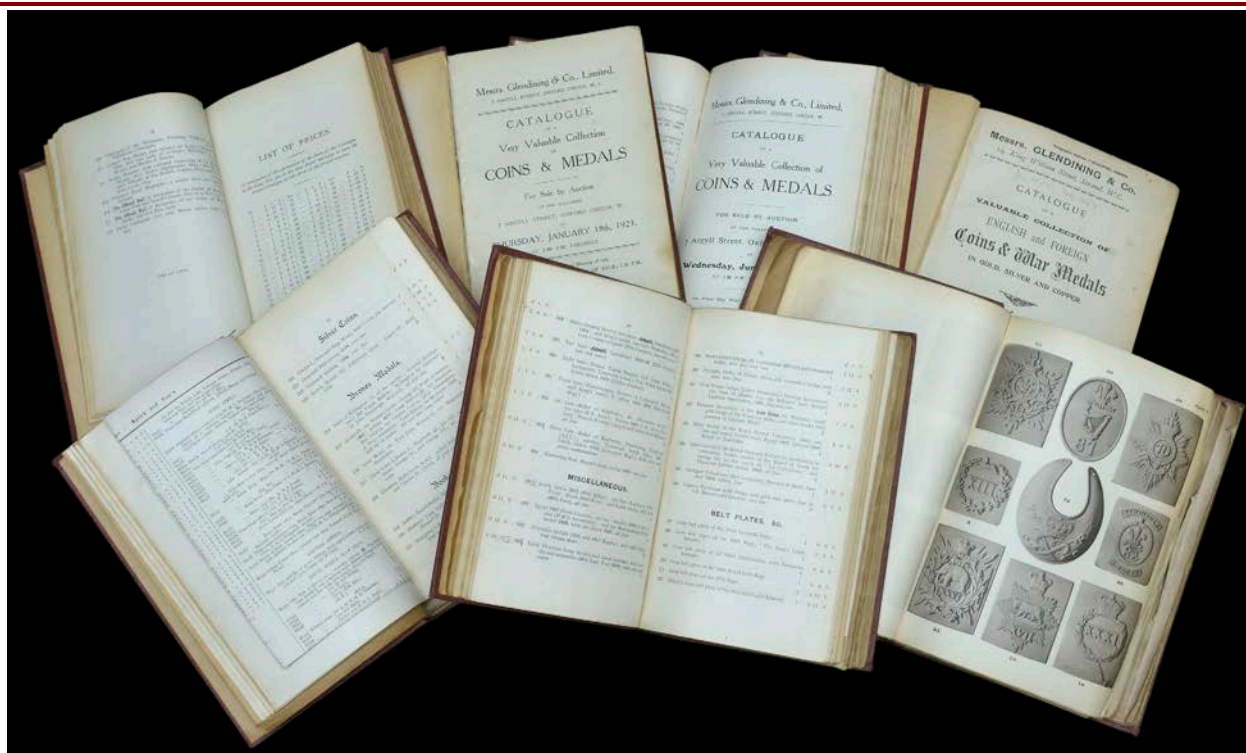
GIBSON, J. HARRIS, *British Military & Naval Medals and Decorations* (3), 1880, 140pp; another, 1880, inside cover inscribed, 'J. Stansfeld 1880', with annotations and inserts; another, inscribed to 'Johannes Hericias Willock', some annotations; GIBSON, J. HARRIS, *British War Medals and other Decorations*, London, 1866, 86pp., ex-libris John R. Lynch; HARRIS, WALTER H., *Collection of Military and Naval Medals and Decorations*, 1891, 42pp, cover inscribed, 'R. W. Gascoigne'; STANSFELD, CAPTAIN JOHN, *Catalogue of British War Medals, Badges and other Medals*, 1905, 58pp, with annotations; GASKELL, HENRY, *Catalogue of British, Hanoverian and other Waterloo Medals*, 1905, 80pp; PAYNE, A.A., *A Handbook of British and Foreign Orders, War Medals and Decorations*, Hayward reprint, 1981; HAWKES, CAPTAIN E. GALE, *A Collection of Georgian Medals*, 1994, some foxing, damage, wear and loose pages in the older publications, fairly good and better (9) £100-140

99

VINCENT, EDGAR, *Nelson, Love & Fame*; COLEMAN, TERRY, *Nelson, The Man and the Legend*; SUGDEN, JOHN, *Nelson, A Dream of Glory*; HIBBERT, CHRISTOPHER, *Nelson, A Personal History*; WHITE, COLIN, *Nelson, The Admiral*; MORRIS, ROGER, *Nelson, The Life and Letters of a Hero*; HILLS, DR A-M. E., *Nelson, A Medical Casebook*; CALLO, JOSEPH F., *Nelson Speaks*; POCKOCK, TOM, *The Terror before Trafalgar*; POCKOCK, TOM, *Nelson's Women*; HEARN, MIRANDA, *Nelson's Daughter*; DOWNER, MARTYN, *Nelson's Purse*; UNSWORTH, BARRY, *Losing Nelson*; WHITE, COLIN, *The Nelson Encyclopædia*, all with dustcovers, generally very good condition (14) £50-100

- 100** CLARK, JOHN D., *The Men of H.M.S. Victory at Trafalgar*; SCHOM, ALAN, *Trafalgar, Countdown to Battle 1803-1805*; ADKINS, ROY & LESLIE, *The War for all the Oceans*; CLAYTON, TIM & CRAIG, PHIL., *Trafalgar, the men, the battle, the storm*; MAFFEO, STEVEN E., *Most Secret and Confidential, Intelligence in the Age of Nelson*; NICHOLSON, ADAM, *Men of Honour, Trafalgar and the making of the English Hero*; HEATHCOTE, T. A., *Nelson's Trafalgar Captains & Their Battles*; WHITE, COLIN, *The Nelson Companion*; WHITE, COLIN, *The Trafalgar Roll, the Ships and the Officers*; WHITE, COLIN, *1797 Nelson's Year of Destiny*; HILL, RICHARD, *The Prizes of War*; BANCROFT, JAMES W., *Deeds of Valour*; O'BRIAN, PATRICK, *Navy*; OMAN, CAROLA, *Nelson*; RUSSELL, W. CLARK, *Pictures from the Life of Nelson*; together with the following paperbacks: GROVE, ERIC (Editor-in-Chief), *Great Battles of the Royal Navy*; TERRAINE, JOHN, *Trafalgar*; [NATIONAL MARITIME MUSEUM], *Nelson, an illustrated history*; POPE, DUDLEY, *England Expects, Nelson and the Trafalgar Campaign*; PARSONS, LIEUT. G. S., *Nelsonian Reminiscences*; KENNEDY, LUDOVIC, *Nelson and His Captains*; ADKINS, ROY, *Trafalgar, The Biography of a Battle*; with a booklet: RATHBONE, PHILIP, *Paradise Merton*; together with a C.D.- *The Complete Navy List of the Napoleonic Wars 1793-1815*; SOTHEBY'S, *Nelson, The Alexander Davison Collection, 21 October 2002, mostly in good condition* (25) £50-70
- 101** DORLING, H. TAPRELL, *Ribbons and Medals (4) 1919 edition, parts 1 & 2; 1920 War Supplement; another, 1960 edition; another 1974 edition*; GORDON, MAJOR L. L., *British Battles and Medals, 1947 edition; 1950 edition* (2); JOSLIN, LITHELAND, SIMPKIN, *British Battles and Medals 1988 edition* (2); HAYWARD, BIRCH, BISHOP, *British Battles and Medals, 2006 edition*; MERICKA, V., *Book of Orders & Decorations*; ROSIGNOLI, G., *Ribbons of Orders, Decorations and Medals*; HIERONYMUSSEN, PAUL, *Orders, Medals and Decorations of Britain and Europe*; PURVES, A. A., *The Medals, Decorations & Orders of the Great War 1914-1918*; PURVES, A. A., *Collecting Medals and Decoration*; HALL, DONALD, *British Orders, Decorations and Medals*; [SPINK], *Standard Catalogue of British Orders, Decorations and Medals* (6) various editions; THE MEDALS YEARBOOK (6) various editions; JOHNSON, DEREK, *Collector's Guide to Militaria*; JOHNSON, DEREK, *War Medals*; GOULD, R. W., *Campaign Medals of the British Army 1815-1972*; GOULD, R. W., *British Campaign Medals, Waterloo to the Falklands*; PATERSON, D., *Collecting Military Medals and Decorations*, booklet; POULSOM, MAJOR N. W., *A Catalogue of Campaign and Independence Medals*; JOSLIN, E. C., *The Observer's Book of British Awards & Medals*; [BALLANTINE], *Nazi Regalia*; MACKAY, JAMES, *Commemorative Medals*; other paperbacks and booklets (7), some annotated, generally good condition (45) £50-70
- 102** CREGGH, SIR O'MOORE & HUMPHRIS, E. M. (Editors), *The V.C. and D.S.O.*, 3 volumes; RUVIGNY, MARQUIS DE, *The Roll of Honour, Volume II*; [J. B. HAYWARD & SON], *Army Honours and Awards*; ANON, *The Register of the Victoria Cross*; ABBOTT & TAMPLIN, *British Gallantry Awards, 1971 edition*; ROE, F. GORDON, *The Bronze Cross*; PILLINGER & STAUNTON, *Victoria Cross Locator*; FEYVER & WILSON, *The Queen's South Africa Medal to the Royal Navy and Royal Marines*, paperback; FEYVER & WILSON, *The China War Medal 1900, to the Royal Navy and Royal Marines*; RISK, J. C., *British Orders and Decorations*; POULSOM, LIEUT-COL. N. W. WITH MYRES, REAR-ADMIRAL J. A. L., *British Polar Exploration and Research, a Historical and medallic Record with Biographies 1818-1999*; MANNING & WALKER, *British Warship Names*; HARRIS, D. A., *A Guide to Military Temperance Medals*, booklet; FORBES, HENTY & GRIFFITHS, *Battles of the Nineteenth Century, Vol. 1*; NATKAL, RICHARD, *Atlas of 20th Century Warfare*; PERKINS, ROGER, *Kashmir Gate*; ALFORD & SWORD, *Egyptian Soudan its Loss and Recovery*; MULDER & PURVES, *Bibliography of Orders and Decorations*; MANVILLE & ROBERTSON, *British Numismatic Auction Catalogues, Vol. 1, 1710-1984*; other paperbacks (3); booklets (3) generally good condition (27) £50-70

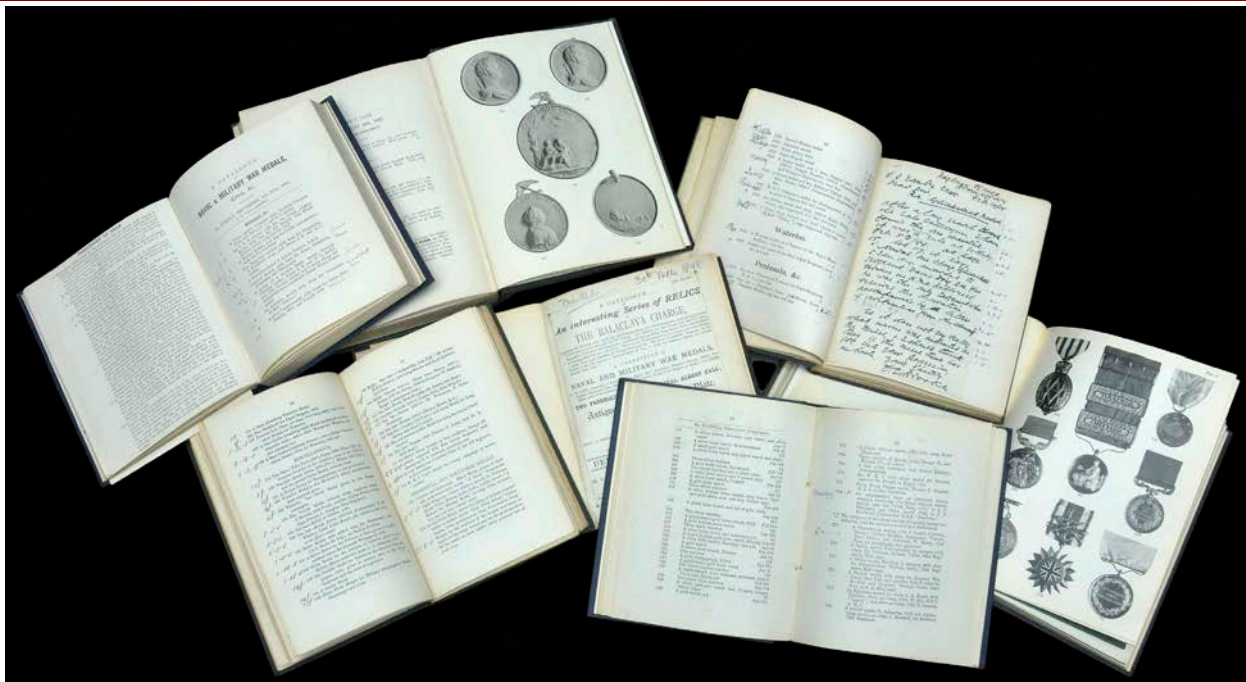
103



GLENDINING'S, 'Catalogues of Coins and Medals', bound in seven volumes, in faded red cloth, bearing the dates '1902-03-04'; '1905-06-07'; '1908-09-10'; '1911-12-13'; '1914-15-16-17-18'; '1923-24-25-26'; '1927-28-29-30-31', with printed prices, contents are as found, signs of wear and tear to covers and contents, fair condition (7) £200-300

Note: the catalogue for December 1901 has been mistakenly inserted where December 1902 should be and the latter catalogue is not included in these volumes.

- 104** GLENDINING'S, *Coin and War Medal Catalogues*, bound in 24 volumes: 'W. Harris 1897 & Glendining 1901-1902'; '1903'; '1904'; '1905' '1907'; '1908'; '1909'; '1910-1911'; Gaskell Collection of Medals 1911'; '1912-1913'; '1914-1915'; '1916-1918'; '1919-1920'; '1921-1925'; '1926-1928'; '1929-1931'; '1931-1932'; '1933-1934'; '1936-1937'; '1938-1939'; '1940'; '1941-1942'; '1943-1944'; '1945-1946', most with prices, all bound with matching blue boards, spines with gilt titles and banding, contents are as found, *good condition* (24) £200-300

105

DEBEHAM, STORR & SONS, *War Medal Catalogues*, bound in four volumes - '1898-9-1900', black boards; '1899-1900'; '1901-1908', blue boards; '1905-1906', green boards; GLENDINING'S, *Coin and War Medal Catalogues* 1901, bound in green cloth; GLENDINING'S *War Medal Catalogues*, bound in two volumes, of the period 1917-1930, containing the collections of MacDougall, Tombs, Payne, Palmer, Hastings Irwin, Kennard, Philips, Murray, Montagu, Hamilton Smith and Cheylesmore, matching black boards, contents are as found, some bear hand written prices, contents are as found, *generally good condition* (7) £200-300

- 106** SEABY'S, *Coin and Medal Bulletin*, 34 bound volumes, '1944-1945-1946', then yearly 1947-1979 (1955 duplicated), 1950, 1951, 1952, 1954 and one copy of 1955 bound in red cloth; others loosely bound in 'Seaby' card folders; together with loose catalogues (17) for 1980-81, contents are as found, *generally good condition* (lot) £50-70

- 107** JOURNAL OF THE ORDERS AND MEDALS RESEARCH SOCIETY, No.126, May 1964; No. 107, June 1965; No. 109, December 1968-No. 137, December 1973 (31) - green stapled paper issues; Spring 1984-Winter 1991; Spring 1998- June 2015, loose bound in 'O.M.R.S.' folders; O.M.R.S., Miscellany of Honours (14), No.1, 1979-No.14, 2001; together with sundry Membership Handbooks, Convention booklets and Indices, contents are as found, *generally good condition* (lot) £80-100

With two unused 'O.M.R.S. Journal' folders.

- 108** TRAFALGAR CHRONICLE, Year Book of the 1805 Club (18), 1991; 1996; 1998-2014; booklets (4) -Nelson and Tenerife 1797; Touch and Take; The Miller Papers; The Battle of Copenhagen 2 April 1801; NELSON DISPATCH, Journal of the Nelson Society, January 1991-Winter 2015, held in eight 'Nelson Dispatch' loose bound folders; with sundry indices; booklet: Nelson and Bath, by Louis Hodgkin, contents are as found, *generally good condition* (lot) £60-80

With two unused 'The Nelson Dispatch' folders.

- 109** DIX NOONAN WEBB, medal auction catalogues, June 1991-July 2015 (includes 'Buckland Dix & Wood' and 'Dix & Webb'), many with prices realised, contents are as found, *generally in good condition* (lot) £50-100

- 110** GLENDINING'S, assorted medal auction catalogues, November 1933; July 1934; April 1935; and February 1939-November 2001, contents are as found, *generally in fairly good condition* (lot) £200-300

- 111** CHRISTIES, assorted medal auction catalogues, November 1982-November 1992 (26) (not complete); Trafalgar Bicentenary Auction, 19 October 2005; Spiro Family Collection, Part 1, English Historical Documents and Letters, 3 December 2003; Christies, South Kensington, Maritime and Naval Battles, 9 November 2000; BONHAMS, medal auction catalogues (25), September 1994-April 2015, includes: Nelson & The Royal Navy, 5 July 2005 and The Waterloo Sale, 1 April 2015, contents are as found, *generally good condition* (lot) £50-100

- 112** SPINK, medal auction catalogues, December 1983-July 2015; Spink Medal Supplement 1987; 1989; 1992; Spink, Medal Quarterly, Nos.2-4; Spink Medal Circular, Nos.1-16, contents are as found, *generally good condition* (lot) £50-100

-
- 113** J. B. HAYWARD & SON, *Orders, Decorations Medals* (30), March 1967-August 1973 (includes 'Hayward & Hall'); *Hayward's Gazette* (11), No. 1 January 1964-No. 11 May 1979, contents are as found, *good condition* (41) £60-80
-
- 114** SOTHEBY'S, assorted medal auction catalogues, March 1967-October 2005 (not complete), includes the Northesk Collection, 13 December 1994; Nelson: The Alexander Davison Collection, 21 October 2002 and Trafalgar, Nelson and the Napoleonic Wars including the Matcham Collection, 5 October 2005; MORTON & EDEN, medal auction catalogues (12), April 2002-June 2010, contents are as found, *generally good condition* (lot) £50-100
-
- 115** BALDWIN'S, medal auction catalogues (5); PHILLIPS, Books, Maps Photographs auction, 9 November 2001; LYON & TURNBULL, Printed Books, 1 February 2005; SOTHEBY'S, The Pencarrow Collection of Autographs, auction catalogue, 8 December 1999; HAMILTON'S, *Coin and Medal Despatch*, No. 1, 1978-August 1988 - catalogues for the years 1979, 1980 and 1981 in 'Hamilton's' loose bound folders; DONALD HALL, *Orders, Decorations and Medals* catalogues, July 1971-September 1979; THE ARMOURY, 'Special List'; other Armoury catalogues (3); STANLEY GIBBONS, Medal List Nos. 1 & 2; LONDON STAMP EXCHANGE, Medal List (13), September 1980-O.M.R.S. 1987; MIDLAND MEDAL, catalogues (15); miscellaneous war medal catalogues - Wallis & Wallis; Dixon; Liverpool; Heraldene; Mayfair etc, contents are as found, *generally good condition* (lot) £50-70



Commission Form – Medals 24 and 25 November 2015

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Commission Form – Medals 24 and 25 November 2015



Lot No	£ Bid	Lot No	£ Bid	Lot No	£ Bid

Saleroom Notices
Any Saleroom Notices relevant to this auction are automatically posted on the Lot Description pages on the our website. Prospective buyers are strongly advised to consult the site for updates.

Successful Bids

Should you be a successful bidder you will receive an invoice detailing your purchases. All purchases are sent by registered post unless otherwise instructed, for which a minimum charge of £12.00 (plus VAT if resident in the European Union) will be added to your invoice.

All payments for purchases must be made in pounds sterling. Please check your bids carefully and complete the payment instructions overleaf.

Prices Realised

The hammer prices bid at the auction are posted on the Internet at www.dnw.co.uk in real time. A full list of prices realised appear on our website as the auction progresses. Telephone enquiries are welcome from 09:00 the following day.

IMPORTANT INFORMATION FOR BUYERS

Absentee Bids

It is recommended that absentee bids are placed using our online advance bidding facility, which is available on our website at www.dnw.co.uk. Bids placed in this way cannot be seen by others and do not go live until the actual moment that the lot in question is being offered for sale. All bids can be easily altered or cancelled by the bidder prior to this point. An automated confirmatory email will be sent confirming all bids and alterations

Anyone with a valid email address can easily register to bid online.

There is no additional charge for online bidding and it is not necessary to pre-register a payment card in order to do so.

Whilst we are still happy to execute all bids submitted in writing or by phone, fax, etc., it should be noted that bids left with us will be entered at our offices using the same bidding facility to which all our clients have access. There is, therefore, no better way of ensuring the accuracy of your bids than to execute them yourself online.

Whilst online bids can be placed up until the moment a lot is offered for sale, all bids made to the office must be confirmed in writing, by fax or e-mail and should be received by 18:00 on the day before the auction. Although we will endeavour to execute late bids, Dix Noonan Webb Ltd cannot accept responsibility for any bids received on the day of the auction itself.

Commission Form

Further advice to bidders and purchasers may be found on the commission form included with this catalogue. Please use this form when sending bids to us by post or fax.

Buyers' Premium

A buyers' premium of 20% on the hammer price (plus VAT if resident in, or lots are delivered within, the European Union) **is payable by the buyer on all lots.**

Pre-sale Estimates

The pre-sale estimates are intended as a guide for prospective purchasers. Any bid between the listed figures would, in our opinion, offer a fair chance of success. However all lots, depending on the degree of competition, can realise prices either above or below the listed estimates.

All lots are automatically reserved at the bid step which reflects 80% of the lower estimate, unless otherwise instructed by the buyer.

Methods of Payment

All payments must be made in pounds sterling. Payment may be made by transfer direct to Dix Noonan Webb's account at:

Lloyds TSB
Piccadilly London Branch
39 Piccadilly
London W1J 0AA
Sort Code: 30-96-64 Account No: 00622865
Swift Code: LOYDGB2L
IBAN: GB70LOYD30966400622865 BIC: LOYDGB21085

Please include your name, account number and auction date with the instructions to the bank. Alternative methods of payment which will enable immediate clearance of purchases include cash, bankers drafts, credit cards (Master Card, Visa and American Express) and debit cards. Although personal and company cheques are accepted, buyers are advised that property will not be released until such cheques have cleared.

Please note that we will not accept cash payments in excess of £5,000 (five thousand pounds) in settlement for purchases made at any one auction.

Purchases will be despatched as soon as possible upon receipt of your written despatch instructions and full payment in pounds sterling for the lots you have bought. Carriage will be at the buyer's expense. Estimates and advice on all methods of despatch can be provided upon request.

All credit card payments are subject to an additional charge of 2 per cent.

Insurance cover will be arranged unless otherwise specified and will be added to the carriage charge for non-UK deliveries.

Clearance of Purchases

Buyers who have not established a credit arrangement with Dix Noonan Webb will be asked to pay for their purchases in pounds sterling when they wish to take possession of them. It is regretted that Dix Noonan Webb cannot take banker's references over the telephone at the time of clearance and that buyers cannot take possession of their purchases until cheques are cleared.

If buyers wish to pay for their purchases by cheque they are urged to arrange clearance of their cheques well in advance of the sale by supplying appropriate banker's references.

Lots will only be released to the purchaser, or his or her authorised representative, if full payment in pounds sterling has been received and cleared by Dix Noonan Webb, together with settlement of any charges due.

CONDITIONS OF BUSINESS

Conditions mainly concerning Buyers

1 The buyer

The highest bidder shall be the buyer at the 'hammer price' and any dispute shall be settled at the auctioneer's absolute discretion. Every bidder shall be deemed to act as principal unless there is in force a written acknowledgement by Dix Noonan Webb that he acts as agent on behalf of a named principal.

2 Minimum increment

The auctioneer shall have the right to refuse any bid which does not exceed the previous bid by at least 5 percent or by such other proportion as the auctioneer shall in his absolute discretion direct.

3 The premium

The buyer shall pay to Dix Noonan Webb a premium on the 'hammer price' in accordance with the percentages set out in paragraph 4 above and agrees that Dix Noonan Webb, when acting as agent for the seller, may also receive commission from the seller in accordance with Condition 15.

4 Value Added Tax (VAT)

The buyers' premium is subject to the current rate of Value Added Tax if the purchaser is resident in the European Union.

Lots marked 'x' are subject to importation duty of 5% on the hammer price unless re-exported outside the EU.

5 Payment

Immediately a lot is sold the buyer shall:

- give to Dix Noonan Webb his or her name and address and, if so requested, proof of identity; and
- pay to Dix Noonan Webb the 'total amount due' in pounds sterling (unless credit terms have been agreed with Dix Noonan Webb before the auction). Please note that we will not accept cash payments in excess of £5,000 (five thousand pounds) in settlement for purchases made at any one auction.

6 Dix Noonan Webb may, at its absolute discretion, agree credit terms with the buyer before an auction under which the buyer will be entitled to take possession of lots purchased up to an agreed amount in value in advance of payment by a determined future date of the 'total amount due'.

7 Any payments by a buyer to Dix Noonan Webb may be applied by Dix Noonan Webb towards any sums owing from that buyer to Dix Noonan Webb on any account whatever, without regard to any directions of the buyer, his or her agent, whether expressed or implied.

8 Collection of purchases

The ownership of the lot(s) purchased shall not pass to the buyer until he or she has made payment in full to Dix Noonan Webb of the 'total amount due' in pounds sterling.

9 (a) The buyer shall at his or her own expense take away the lot(s) purchased not later than 5 working days after the day of the auction but (unless credit terms have been agreed in accordance with Condition 7) not before payment to Dix Noonan Webb of the 'total amount due'.

(b) The buyer shall be responsible for any removal, storage and insurance charges on any lot not taken away within 5 working days after the day of the auction.

(c) The packing and handling of purchased lots by Dix Noonan Webb staff is undertaken solely as a courtesy to clients and, in the case of fragile articles, will be undertaken only at Dix Noonan Webb's discretion. In no event will Dix Noonan Webb be liable for damage to glass or frames, regardless of the cause.

10 Buyers' responsibilities for lots purchased

The buyer will be responsible for loss or damage to lots purchased from the time of collection or the expiry of 5 working days after the day of the auction, whichever is the sooner. Neither Dix Noonan Webb nor its servants or agents shall thereafter be responsible for any loss or damage of any kind, whether caused by negligence or otherwise, while any lot is in its custody or under its control.

11 Remedies for non-payment or failure to collect purchase

If any lot is not paid for in full and taken away in accordance with Conditions 6 and 10, or if there is any other breach of either of those Conditions, Dix Noonan Webb as agent of the seller shall, at its absolute discretion and without prejudice to any other rights it may have, be entitled to exercise one or more of the following rights and remedies:

(a) to proceed against the buyer for damages for breach of contract.

(b) to rescind the sale of that or any other lots sold to the defaulting buyer at the same or any other auction.

(c) to re-sell the lot or cause it to be re-sold by public auction or private sale and the defaulting buyer shall pay to Dix Noonan Webb any resulting deficiency in the 'total amount due' (after deduction of any part payment and addition of re-sale costs) and any surplus shall belong to the seller.

(d) to remove, store and insure the lot at the expense of the defaulting buyer and, in the case of storage, either at Dix Noonan Webb premises or elsewhere.

(e) to charge interest at a rate not exceeding 2 percent per month on the 'total amount due' to the extent it remains unpaid for more than 5 working days after the day of the auction.

(f) to retain that or any other lot sold to the same buyer at the sale or any other auction and release it only after payment of the 'total amount due'.

(g) to reject or ignore any bids made by or on behalf of the defaulting buyer at any future auctions or obtaining a deposit before accepting any bids in future.

(h) to apply any proceeds of sale then due or at any time thereafter becoming due to the defaulting buyer towards settlement of the 'total amount due' and to exercise a lien on any property of the defaulting buyer which is in Dix Noonan Webb's possession for any purpose.

12 Liability of Dix Noonan Webb and sellers

(a) Goods auctioned are usually of some age. All goods are sold with all faults and imperfections and errors of description. Illustrations in catalogues are for identification only. Buyers should satisfy themselves prior to the sale as to the condition of each lot and should exercise and rely on their own judgement as to whether the lot accords with its description. Subject to the obligations accepted by Dix Noonan Webb under this Condition, none of the seller, Dix Noonan Webb, its servants or agents is responsible for errors of descriptions or for the genuineness or authenticity of any lot. No warranty whatever is given by Dix Noonan Webb, its servants or agents, or any seller to any buyer in respect of any lot and any express or implied conditions or warranties are hereby excluded.

(b) Any lot which proves to be a 'deliberate forgery' may be returned by the buyer to Dix Noonan Webb within 15 days of the date of the auction in the same condition in which it was at the time of the auction, accompanied by a statement of defects, the number of the lot, and the date of the auction at

which it was purchased. If Dix Noonan Webb is satisfied that the item is a 'deliberate forgery' and that the buyer has and is able to transfer a good and marketable title to the lot free from any third party claims, the sale will be set aside and any amount paid in respect of the lot will be refunded, provided that the buyer shall have no rights under this Condition if:

(i) the description in the catalogue at the date of the sale was in accordance with the then generally accepted opinion of scholars and experts or fairly indicated that there was a conflict of such opinion; or

(ii) the only method of establishing at the date of publication of the catalogue that the lot was a 'deliberate forgery' was by means of scientific processes not generally accepted for use until after publication of the catalogue or a process which was unreasonably expensive or impractical.

(c) A buyer's claim under this Condition shall be limited to any amount paid in respect of the lot and shall not extend to any loss or damage suffered or expense incurred by him or her.

(d) The benefit of the Condition shall not be assignable and shall rest solely and exclusively in the buyer who, for the purpose of this condition, shall be and only be the person to whom the original invoice is made out by Dix Noonan Webb in respect of the lot sold.

Conditions mainly concerning Sellers and Consignors

13 Warranty of title and availability

The seller warrants to Dix Noonan Webb and to the buyer that he or she is the true owner of the property or is properly authorised to sell the property by the true owner and is able to transfer good and marketable title to the property free from any third party claims. The seller will indemnify Dix Noonan Webb, its servants and agents and the buyer against any loss or damage suffered by either in consequence or any breach on the part of the seller.

14 Reserves

The seller shall be entitled to place prior to the auction a reserve on any single item lot which has a minimum value of £100, being the minimum 'hammer price' at which that lot may be treated as sold. A reserve once placed by the seller shall not be changed without the consent of Dix Noonan Webb. Dix Noonan Webb may at their option sell at a 'hammer price' below the reserve but in any such cases the sale proceeds to which the seller is entitled shall be the same as they would have been had the sale been at the reserve. Where a reserve has been placed, only the auctioneer may bid on behalf of the seller.

15 Authority to deduct commission and expenses

The seller authorises Dix Noonan Webb to deduct commission at the 'stated rate' and 'expenses' from the 'hammer price' and acknowledges Dix Noonan Webb's right to retain the premium payable by the buyer.

16 Rescission of sale

If before Dix Noonan Webb remit the 'sale proceeds' to the seller, the buyer makes a claim to rescind the sale that is appropriate and Dix Noonan Webb is of the opinion that the claim is justified, Dix Noonan Webb is authorised to rescind the sale and refund to the buyer any amount paid to Dix Noonan Webb in respect of the lot.

17 Payment of sale proceeds

Dix Noonan Webb shall remit the 'sale proceeds' to the seller not later than 35 days after the auction, but if by that date Dix Noonan Webb has not received the 'total amount due' from the buyer then Dix Noonan Webb will remit the sale proceeds within five working days after the date on which the 'total amount due' is received from the buyer. If credit terms have been agreed between Dix Noonan Webb and the buyer, Dix Noonan Webb shall remit to the seller the sale proceeds not later than 35 days after the auction unless otherwise agreed by the seller.

18 If the buyer fails to pay to Dix Noonan Webb the 'total amount due' within 3 weeks after the auction, Dix Noonan Webb will endeavour to notify the seller and take the seller's instructions as to the appropriate course of action and, so far as in Dix Noonan Webb's opinion is practicable, will assist the seller to recover the 'total amount due' from the buyer. If circumstances

do not permit Dix Noonan Webb to take instructions from the seller, the seller authorises Dix Noonan Webb at the seller's expense to agree special terms for payment of the 'total amount due', to remove, store and insure the lot sold, to settle claims made by or against the buyer on such terms as Dix Noonan Webb shall in its absolute discretion think fit, to take such steps as are necessary to collect monies due by the buyer to the seller and if necessary to rescind the sale and refund money to the buyer.

19 If, notwithstanding that the buyer fails to pay to Dix Noonan Webb the 'total amount due' within three weeks after the auction, Dix Noonan Webb remits the 'sale proceeds' to the seller, the ownership of the lot shall pass to Dix Noonan Webb.

20 Charges for withdrawn lots

Where a seller cancels instructions for sale, Dix Noonan Webb reserve the right to charge a fee of 15 per cent of Dix Noonan Webb's then latest estimate or middle estimate of the auction price of the property withdrawn, together with Value Added Tax thereon if the seller is resident in the European Union, and 'expenses' incurred in relation to the property.

21 Rights to photographs and illustrations

The seller gives Dix Noonan Webb full and absolute right to photograph and illustrate any lot placed in its hands for sale and to use such photographs and illustrations and any photographs and illustrations provided by the seller at any time at its absolute discretion (whether or not in connection with the auction).

22 Unsold lots

Where any lot fails to sell, Dix Noonan Webb shall notify the seller accordingly. The seller shall make arrangements either to re-offer the lot for sale or to collect the lot.

23 Dix Noonan Webb reserve the right to charge commission up to one-half of the 'stated rates' calculated on the 'bought-in price' and in addition 'expenses' in respect of any unsold lots.

General conditions and definitions

24 Dix Noonan Webb sells as agent for the seller (except where it is stated wholly or partly to own any lot as principal) and as such is not responsible for any default by seller or buyer.

25 Any representation or statement by Dix Noonan Webb, in any catalogue as to authorship, attribution, genuineness, origin, date, age, provenance, condition or estimated selling price is a statement of opinion only. Every person interested should exercise and rely on his or her own judgement as to such matters and neither Dix Noonan Webb nor its servants or agents are responsible for the correctness of such opinions.

26 Whilst the interests of prospective buyers are best served by attendance at the auction, Dix Noonan Webb will, if so instructed, execute bids on their behalf. Neither Dix Noonan Webb nor its servants or agents are responsible for any neglect or default in doing so or for failing to do so.

27 Dix Noonan Webb shall have the right, at its discretion, to refuse admission to its premises or attendance at its auctions by any person.

28 Dix Noonan Webb has absolute discretion without giving any reason to refuse any bid, to divide any lot, to combine any two or more lots, to withdraw any lot from the auction and in case of dispute to put up any lot for auction again.

29 (a) Any indemnity under these Conditions shall extend to all actions, proceedings costs, expenses, claims and demands whatever incurred or suffered by the person entitled to the benefit of the indemnity.

(b) Dix Noonan Webb declares itself to be a trustee for its relevant servants and agents of the benefit of every indemnity under these Conditions to the extent that such indemnity is expressed to be for the benefit of its servants and agents.

30 Any notice by Dix Noonan Webb to a seller, consignee, prospective bidder or buyer may be given by first class mail or airmail and if so given shall be deemed to have been duly received by the addressee 48 hours after posting.

31 These Conditions shall be governed by and construed in accordance with English law. All transactions to which these Conditions apply and all matters

connected therewith shall also be governed by English law. Dix Noonan Webb hereby submits to the exclusive jurisdiction of the English courts and all other parties concerned hereby submit to the non-exclusive jurisdiction of the English courts.

32 In these Conditions:

(a) 'catalogue' includes any advertisement, brochure, estimate, price list or other publication;

(b) 'hammer price' means the price at which a lot is knocked down by the auctioneer to the buyer;

(c) 'total amount due' means the 'hammer price' in respect of the lot sold together with any premium, Value Added Tax chargeable and additional charges and expenses due from a defaulting buyer in pounds sterling;

(d) 'deliberate forgery' means an imitation made with the intention of deceiving as to authorship, origin, date, age, period, culture or source which is not shown to be such in the description in the catalogue and which at the date of the sale had a value materially less than it would have had if it had been in accordance with that description;

(e) 'sale proceeds' means the net amount due to the seller being the 'hammer price' of the lot sold less commission at the 'stated rates' and 'expenses' and any other amounts due to Dix Noonan Webb by the seller in whatever capacity and howsoever arising;

(f) 'stated rate' means Dix Noonan Webb published rates of commission for the time and any Value Added Tax thereon;

(g) 'expenses' in relation to the sale of any lot means Dix Noonan Webb charges and expenses for insurance, illustrations, special advertising, packing and freight of that lot and any Value Added Tax thereon;

(h) 'bought-in price' means 5 per cent more than the highest bid received below the reserve.

33 Vendors' commission of sales

A commission of 15 per cent is payable by the vendor on the hammer price on lots sold.

34 VAT

Commission, illustrations, insurance and advertising are subject to VAT if the seller is resident in the European Union.

Bankers:

Lloyds TSB
Piccadilly London Branch
39 Piccadilly
London W1J 0AA

Sort Code: 30-96-64
Account No. 0622865
Swift Code: LOYDGB2L
IBAN: GB70LOYD30966400622865
BIC: LOYDGB21085