



## Milford-on-Sea Historical Record Society

Citation: Daphne Austin and Barry Jolly 'Admiral Robert Man: Scion Of A Naval Dynasty'  
*Milford-on-Sea Historical Record Society Occasional Magazine*, (2019) 79-101

### Notices to Researchers

Articles are prepared in good faith using material available at the time. Some information will have been superseded by subsequent further research. Older articles should be considered as a starting point for research.

### Donations

The provision of articles is free of charge. Our service is maintained by volunteers but inevitably there are some costs. If you would like to make a donation towards these costs then please follow this [link](#).

### GDPR

Persons who use information about living people from history archives have a duty, under data protection legislation, not to use that information in a way which may cause distress or damage to them.

Researchers should be aware that, just because information is in the public domain, it does not necessarily make it lawful for you to make it public. Personal information is not covered by the Open Government Licence and may also be subject to copyright.

### Licence: Attribution-NonCommercial [CC BY-NC]

This licence lets others remix, tweak, and build on the MOSHRS material non-commercially, and although their new works must acknowledge MOSHRS and be non-commercial, they do not have to license their derivative works on the same terms.

## ADMIRAL ROBERT MAN: SCION OF A NAVAL DYNASTY

*By Daphne Austin and Barry Jolly*

Admiral Robert Man is one of three admirals buried at All Saints Milford. Enquiry into his background reveals that he was the son of Captain Robert Man, who was killed in action in 1762. At the time of his father's death, Robert Man was in his early teens, but he was fortunate in having a guardian angel to further his career. The guardian angel went under the name of Captain Robert Man, later to become an Admiral, and himself the son of a Captain Robert Man.

This profusion of senior naval officers bearing the name Robert Man has long bemused historians. Following each of these individuals is by no means easy, and the following summarised *dramatis personae* may be helpful as a guide:

The senior line:

Captain Robert Man (1675-1745) – of Greenwich

Admiral Robert Man (1721-1783) – son of the above

The junior line:

Captain Robert Man (1720-1762) – Captain of HMS *Milford*, died in action

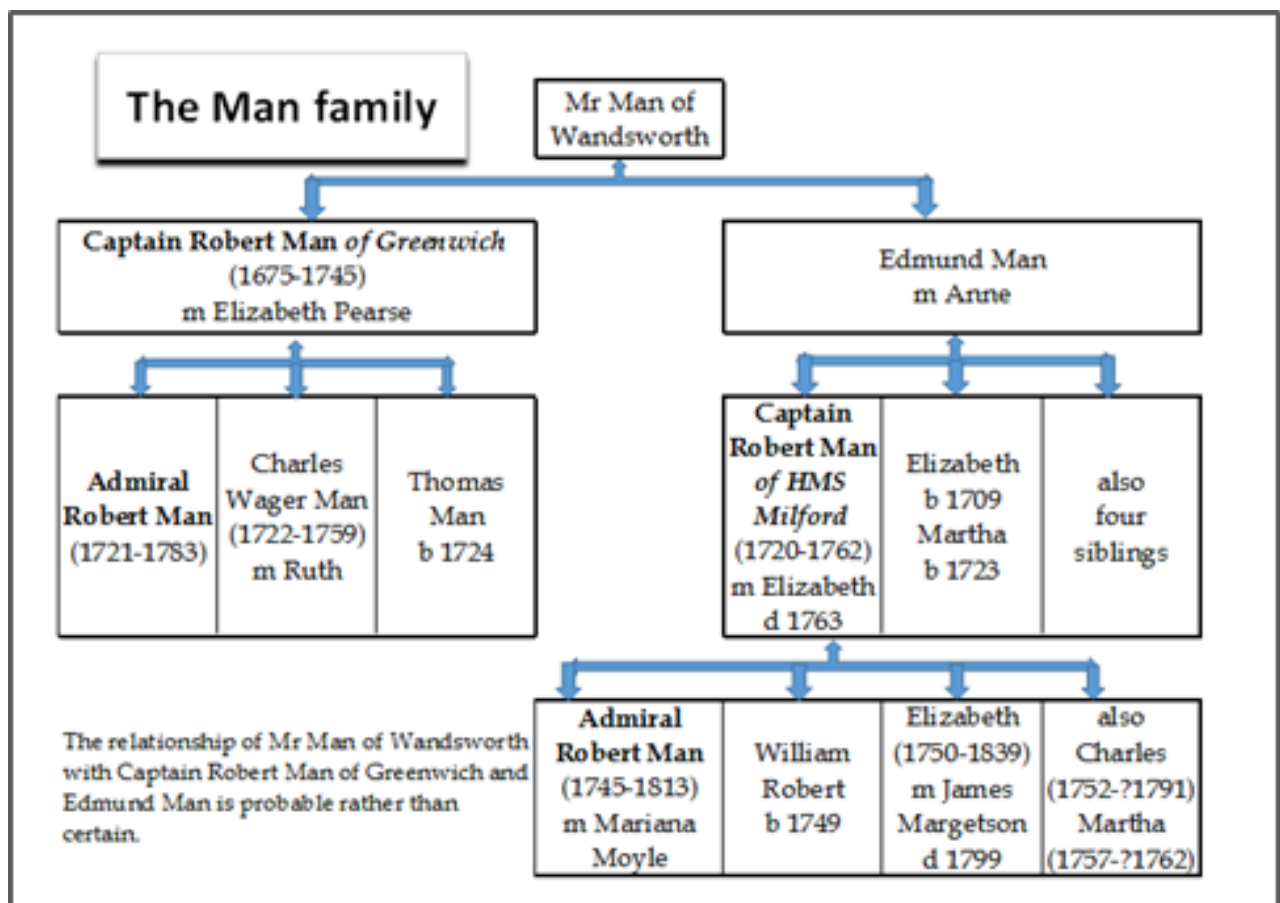
Admiral Robert Man (1745-1813) – buried at All Saints Milford, son of the above

This article establishes the relationship between the four for the first time, using family wills and other forms of evidence.<sup>i</sup> Their lives and careers lead to the Admiral buried in Milford, and the event which scandalised the navy and ended his career at sea.

### **Advent of a naval dynasty - Captain Robert Man of Greenwich (1675-1745)**

This Robert Man passed his Lieutenants Certificate in 1701, and information about him is rather sparse. The Certificate dated 23<sup>rd</sup> March 1701 showed him to be 26 years of age.<sup>ii</sup> Although these certificates could be unreliable, there is no reason to doubt that age, and the date of birth may be inferred as being about 1675.

He married at St Swithin London Stone on 9<sup>th</sup> July 1720, the entry being clearly Captain Robert Man of St Pancras and Elizabeth Pearse of Chatham.<sup>iii</sup> Elizabeth's home town of Chatham may explain in part why her sons were christened in Chatham and nearby Rochester. Robert was christened at St Mary's, Chatham on 2<sup>nd</sup> July 1721,<sup>iv</sup> Charles at Saint Nicholas, Rochester on 19<sup>th</sup> February 1722, and Thomas on 8<sup>th</sup> June 1724 at the same place.<sup>v</sup>



Man had been promoted to Post Captain on 22<sup>nd</sup> December 1716.<sup>vi</sup> He saw service for all but two years from that date until 1736, mostly in home waters including a four year spell in the rather tedious role commanding the Sheerness guardship. Foreign excursions appear to have been limited to European waters, apart from one brief visit to Jamaica. His ship, *Plymouth*, was then commandeered on the basis that another crew was already conditioned to the West Indian climate, and he was ordered home in *Lion*.<sup>vii</sup> One notable moment came in 1736 at the end of his time afloat,

when the famous horologist, John Harrison, was carried on board his ship, *Orford*, returning home from Lisbon. Harrison was conducting official trials of his inventions which were to revolutionise navigation.<sup>viii</sup>

Surviving documents provide interesting details of the realities of commanding a warship at the time. Requests for stores and attendant frustrations abound, especially for *Sunderland* which he commanded from 1729 to 1733.<sup>ix</sup> Man's log book when commanding *Orford* from 1<sup>st</sup> January 1734 to 21<sup>st</sup> July 1736 includes mention of taking eighteen pressed men from a Virginian ship, and also taking on board 1480 lbs of cheese.<sup>x</sup>

The first Robert Man was perhaps unfortunate in that until 1742, three years before his death, there were only eight Admirals in the Royal Navy at any one time. This was the origin of the various ranks of admirals of the red, white and blue, each signifying command of a squadron.<sup>xi</sup> Had he lived a little longer, Robert Man could well have benefited from the expansion of numbers shortly thereafter. However, his oldest son, named Robert after him and the second of the four Robert Mans under discussion, was to benefit from the increased numbers of Admirals.



The Painted Hall at Greenwich, completed shortly before Robert Man's appointment as a governor

In his later years, Man was a Director of the Royal Hospital Greenwich, one of the four naval captains at that time.<sup>xii</sup> Being one of twenty five directors of the Hospital may not have been a very active position for a naval officer, but it would have kept him on full pay

during what amounted to his retirement.

He died on 15<sup>th</sup> December 1745.<sup>xiii</sup> His will, dated 13<sup>th</sup> November 1745, in which he described himself as being 'Captain of his Majesties Royal Hospital for seamen at Greenwich', left £1,940 - the amount of his marriage settlement - to his 'now wife' Elizabeth together with all his

'jewels plate linen furniture and household goods', and the residue going to his three sons: Robert Man, Charles Wager Man and Thomas Man.<sup>xiv</sup>

The evidence of the relationship to the first son, Robert – later, as noted, to be an Admiral – is to be found in the will of his second son, who was named after the leading admiral of the day and later First Lord of the Admiralty,<sup>xv</sup> Sir Charles Wager. No significant record of Man's relationship with Wager has been found, but there are many other examples of boys being names Charles Wager in this way.<sup>1</sup> The legacy, however, is a unique name, and even though Charles Wager Man left few traces, those he did leave are vital. He died in Antigua where he had lived for some years. Mention is made of him in a court case there in 1756,<sup>xvi</sup> and his wife, Ruth, was a legatee and executrix of Abraham Orpen of the island of Jamaica, mariner.<sup>xvii</sup>

Charles Wager Man died in late January or February 1759, writing a brief but revealing will:

Will dated 23 Jan. 1759. My green ring<sup>xviii</sup> to Dr Ashton Warner. My horse, saddle, pivillion, & furniture to Mr W<sup>m</sup> Warner. All residue to my brother Cap. Rob. Man, he to be Ex'or in England & W<sup>m</sup> Warner in Antigua. If my brother be dead all residue & 2 slaves to my cousin Jane, wife of Hen. Hall, Esq., Barrister. John Webb and John Sherrif swore to the writing 1 March 1759. Recorded 5 March 1759.<sup>xix</sup>

His wife appears to have predeceased him, and he was unaware of whether his brother, Captain Robert Man, was still alive or not. The key point here is that, together with his father's will, and because of the uniqueness of his name, it is possible to confirm that Robert Man (1718-1783) – later to become an Admiral but at this stage still a Captain - was the son of Captain Robert Man (1675-1745).

The reference to Charles' cousin Jane identifies a link with a family named Hall. Henry Hall of the Inner Temple (*b*1713) married a Jane Helena Graham on 15<sup>th</sup> January 1744 at St Gregory by St Paul, London.<sup>xx</sup> More will be said about this family in due course.

---

<sup>1</sup> For example, Captain (superannuated Rear Admiral) Charles Wager Purvis (1715-72), an uncle of the Admiral Purvis mentioned below (p 112.)

Another point of interest is the list of ships which Robert Man of Greenwich commanded. There were five in all, and one name stands out amongst the crews of the last three of these, *Plymouth*, *Sunderland* and *Orford*: his oldest son, Robert Man.

### **The first Admiral Robert Man (1721-1783) - early career**

*Plymouth*, *Sunderland* and *Orford* are among those listed in Admiral Robert Man's Lieutenants Passing Certificate,<sup>xxi</sup> these being the ships which his father commanded more or less continuously from 1723 to 1736.<sup>xxii</sup> His age in the Certificate, which was dated 12<sup>th</sup> March 1739, is shown as being 'upwards of 20 years of age', a well-worn formula to disguise a rather younger age.<sup>xxiii</sup> In fact, he was only just eighteen.

His recorded service totalling eight years, four months, one week and six days would imply that he had entered the navy at age nine. Entering the navy at such an age was certainly possible, but such a surmise would be incorrect in this particular instance. Eight years and four months back from March 1739 was 1730. His Passing Certificate records his first ship as *Plymouth*, which had been commanded by his father from 1723 to 1728.<sup>xxiv</sup> As noted above, his father had been ordered to leave that ship in the West Indies and to return home in *Lion* in October 1728. No service in *Lion* is recorded for the son, whose eighteen months in *Plymouth* would have commenced, therefore, early in 1727 when he was only six. A more likely entry date would be 1732 at age eleven, by which time his father had moved to *Sunderland*, also listed on the Passing Certificate. The recorded service in *Plymouth* was, as so often, a useful and profitable fiction.

Having passed for Lieutenant in 1739, Robert Man was duly promoted the following year (17<sup>th</sup> September), serving in a number of ships: the sloop *Deptford*, *Woolwich* 52 guns and *Duke* 90 guns.<sup>xxv</sup> Serving in *Woolwich*, during what is known as the War of Jenkin's Ear against Spain, proved to be highly profitable. His prize money as first lieutenant for taking the Spanish ship *Ascension* amounted to 1650 Barbadoes pounds, equivalent to over eleven hundred pounds in sterling.<sup>xxvi</sup> In today's terms, this would amount to a six figure sum.

He was advanced to Post Captain on 22<sup>nd</sup> June 1745.<sup>xxvii</sup> His first ship was *Launceston*, a fifth rate<sup>xxviii</sup> of 44 guns and a complement of 250 officers and men.

Later that year he was ordered to bring home over a hundred released prisoners of war from France. In time honoured fashion, these men were expected to work their passage, and were duly impressed into service. On reaching port at Kinsale, Bantry Bay in the south of Ireland, the men expressed the not unreasonable desire to be released. With the ship already in trouble as she had lost her masts, Captain Man alerted Daniel Furze, the local Navy Commissioner, and attempted to persuade them otherwise. However, on the night of 27/28<sup>th</sup> September, the released prisoners took all but one of the ship's boats and absconded. Man was left with just 64 men on board.<sup>xxix</sup> Raising a new crew presented the problem of finance, and Captain Man raised a bill for this in December.<sup>xxx</sup> Overall, some 172 days were spent in effecting repairs.

The Admiralty dragged its feet in making payment to the various contractors, some of whom had acted promptly to return some of the absconding crew to the ship, and payment had still not been settled in January 1749.<sup>xxxi</sup> Captain Man and Lieutenant Gardner were similarly ill-served, as they were still owed wages in May 1750.<sup>xxxii</sup>

The stain on his record of what was technically a mutiny could have been quite damaging to his career prospects; a severe rebuke was almost certain to have been administered. True, as a Post Captain, promotion was now automatic to Flag Rank, but commands of more ships was not. Nonetheless, Captain Man was in command of another ship, *Lynn* a fifth rate of 44 guns, immediately, and continued to command ships during periods of war. His career was interrupted only on the cessation of hostilities. On the first occasion, he left *Lynn* at the end of the War of the Austrian Succession in 1748. He returned to sea in 1755 when anxieties about French naval re-armament at Brest early in that year led to widespread concern and the reinforcement of British naval resources.<sup>xxxiii</sup>

References to his part in that war are limited. It is known that he commanded the fifth rate *Lancaster* in 1759 in the amphibious operation against the Sugar Islands. His orders to join the expedition came late, and he did not reach the West Indies until 4<sup>th</sup> February. The expedition had

already attempted, but failed, to take Martinique (taken later in the war), but the rich sugar island of Guadaloupe fell to the British amphibious force in May.<sup>xxxiv</sup>

Later, in October 1762, after a transfer to another ship, he captured a snow, *Levrette*, bound from Nantes to Brest, after a few hours chase.<sup>xxxv</sup> At the conclusion of the Seven Years War in February 1763, he found himself again without a ship.<sup>xxxvi</sup> His career resumed in 1769; in the interim, he found himself concerned with family matters connected to another namesake, whose career now follows.

### **Robert Man of HMS *Milford* (1720-1762)**

Robert Man was born on 25<sup>th</sup> June and baptized on 14<sup>th</sup> July 1720 at St Martin in the Fields in London to parents Edmund and Anne. His sisters Elizabeth and Martha – both mentioned in his will – were christened in the same place on 19<sup>th</sup> August 1711 (born 20<sup>th</sup> June 1709) and 5<sup>th</sup> July 1723 (7<sup>th</sup> June 1723) respectively, with four other siblings across more than a decade.<sup>xxxvii</sup>

Other records for the early years of this Robert Man, the cousin of the Admiral discussed above, are rather sparse. The reasons for this are to be found in a newspaper report of his death, about which more will be said shortly. His promotions, at least, are clear enough: Lieutenant 6<sup>th</sup> March 1747; Commander 10<sup>th</sup> November 1756; and Captain 16<sup>th</sup> November 1757.<sup>xxxviii</sup>

His record as a commanding officer suggest that he was often engaged in convoy duties, and very much so at the behest of Bristol merchants. He was meticulous in ensuring that he had proper authority for this, although the Admiralty could be somewhat Delphic in reply: ‘Their Lordships do not doubt that he will govern himself by the orders he has received from them,’ was one official response.<sup>xxxix</sup>

Their lordships could be obstructive in more ways than one. Robert Man found difficulty in understanding the bureaucratic requirements of his role as a ship’s commanding officer, even writing – on 9<sup>th</sup> May 1759 – to the Commissioners to suggest that an Act of Parliament be passed ‘in order to be informed of the methods used in the service, with regard to keeping books’. He was sent a copy of the ‘Regulations and Instructions’



recently up-dated by such an Act. He complained on 16<sup>th</sup> July 1759 of the losses of sailors to merchant ships which paid higher wages. Sympathy, as he had already discovered when rebuked on 27<sup>th</sup> December 1757 for allowing men to desert, was in short supply.<sup>xi</sup>

There were compensations. The Bristol merchants were concerned about the presence of French privateers, and Man and his crew were able to earn some welcome prize money. In 1758, and soon after taking command of his first ship:

Admiralty-office, Feb. 10. Captain Man, of his Majesty's Ship the *Penguin*<sup>xli</sup>, gives an Account, in his Letter of the 6<sup>th</sup> inst. That on the 3<sup>d</sup>, between the Bemyhead and Deadman, he took a Snow Privateer belonging to Havre de Grace, called the Fiddle [*Fidèle*], mounting eight Carriage-guns, 4 Pounders, and eight Swivels, and 48 Men. She had been out nine Days, and taken nothing.<sup>xlii</sup>

After sailing for South Carolina with a convoy in March 1758,<sup>xliii</sup> he transferred to the 28 gun frigate *Milford* (built at Milford Haven). To command a new vessel must have seemed a young captain's dream come true after the old and much altered *Penguin*, but little was right. Although designed by Sir Thomas Slade who also designed *Victory*, green timbers for the decking - which leaked - masts of the wrong dimensions, thin paint and insufficient ballast were all cause for complaint. Construction was completed in December 1759, but Man nonetheless had to put into Cork for alterations to the rigging, with consequential complaints on 12<sup>th</sup> May and 16<sup>th</sup> August 1760.<sup>xliv</sup>

Nonetheless, more convoy duty brought more prizes. By co-incidence, in 1761, he took a ship with similar name to that captured by *Penguin* three years earlier:

His Majesty's Ship the *Milford*, commanded by Captain Robert Man. being on a Cruise, Cape Finisterre bearing N. 58. 50 E. distant 132 Leagues, took on the 9<sup>th</sup> past [i.e. 9<sup>th</sup> April 1761] the *Fidelle* Brig, a French Privateer belonging to Bayonne, of 4 Carriage and 17 Swivel Guns, with 45 Men.<sup>xlv</sup>

He took *L'Amiral* later that month,<sup>xlvi</sup> and in December that year 'the Loyne Snow of Lancaster, which was bound from Cork to Barbadoes, and taken by the *Diana*, a French Privateer of 26 Guns, but retaken by the *Milford*.'<sup>xlvii</sup>

**'The paths of glory lead but to the grave'<sup>xlvi</sup>**

Although the Royal Navy ships commanded by Robert Man outgunned the French privateers, the actions were by no means one-sided and some casualties were inevitable. In March 1762, Robert Man became just one of those casualties.

Whilst on convoy duty, *Milford* observed and gave chase to a French privateer, *La Gloire*. With 16 six pound guns and a crew of 94, she was no match for *Milford* and her 24 nine pound guns and a complement of two hundred.<sup>xlix</sup> First, she had to be caught, and the chase took some twelve hours, with the two ships coming together at ten p.m. The battle raged through the night until three the following morning, but *Milford* suffered two damaging losses. First, her Captain, Robert Man, was hit in the right thigh by a six pound cannon ball; later, the First Lieutenant, Mr Day, received a musket ball through his forehead. Losses on both sides were remarkably modest: two killed and thirteen wounded in addition to the Captain and Lieutenant Day in *Milford*, six killed and eighteen wounded in *La Gloire*.

Nonetheless, the injuries were real enough. Lieutenant Day did not die until eleven a.m. two days later, during which time he was, for the most part, delirious. Lieutenant Nash, the Second Lieutenant now in command, stayed at his post for the last half hour of the engagement in spite of 'some slight Wounds ... thwart my Eyes, Face, and Hands'. Robert Man himself expired just after the enemy struck her colours. *Milford* returned home to Plymouth, arriving only on 1<sup>st</sup> April, and *La Gloire* was sent to Bristol, although it was another month before reaching that port.<sup>1</sup>

The death, fairly unusual amongst commanding officers of Royal Navy ships during the Seven Years War,<sup>li</sup> was widely reported. One report stands out, recognising that there was a human tragedy beyond the waters of the Atlantic Ocean and a personal history of considerable note. This was in the *Derby Mercury* of Friday 9<sup>th</sup> April 1762:

Capt. Man, who was unfortunately killed on board the *Milford Man* of War, in a late Engagement with a French Ship, was an Honour to his Profession. He was one of those Gentlemen who circumnavigated the Globe with Lord Anson, by whom his Services were not only regarded,

but rewarded. What makes the Loss of this valuable Commander the more to be lamented, is, that he has left three young Children behind him ; two Sons and a Daughter ; the eldest of whom is not fifteen;<sup>2</sup> and, what is very remarkable, the Captain had for some Time past taken both his Sons with him to Sea.<sup>lii</sup>

Anson's circumnavigation of the globe between 1740 and 1744 was a remarkable enterprise. Leaving England with eight ships and 1,955 men,<sup>liii</sup> he returned home four years later on 14th June 1744 with just one ship and 188 men.<sup>liv</sup> The expedition arrived bearing immense riches from Spanish prizes, but only after enduring the extremes of weather, shipwreck, shortage of supplies, mutiny and disease that characterised the voyage.

Born in 1720, Robert Man would have been twenty when he left St Helens, Isle of Wight, with Anson on 17<sup>th</sup> September 1740. Which of the ships he sailed in is not known, but he certainly returned in the only remaining ship, *Centurion*, four years later.

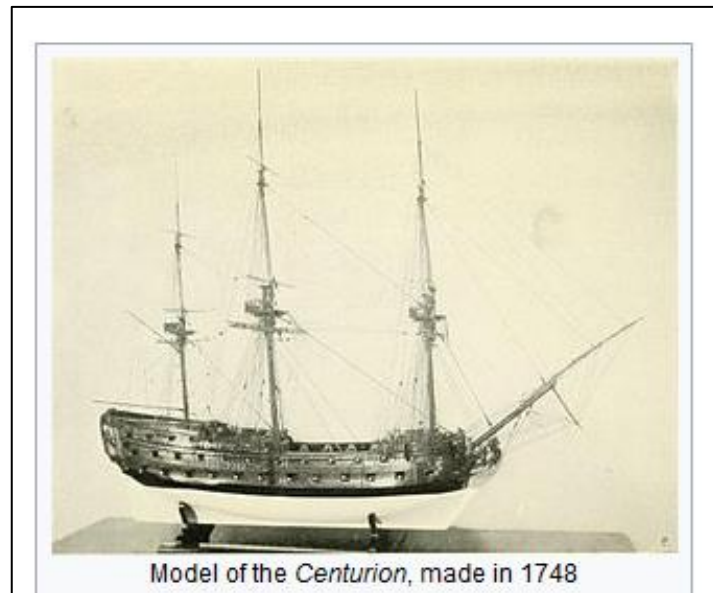
Robert Man set out as an ordinary seaman, but the voyage was his making. On 21<sup>st</sup> June 1743, he was rated as Master Gunner on the same day that Philip Saumarez, who had been Anson's First Lieutenant during the voyage, was promoted to Post Captain. His warrant as gunner in the *Centurion's* prize in 1744 stated that he was 'of good testimony'.<sup>lv</sup> In 1745 he was appointed to *Nottingham* under the command of Saumarez, and two years later, on 6th March 1747, he was promoted to Lieutenant. Although a good knowledge of mathematics was required for training the guns, only nine of a total of 234 Master Gunners warranted in the period 1740 to 1745 were subsequently commissioned.<sup>lvi</sup> Robert Man stands out as one of those nine.

---

<sup>2</sup> The older son, Robert - of whom more shortly - was actually sixteen.

Anson's expedition had taken a number of prizes, mostly with some ease. In the 60 gun *Nottingham*, the experience was very different. The French 64 gun *Mars* was taken on 11<sup>th</sup> October 1746 in a single ship action with the loss of just three men killed and nine wounded. Rejoining Anson after refitting, *Nottingham* was involved in two fleet actions: on 3<sup>rd</sup> May 1747 defeating a fleet under the French Admiral de Jonquiere and taking six warships and three Indiamen.<sup>lvii</sup> A further action under Hawke on 14<sup>th</sup> October 1747 also resulted in the taking of six ships of the line, but in chasing the 80 gun *Tonnant*, Saumarez was killed.<sup>lviii</sup>

Robert Man fought in each of these actions as Third Lieutenant and was remembered in Saumarez' will: 'In case I am killed in action, or die whilst in command of the *Nottingham*, to the three lieutenants a suit of mourning each, which I beg they will accept.'<sup>lix</sup>



Model of the *Centurion*, made in 1748

The two sons reported to be aboard *Milford* with Captain Robert Man were Robert – the future Admiral buried at Milford – and his younger brother William – a little confusingly christened William Robert.<sup>lx</sup> In his will, Robert Man left one third of his estate to his wife and the remaining two thirds share to his three children. In respect of his wife's share, the capital was to be invested to provide an income.<sup>lxi</sup>

Although Mrs Elizabeth Man and her family were not destitute, two petitions were submitted to the Admiralty in 1763 for pensions for the dependents of the late Captain Robert Man. The first of these was submitted by his widow in February 1763, resulting in a pension of one hundred pounds per annum being granted on 31<sup>st</sup> March.<sup>lxii</sup> The petition was made nearly a year after her bereavement, and the interest here lies not in the delay but in its resolution. It looks, indeed, to be more than just co-incidence that the Seven Years War ended in February of that year, with the consequential loss of employment for the other Captain Robert Man, the son of Robert Man of Greenwich. It would appear that one of his

first acts on returning home was to advise the widowed Elizabeth Man to petition.

Mrs Elizabeth Man did not live long to enjoy the new source of income, dying on 16<sup>th</sup> May 1763. Her Will left one quarter of her estate to each of her sons, Robert and William Robert, and the remaining two quarters to her daughter Elizabeth.<sup>lxiii</sup> A new petition was submitted, this being for the three children – Robert, William and Elizabeth – on 9<sup>th</sup> September and approved on 5<sup>th</sup> October 1763. The award was for £20 per annum for each of the two boys to age twenty one, whilst the daughter, Elizabeth, was to receive £25 per annum for life. The wording of the petition had made careful use of there being three orphans. The two sons had been serving with their father, and one of these – Robert – had been injured by a musket ball in the neck during the engagement with *La Gloire* and was now serving as a Midshipman in *Niger*.<sup>lxiv</sup> The latter snippet of information tallies with the service record of the young Robert Man, and the wound sustained adds a personal note to his life story.

On this occasion, Captain Robert Man, having previously advised the mother, now submitted the petition himself. He described himself as a ‘near kinsman’, the first clue about his relationship with his namesake; clearly not a brother, but very possibly a cousin.<sup>lxv</sup>

In most circumstances, payment of pensions ceased on marriage. Elizabeth’s was for life, and she was one of just seven exceptions to the general rule established under an order of 1715. The question was asked in 1780 whether payment to the seven should continue as it was known that some had married, and indeed Elizabeth herself had married James Margetson in 1776. The answer can only have been for the pension to continue, still recorded as late as 1828 when Elizabeth was seventy eight years old.<sup>lxvi</sup> She died eventually eleven years later in 1839.<sup>lxvii</sup>

### **Robert Man (1721-1783) – Flag Rank and Later**

Captain Robert Man, whose career was interrupted earlier to introduce his cousin, was recalled to active duty in 1769, and appointed as Commodore in the Leeward Islands. Reports in May stated that he would raise his broad pendant – a Commodore’s flag – aboard the fourth rate *Montagu* of 60 guns,<sup>lxviii</sup> and he was promoted to Rear Admiral on 18<sup>th</sup>

October 1770. The appointment took him to Antigua where his brother, Charles Wager Man, had died a decade earlier.

The operation of the dockyard hospital in Antigua was directed more to the profit of the contractor than to the health of the seaman, and the loss of twenty eight officers and men to the climate within three months of arrival spurred him to action. In spite of receiving little in the way of encouragement from the Admiralty, Man established a new hospital under sound supervision.<sup>lxi</sup>

After three years in the Leeward Islands, he served as Commander-in-Chief in the Mediterranean from 1774-8, where he displayed a similarly meticulous approach to sound administration, this time in respect of naval stores,<sup>lxx</sup> and as a Lord Commissioner of the Admiralty from 17<sup>th</sup> April 1779<sup>lxxi</sup> to 22<sup>nd</sup> September 1780.

His political leanings are hinted at in his counter-signing a declaration against Catholic practices soon after promotion to flag rank,<sup>lxxii</sup> at a time when the question of Catholic emancipation was beginning to surface once again as a political issue. He harboured political ambitions briefly when serving as a Lord Commissioner, his name being put forward for election as MP for Plymouth. The two extant letters concerning this were both written to the Earl of Sandwich, then First Lord of the Admiralty, and it is very possible that it was Sandwich who kindled these ambitions.<sup>lxxiii</sup> He withdrew, pleading ill health, leaving the Admiralty three months later. His final promotion, to Rear Admiral of the Blue, came on 26<sup>th</sup> September 1780,<sup>lxxiv</sup> and he died two years later on 10<sup>th</sup> April 1783.<sup>lxxv</sup>

The will of the first Admiral Robert Man<sup>lxxvi</sup> opened with the customary notices relating to debts and funeral expenses and then led to the first bequest which is reproduced here in full:

I give and bequeath to Captain Robert Man of his majesty's Navy and Frances Hall daughter of Henry Hall one of my trustees hereafter named all my Silver plate not hereafter particularly disposed of to be as equally divided between them as possible in point of value so as none of the pieces be broken or disjoined and after such allotment or division of it into such lots or parcels as they shall agree upon I direct that the said Frances Hall shall have the first choice and the said Captain Man the second and so on

till the whole is divided also I give and bequeath unto the said Robert Man my Library of books my diamond Ring the lease of my dwelling house in Park Row Greenwich together with all my furniture liquors china and Linen not herein otherwise disposed of or bequeathed.

There is no mention here of a wife - although whether he was unmarried or a widower is not known - nor of children. Admiral Man had taken a strong interest in the career and welfare of his younger namesake - the future Admiral buried at Milford, but at this time still a Captain - and now made him a principal beneficiary. Henry Hall, the husband of the Jane mentioned in the will of Charles Wager Man, is a trustee, and his son Henry, as well as his daughter Frances, is also a beneficiary.

On an even more personal note, his own portrait is treated as follows: 'I give to Mrs Mary Moyle wife of Mr Henry Moyle of Greenwich Hospital during her life only the portrait of myself and after her decease I give and bequeath the same to the said Captain Robert Man if he shall be then living but otherwise to the said Frances Hall.'

There are then various legacies from bonds and annuities, of which the major beneficiaries for life are members of the Moyle family and to a slightly lesser extent Captain Robert Man and Frances Hall. A further beneficiary was the young Captain Man's sister, the recipient of the pension in 1763 and now Elizabeth Margetson, who was to receive a substantial amount described as 'five hundred pounds four per Cent consolidated Bank Annuities'.

Other relations included Thomas Frederick Mackenzie Humberston who was left a 'Gold repeating watch bequeathed to me by his uncle with the gold chain thereto belonging but not the seals which I hereby give and bequeath to Captain Robert Man'. Probably not needed by a naval captain who would already have one, it was returned in the direction whence it had come.

This will makes the close bond between the Admiral who died in 1783 and his namesake who was to die in 1813 even more apparent. The Hall family - mentioned in the will of Charles Wager Man - now features more strongly, and another family, the Moyles, heaves into view. Henry Moyle is described as 'of Greenwich Hospital', as Admiral Man's father had been. His daughter Charlotte was a significant beneficiary. Another

daughter, Elizabeth, had borrowed from the Admiral and this debt was cancelled in full. Two more daughters, Harriot and Mariana, were not mentioned, but will feature later: one married a W S Cooper, the other the future Admiral Robert Man.

### **Admiral Robert Man (1745-1813)**

Robert Man's grave at Milford-on-Sea shows that he was 68 years of age when he died. This implies a date of birth of 1745, and a Robert Man is recorded as having been christened at Wandsworth on 18<sup>th</sup> July 1745,<sup>lxxvii</sup> the year after his father returned home with Anson. Four siblings followed: William, Elizabeth, Charles and Martha all of whom were christened at St Luke's Chelsea in 1749, 1750, 1752 and 1757 respectively.<sup>lxxviii</sup> Martha died young and Charles disappeared from view,<sup>lxxix</sup> leaving William and Elizabeth; these last and Robert were the beneficiaries of the will of Captain Man of *Milford*. Elizabeth was to marry at St Luke's on 24<sup>th</sup> February 1776.<sup>lxxx</sup>

The Lieutenants Passing Certificate<sup>lxxxi</sup> for the young Robert Man was dated 8<sup>th</sup> June 1767 and shows service in seven ships. Four of these were commanded by his father: the *Charlott Yacht*, *Porcupine*, *Penguin* - which was renamed *Firebrand* in 1757<sup>lxxxii</sup> - and *Milford*. As with many other Captains of the time, Captain Robert Man knew how to make good use of the system by employing or recording his son on his own ship.

However, there is also earlier service of 1y 5m 1w recorded in *Buckingham* in which his father was only Fourth Lieutenant. It is possible that he took advantage of the death of Saumarez to submit a fictitious claim in respect of his nine year old son.

All in all the Passing Certificate shows service of 11y 4m 1w 1d. It includes nearly three months in the third rate *Cornwall* immediately after Captain Man of *Milford* died. The Captain of this ship was Robert Man, the 'near kinsman' who was soon to petition on behalf of the orphans. In 1767, this Captain Robert Man provided another service to his young namesake: he was one of the signatories of the Passing Certificate.

The first twenty two years of Admiral Robert Man's life had passed under the aegis of two men, both also named Robert Man: one being his father and the other his father's cousin. Both, up to this point in time, held the



rank of Post Captain. Little wonder, perhaps, that later generations have struggled to identify each correctly.

The young Robert was promoted to Lieutenant a year later, on 26<sup>th</sup> May 1768. He, served initially under William Cornwallis in *Guadeloupe* 28, before transferring to *Montagu* 60 in February 1769, in which ship his namesake had just raised his flag. He was in temporary command of the sloop *Spy* for four months in 1772, for which he had to petition to be paid; however extraordinary this may seem, it was standard practice. The Admiralty's internal response to this request revealed that he commanded the sloop by order of (the recently promoted) Rear Admiral Man from April to August 1772.<sup>lxxxiii</sup> He then served for eleven months in another sloop *Zephyr* as a Commander from 24<sup>th</sup> June 1776 to 30<sup>th</sup> May 1777, when he was promoted to Post Captain.



Captain Robert Mann, 1779, by John Francis Rigaud

The War of American Independence, now in full flow, provided ample opportunities for taking prizes. In October 1777, 'Captain Man in HMS Alarm took the schooner Catherine with a cargo of rice, tobacco and indigo and the Glover with a cargo of blankets, etc and also recaptured the Nancy.'<sup>lxxxiv</sup> Alarm, which was the first Royal Navy warship to have a fully copper sheathed hull, also took *Sauveur*, *Victorieux*, *Duchesse de Grammont*, *Hermione*, *L'Antignane*, *Mercury*, *L'Aimable Magdelaine*, *Jesus Maria Joseph*, *Fortune* and *Cherche Bruit* between 12<sup>th</sup> August 1778 and 19<sup>th</sup> October 1778. Following his transfer to another fifth rate, *Cerberus* on 1<sup>st</sup> July 1779, there were further reports of prize money: for recapture of the *Harlequin* into Lisbon, and taking the American brig *Talbot* on 23<sup>rd</sup>

September 1780, *Grana* Spanish frigate 25<sup>th</sup> February 1781 and *Dud d'Estissac* [sic] French privateer 6<sup>th</sup> June 1781.<sup>lxxxv</sup>

With his pockets well lined with prize money, Robert Man returned home to marry Mariana Moyle - who had been born on 11<sup>th</sup> May 1760 at Royal Greenwich Hospital - at St Alphege, Greenwich on 28<sup>th</sup> July 1781. The witnesses were the bride's father Henry, and a Charles Man.<sup>lxxxvi</sup> This may have been Robert's brother; if so, presumably now reconciled with the rest of the family.<sup>lxxxvii</sup>



Alarm in action in 1781

### The War against revolutionary France: hero and villain

After leaving *Cerberus* in June 1782, Robert Man spent six of the ensuing ten and a half years on half pay. He was recalled to the third rate *Bedford* on 1<sup>st</sup> January 1793 as tensions with revolutionary France worsened, with war being declared a month later. Although Nelson reported to his wife from outside Toulon on August 4<sup>th</sup> 1793, that Man had been very ill,<sup>lxxxviii</sup> Robert Man was soon in action.

A small force was despatched to the independent republic of Genoa to deal with the threat posed by the French frigate *Modeste* which was sheltering there, arriving on 5<sup>th</sup> October. *Bedford*, under Man's command, entered the port by the somewhat unusual means of being warped into the confines of the port.<sup>lxxxix</sup> However amusing this may have appeared to onlookers, *Bedford* was soon alongside and, together with sailors from *Captain* - another 74 gun third rate - despatched a boarding party. As this met with some resistance, a fusillade from the marines on *Bedford* was enough for the defenders to flee, and *Modeste* was taken as a prize.<sup>xc</sup>

Promotion to Rear Admiral followed on 4<sup>th</sup> July 1794. He joined Vice Admiral Hotham off Minorca with a squadron of nine ships of the line on 14<sup>th</sup> 1795,<sup>xci</sup> and in July 1795 the combined fleet of some twenty two ships

of the line was in action. The engagement which followed was ultimately inconclusive. Commencing when *Agamemnon* under the command of Horatio Nelson, sighted and was chased by a French fleet, the tables were turned when Nelson was able to retreat to within sight of the British force. The French in their turn withdrew, and Hotham ordered a general chase. In light winds, however, contact was limited, although a number of ships on both sides suffered extensive damage, including *Victory* which lost much of her rigging. Hotham eventually decided to call off the pursuit,

much to the dismay of Nelson who believed that all the French ships could have been taken.<sup>xcii</sup>

Robert Man's Official Naval Career		
Y/M/W/D		Event
1.5.1.0		Cabin Servant BUCKINGHAM
0.5.0.3		Midshipman CHARLES Yacht
0.9.2.0		Midshipman PORCUPINE
0.7.2.2		Midshipman PENGUIN
1.0.0.2		Master's Mate PENGUIN
3.3.2.0		Master's Mate MILFORD
0.2.3.2		Midshipman CORNWALL
3.9.1.6		Mate NIGER
<hr/>		
11.4.1.1	TOTAL SERVICE TO DATE	
	<b>Entry</b>	<b>Discharge</b>
	26/5/1768	Seniority as Lieutenant
	26/5/1768	Second Lieutenant
	19/1/1769	Second Lieutenant
	21/2/1769	Third Lieutenant
	1/4/1772	3/8/1772 Captain SPY
	26/3/1774	Third Lieutenant MEDWAY
	4/6/1774	Second Lieutenant MEDWAY
	24/6/1776	Seniority as Commander
	24/6/1776	30/5/1777 Captain ZEPHYR
	30/5/1777	Seniority as Captain
	1/6/1777	24/9/1777 Captain ALARM
	25/9/1777	17/3/1779 Captain ALARM
	1/7/1779	15/6/1782 Captain CERBERUS
	18/10/1782	25/3/1783 Captain SCIPIO
	12/6/1787	30/8/1791 Captain BEDFORD
	1/1/1793	10/10/1794 Captain BEDFORD
	4/7/1794	Rear Admiral Blue
	1/6/1795	Rear Admiral Red
	14/02/1799	Vice Admiral White
	1/1/1801	Vice Admiral Red
	23/4/1804	Admiral Blue
	28/4/1808	Admiral White
	12/8/1812	Admiral Red
	21/9/1813	Died

Sources: *Naval Biographical Database* – Chris Donnithorne

By December, he was in *Windsor Castle* in command of a squadron of seven ships patrolling off Cadiz, watching the French Admiral Richery, with orders to follow him to the West Indies if necessary.<sup>xciii</sup> Man did escort a convoy through the Straits of Gibraltar in January,<sup>xciv</sup> but the primary role remained to watch Richery. A letter from Earl Spencer, First Lord of the Admiralty, to William Grenville, the Foreign Secretary, in May, emphasised this: Man was 'constantly

employed in watching Richery's motions, and has a force under his command fully equal to the French at Cadiz.<sup>xcv</sup>

At the beginning of 1796, then, his reputation was secure; by year's end, events had turned sour, so much so that later generations have traduced his memory. Recent research, however, has refuted the criticisms, and his reputation has now been restored to the same high level that it enjoyed in his lifetime.<sup>xcvi</sup>

In essence, the situation was that Man was watching Richery's squadron in neutral Cadiz just at the moment when Spain entered the war on the side of the French. The anxiety of finding himself pitted against a substantial Spanish fleet from the same port was the cause of much anxiety before becoming a reality. A shortage of supplies, an inability to rejoin the Mediterranean fleet under Sir John Jervis, and with his ships in urgent need of refitting, Man decided to return to England.

The decision astonished contemporaries including Nelson and Collingwood (both serving under Jervis), but neither was aware of the circumstances, nor of the extensive exchange of despatches between Man and the First Lord of the Admiralty, Earl Spencer. Faced with demands from all quarters which he was unable to meet, Spencer had at first prevaricated and then sent out more ships under Sir Hyde Parker. Parker, however, made use of misleading intelligence from a passing vessel to divert to the West Indies, and the projected junction with Man did not take place. By the time that Spencer sent out Vice Admiral Thompson to relieve Man, Man and his squadron had already returned home.

Meanwhile, the situation of Jervis in the Mediterranean had become untenable. The earlier capture in 1793 of Toulon and Corsica had been reversed, and French Revolutionary armies had swept through Northern Italy. Much of the French successes was attributable to the young, but rapidly advancing, Napoleon Bonaparte. His campaigns were sufficient to cause Britain's ally, the Kingdom of Naples and Sicily, to declare neutrality.

Without a suitable base east of Gibraltar, Jervis was forced to withdraw from the Mediterranean. He blamed Man's return home and Parker's diversion as the causes of the withdrawal, but this was unjust as his hand had been forced already. Jervis' comments, together with those of others

such as Nelson and Collingwood already mentioned, were seized upon by the editor of Nelson's letters and despatches published in 1845. Thus it was that Man's reputation was traduced, with the added suggestion that he should have been court martialled.

In reality, Admiral Man's abilities were recognised at the time. He was appointed a Lord Commissioner of the Admiralty, one of the seven wise men who directed the whole of the navy's operations, on 10<sup>th</sup> September 1798 at a handsome salary of £1,000 per annum.<sup>xcvii</sup> He served in this capacity, with meetings almost daily, until 19<sup>th</sup> February 1801, when Spencer left office.<sup>xcviii</sup> Far from being a pariah in naval circles, Man was at its hub directing operations.

There was a happy postscript for the navy. The following year, Jervis defeated a large Spanish fleet at the Battle of Cape St Vincent, earning an earldom as a reward, but it was not until the Battle of the Nile in 1798, when Nelson and his 'band of brothers' – including Captain John Peyton – destroyed the French fleet, that the Royal Navy could feel in control of that sea again.

### **Pennington House**

Records do not show where Robert Man lived following his wedding in 1781, but the death two years later of his father's cousin, the first Admiral Robert Man, found him as the tenant of the latter's house in Park Row, Greenwich. In July 1789, Pennington House, then in the parish of Milford, was scheduled for auction freehold.<sup>xcix</sup> The house had been built in 1765 and advertised for letting, and again in 1781. He also owned 'A substantial, new, neat, well-built COTTAGE' at Fawley which he advertised for sale in June 1802.<sup>c</sup>

The earliest record of his being in Pennington is in the churchwardens accounts for 1790 when he paid three quarters of the yearly rates (Easter to Easter),<sup>ci</sup> suggesting that he bought the house as soon as it came on the market.<sup>cii</sup> To this were soon added two more properties in Pennington: Pinfolds on which three quarters of the rates was charged, and Hackmans paying half the rates.



Pennington House today, with later (1840 and 1920) additions.

Another in Lower Woodside, Lymington was to follow in 1794.<sup>ciii</sup>

He is reported attending a meeting in Lymington in December 1792 when he was still on half pay. The meeting was for the purpose of setting up a committee in response to a government proclamation to uphold the constitution, and was part of the government's concerns about seditious activities in the immediate aftermath of the French Revolution in 1789 and continuing instability in France.<sup>civ</sup> Continuing concerns led to the so-called 'Gagging Acts' - the Treasonable Practices and Seditious Meetings Acts of 1795.

In April 1798 his name appeared in a list of those in Milford who subscribed to aid the Government towards the defence against the threatened invasion by the French. Admiral Man subscribed £100, by far the largest individual contribution in the Parish, and his servant 'Jno. Loveidge' [probably Loveridge] ten shillings and sixpence.<sup>cv</sup>

He appears to have enjoyed country pursuits, taking out Game Certificates, running from 1<sup>st</sup> July into September each year and at a cost of three guineas, in 1801, 1802, 1805 and 1807.<sup>cvi</sup> Other local activities included being elected President of the Lymington Agricultural Society in November 1802.<sup>cvi</sup>

He clearly took an active part in the affairs of the parish, with various records of his attending vestry meetings at All Saints, Milford, and in

September 1803 he signed a record of rate assessments as an Overseer of the Poor.<sup>cviii</sup>

He did not neglect his naval past, attending a meeting of The Naval Charitable Society, founded to relieve distress of naval officers and their dependants, in May 1808, at which measures to improve the Society's finances were agreed.<sup>cix</sup>

His wife, Mariana, died on 30<sup>th</sup> October 1808, and was buried at Bath Abbey on 6<sup>th</sup> November.<sup>cx</sup> Five years later, in 1813, an announcement of deaths in the Naval Chronicle stated simply, 'On the 20<sup>th</sup> [actually 21<sup>st</sup>] September, at Pennington House, near Lymington, Robert Man, Esq. admiral of the red squadron of H.M.'s fleet.' So ended the life of the most controversial of the three admirals buried at All Saints, Milford.

### **The will of Admiral Robert Man (1745-1813)**

Paid by the word, the solicitors who drew up the extraordinarily verbose will of Admiral Man would have profited handsomely. Running to well over four thousand words, the will, written in 1808, is actually quite simple in the bequests made. The principal beneficiaries were his sister Elizabeth and two unmarried sisters-in-law, Elizabeth and Charlotte Moyle. All three were to receive the capital or interest from a portion of four thousand pounds each. Admiral Man's fortune may be estimated, therefore, as being well in excess of a million pounds in today's terms.

On the decease of his sister, her share was to go to two distant cousins. These were Henry and Frances Hall, the children of the Henry all mentioned in the will of Charles Wager Man. The older Henry had married a cousin of Charles called Jane. In default of any children, those portions were then to go to two married sisters of the Admiral's wife, Mariana, Harriet Cooper and Frances Ellis Jenkins. Reasonably generous provision was also made to a small number of servants.

A more modestly worded codicil of some nine hundred words added in 1810 went into much greater detail about the destination of his effects, and made some further and smaller bequests to a greater number of servants. Amongst the witnesses to the original will was Nicholas Tindal, the future Chief Justice of the Common Pleas who married Merelina Symonds in 1809. A letter from Tindal to Merelina's sister Mrs Whitby of Newlands



disclosed, almost certainly tongue in cheek, that he had consulted Admiral Man[n] about which of her sisters he should marry. This is a rare example of Man's friendships in Milford, but he was also a friend of Admiral Cornwallis. It was Mrs Man who wrote to Cornwallis to tell him that Mrs Whitby had suffered the loss of her daughter of just a few days old.<sup>cxii</sup>

A bequest in the codicil of a gun was made to Tindal's younger brother Charles, then a Lieutenant in the navy.<sup>cxiii</sup> Other naval friends favoured included Captain Henry Jenkins, who had married Mariana's sister Frances, and two others whose names are unclear but one was probably George Shirley.<sup>cxiii</sup>

One final stipulation was that his 'funeral may be with as small expense as common decency requires' and that he did not wish to have any memorial. The modest inscription on the wall of All Saints, Milford is testimony to this wish being adhered to.



Admiral Robert Man, buried without undue ceremony according to his dying wishes in the church at All Saints Milford, was the last of a family of senior naval officers whose careers spanned more than a century. During this time,

each played a significant role in establishing the power of the Royal Navy over international waters and in securing the British Isles from invasion. Their careers were naturally diverse, but there was considerable interaction between the first two, father and son, and again between the three who were born in the eighteenth century. Ultimately, the silver spoon of one line found its way to the other, before onwards transmission to further common relations.

In many respects, the careers of all four have lived in the shadows of their more illustrious, and sometimes more fortunate, contemporaries whose names live down the ages. The first Captain lived out his final days in an important capacity at the Greenwich Hospital, whilst his son, the first

Admiral, served in important commands in the West Indies and the Mediterranean engaging in a major battle. His epitaph is the improvement in the administration of naval medicine in Antigua.

The second Captain fell in action whilst still quite young, but he was a fine example of a young man who made his mark through his own ability and without the benefit of patronage. He died bravely, and deserves to be remembered as one of the few who completed the entire circumnavigation of the globe with Anson.

Of the four, it is the last whose name has been cast into deepest shade because of his perceived misconduct at the end of 1796. The slight on his reputation was misjudged and unfair, emanating as it did from a later historian seeking to laud the achievements of Nelson. In doing so, he used documents out of context and from a single perspective, emphasising the strictures of Jervis and the astonishment of Nelson.

Yet both of these distinguished admirals recognised Man's abilities, and Jervis continued to be courteous to Man even after taking over as First Lord of the Admiralty.<sup>cxiv</sup> Over a century and a half later, justice has at last been done, and Robert Man's reputation has been restored to the level enjoyed in his lifetime.

---

#### NOTES

MoSHRS: Milford-on-Sea Historical Record Society

TNA: The National Archives

<sup>i</sup> See also Daphne Austin & Barry Jolly, "A Man's a Man for A' That", *Topmasts* 27 (August 2018) 7-9.

<sup>ii</sup> TNA ADM 107 p 266 dated 23rd March 1701.

<sup>iii</sup> Ancestry - All London, England, Church of England Baptisms, Marriages and Burials, 1538-1812

<sup>iv</sup> Ancestry, All England, Select Births and Christenings, 1538-1975.

<sup>v</sup> Christening, Chatham, St Mary, Kent, England, Kent Archives Office, Maidstone; FHL microfilm 1,473,646.

<sup>vi</sup> Ancestry: UK, Commissioned Sea Officers of the Royal Navy, 1660-1815 Vol 2.

<sup>vii</sup> Chris Donnithorne *Naval Biographical Database* (on-line). For the report of the exchange see the *Newcastle Courant* - 26 October 1728; for his return to England see the *Stamford Mercury* - 5 December 1728, reported incorrectly as *Lyon*.

<sup>viii</sup> Lloyd Arnold Brown *The Story of Maps* (Courier Corporation 1979) p 232.

<sup>ix</sup> See various letters now in TNA at Kew in file ADM106/830.

<sup>x</sup> The log book is now at Cambridge University.

<sup>xi</sup> See Daniel A. Baugh *British Naval Administration in the Age of Walpole* (Princeton University Press, 8 Dec 2015).

- 
- xii *Caledonian Mercury* - 4<sup>th</sup> February 1740. For organisation: <http://www.british-history.ac.uk/old-new-london/vol6/pp177-190>
- xiii John Hardy p 34.
- xiv Will of Robert Man or Mann, Captain of His Majesty's Royal Hospital ....., Kent 15<sup>th</sup> January 1746 - TNA, Kew PROB 11/744/164.
- xv 'WAGER, Sir Charles (c.1666-1743), of Kilmenath, nr. West Looe, Cornw. and Parson's Green, London' - Published in Daniel A. Baugh, 'Wager, Sir Charles (1666-1743)', *Oxford Dictionary of National Biography*, OUP 2004.
- xvi Anthony Stokes *A View of the Constitution of the British Colonies: ...* 1783 pp 301-2 & 211.
- xvii *Orpen Family* [http://www.stbrigid300.com/uploads/6/1/1/7/6117774/the\\_orpen\\_family\\_-\\_goddard\\_henry\\_orpen.pdf](http://www.stbrigid300.com/uploads/6/1/1/7/6117774/the_orpen_family_-_goddard_henry_orpen.pdf) p 151.
- xviii This ring found its way to Captain Robert Man, which he bequeathed as a ring which had been his brother's.
- xix Vere Langford Oliver *The History of the Island of Antigua: ..., Volume 3* (London: Mitchell and Hughes, 1899).
- xx Ancestry - All London, England, Church of England Baptisms, Marriages and Burials, 1538-1812
- xxi TNA ADM 107/3 p 369 dated 12<sup>th</sup> March 1739.
- xxii [http://threedecks.org/index.php?display\\_type=show\\_crewman&id=10152](http://threedecks.org/index.php?display_type=show_crewman&id=10152)
- xxiii For other examples related to Milford, see Barry Jolly *Mrs Whitby's Locket* (Milford: MoSHRS 2011) pp 11 & 32.
- xxiv Specifically 6<sup>th</sup> August 1728. Chris Donnithorne *Naval Biographical Database* (on-line).
- xxv TNA, Kew: *Deptford*: 19/1/1739 ADM 6/15/331; *Woolwich* 2/2/1739 ADM6/16/119; *Duke* 10/1/1740 ADM 6/15/367 & 7/9/1741 ADM 6/15/451; *Woolwich* 15/2/1742 ADM 6/16/150.
- xxvi TNA, Kew E 134/26Geo2/Trin2.
- xxvii *The Commissioned Sea Officers Of The Royal Navy 1660-1815 Volume 2* p 596.
- xxviii Ships were rated according to the number of guns.
- xxix TNA, Letters to Daniel Furze of 26<sup>th</sup> & 28<sup>th</sup> September 1745 and D Furze's covering letter to the Navy Board of 17<sup>th</sup> October 1745 - ADM307/1007: letters nos. 306/7/8,
- xxx 1745 Dec 17 TNA, Kew ADM 106/1013/192
- xxxi TNA, Kew: ADM 106/1030/5; ADM 106/1058/91; ADM 106/1084/3-4-5; ADM 105/1080/328.
- xxxii National Maritime Museum, The Caird Library: ADM 354/143/6. The Admiralty had not received vouchers from the ship.
- xxxiii See especially newspaper reports - for example, *Newcastle Courant* - Saturday 22 March 1755 - in March, and *Journals of the House of Commons, Volume 27* (Great Britain. Parliament. House of Commons 1803) - pp 872-2 for 1755.
- xxxiv For Robert Man's involvement, see M Smelser *The Campaign for the Sugar Islands, 1759*: (UNC Press Books 2012) pp 30/100.
- xxxv *Dublin Courier* - 1 November 1762
- xxxvi He had commanded *Launceston* and *Lynn* between 1745 & 1748, and *Anson, Prince Frederick, Lancaster* and *Cornwall* from 1744 to 1763. See [http://threedecks.org/index.php?display\\_type=show\\_crewman&id=10153](http://threedecks.org/index.php?display_type=show_crewman&id=10153)
- xxxvii Ancestry - All England, Select Births and Christenings, 1538-1975
- xxxviii UK, *Commissioned Sea Officers of the Royal Navy, 1660-1815 Vol 2* (with spelling Mann).
- xxxix A B McLeod *British Naval Captains of the Seven Years' War: The View from the Quarterdeck* (Boydell Press, 2012) pp32-3.
- xl McLeod p 190, p 126 and p 248/9 n.
- xli Built in 1732 as *Dolphin*, renamed *Firebrand* in 1755 and again as *Penguin* in 1757.
- xliv *Caledonian Mercury* - Thursday 16 February 1758
- xlvi [http://threedecks.org/index.php?display\\_type=show\\_ship&id=3938](http://threedecks.org/index.php?display_type=show_ship&id=3938)
- xlvii McLeod p 72.
- xlviii *The London Gazette*: 2<sup>nd</sup> May 1761 Issue: 10101 Page: 1
- xlvi 25<sup>th</sup> April 1761. - [http://threedecks.org/index.php?display\\_type=show\\_ship&id=5403](http://threedecks.org/index.php?display_type=show_ship&id=5403) . McLeod p 33 gives 9<sup>th</sup> April, but the later date in The London Gazette of 2<sup>nd</sup> May 1761 Issue 10101 which mentions *La Fidelle* but not *L'Amiral*, looks more likely.
- xlvi *Derby Mercury* - Friday 11<sup>th</sup> December 1761
- xlvi A line from Thomas Gray's *Elegy Written in a Country Churchyard*.

- 
- xlix Two hundred was the design complement; actual numbers may have been different.
- <sup>l</sup> Lieutenant Nash's despatch of 10<sup>th</sup> March 1762, and published first in *The Scots Magazine* of 5<sup>th</sup> April 1762. The ships' arrivals were reported in the *Derby Mercury* of 2<sup>nd</sup> April 1762 and *Bath Chronicle and Weekly Gazette* of 13<sup>th</sup> May 1762 respectively.
- <sup>li</sup> A. B. McLeod pp 209-11.
- <sup>lii</sup> The *Derby Mercury's* claim re Anson was repeated in the *Dublin Courier* of Friday 16 April 1762.
- <sup>liii</sup> Five warships, one storeship and two victuallers. See Eleanora C. Gordon M.D Scurvy and Anson's Voyage Round the World: 1740-1744 An Analysis of the Royal Navy's Worst Outbreak in CC Lund, DB Dill - *New England Journal of Medicine* 1940 p 155ff
- <sup>liv</sup> 188 including Anson is the number given in Andrew Lambert *Admirals* (Faber and Faber 2008) p 129, which is as authoritative as any. Some 1300 men perished, some failed to round Cape Horn and others returned early from China.
- <sup>lv</sup> TNA ADM 6/16/349 dated 2/8/1744.
- <sup>lvi</sup> Calculation of Chris Donnithorne of the *Naval Biographical Database*.
- <sup>lvii</sup> H W Richmond *The Navy in the War of 1739-48* (Cambridge University Press 2012) p 85ff. has a detailed account of the action.
- <sup>lviii</sup> Lambert p 137 gives a total of twenty one French warships taken in the two battles plus much French shipping.
- <sup>lix</sup> Sir John Ross *Memoirs and correspondence of Admiral Lord De Saumarez: From original papers in possession of the family, Volume 2* (R Bentley, 1838) pp 348-368 gives an account of the circumnavigation, the later actions and Saumarez' will.
- <sup>lx</sup> William Robert had also been a Captain's Servant in *Porcupine*- TNA ADM35.
- <sup>lxi</sup> Will of Robert Man, Captain of His Majesty's Ship Milford, 22 July 1762, TNA - Canterbury PROB 11/878/243
- <sup>lxii</sup> TNA PC 1/7/46.
- <sup>lxiii</sup> TNA: Will of Elizabeth Man, Widow - PROB 11/888/208 proved 31<sup>st</sup> May 1763.
- <sup>lxiv</sup> TNA PC 1/7/58. This includes the date of Elizabeth Man's death.
- <sup>lxv</sup> *Parliamentary Papers: 1780-1849, Volume 17* (House of Commons H.M. Stationery Office, 1828). Navy Estimates for the Year 1828 p 12 of the estimates. There were only seven pensions still being paid approved earlier than Elizabeth's.
- <sup>lxvi</sup> The enquiry was dated Jan 5 1780. National Maritime Museum: The Caird Library, Manuscripts Section ADM 354/200/341. Elizabeth and James married at St Luke's Chelsea on 26th February 1776 - Ancestry All England, Select Marriages, 1538-1973.
- <sup>lxvii</sup> James Margetson was a ships broker based in Fenchurch Street London (see the Kentish Gazette of Friday 3rd February 1797) who died in 1799. Elizabeth died at Hayes, Bromley (see the Kentish Gazette of 9th April 1839).
- <sup>lxviii</sup> *Salisbury and Winchester Journal* - 13 February 1769 - with more detail in May - e.g. *Caledonian Mercury* - 29 May 1769.
- <sup>lxix</sup> Coriann Convertito *The Health of British Seamen ..., 1770-1806* Doctoral thesis, Exeter University Exeter 2011 pp 178-81.
- <sup>lxx</sup> TNA, Kew, various records for example ADM 106/1240/133 dated October 23 1777.
- <sup>lxxi</sup> *The London Gazette* 13 April 1779 Issue: 11970
- <sup>lxxii</sup> TNA, Kew EXT 1/203/1:
- <sup>lxxiii</sup> 2 letters; Admiral Man, Greenwich, to 4th Earl of Sandwich - 20th May and 7th June 1780. Huntingdonshire Archives HINCH 8/240. The first letter also stated that he did not have the necessary property qualification for election.
- <sup>lxxiv</sup> *The London Gazette* 26 September 1780 Issue: 12122
- <sup>lxxv</sup> *Naval Biographical Database* (on-line)
- <sup>lxxvi</sup> Will of Robert Man, Admiral of the Blue Squadron .... Greenwich , Kent 17<sup>th</sup> April 1783 TNA, Kew PROB 11/1102/308
- <sup>lxxvii</sup> Ancestry - All England, Select Births and Christenings, 1538-1975
- <sup>lxxviii</sup> The parents in each case were Robert and Elizabeth Man, the names of Admiral Man's parents. Ancestry - All London, England, Church of England Baptisms, Marriages and Burials, 1538-1812
- <sup>lxxix</sup> A Martha Man, Child, was buried at St Olave, Silver Street, London on 12th September 1762. Charles Man was not included in his father's will but the earliest record of the death of a Charles Man

---

is at St Giles, Cripplegate, London on 9th March 1791 of a fever. Ancestry - All London, Church of England Baptisms, Marriages and Burials, 1538-1812.

<sup>lxxx</sup> Ancestry - All England, Select Marriages, 1538-1973

<sup>lxxxi</sup> TNA ADM 107/6 p 140 dated 8<sup>th</sup> June 1767.

<sup>lxxxii</sup> [https://en.wikipedia.org/wiki/HMS\\_Penguin](https://en.wikipedia.org/wiki/HMS_Penguin)

<sup>lxxxiii</sup> An internal Admiralty document - ADM 354/187/120 National Maritime Museum: The Caird Library, Manuscripts Section - shows the request as being for *Viper*. However, *Viper* was out of commission between 1771 and 1775, and various other documents - TNA: ADM 51/1039, ADM 346/25/25 & ADM 106/1212/210 - confirm *Spy*.

<sup>lxxxiv</sup> *Naval Documents of The American Revolution Volume 10 AMERICAN THEATRE: Oct. 1, 1777 - Dec 31, 1777 EUROPEAN THEATRE: Oct. 1, 1777 - Dec 31, 1777 Part 4 of 5* (US Government Washington, 1996) pp911, 939, 949

<sup>lxxxv</sup> *The London Gazette* 28<sup>th</sup> November 1780 12140 p 6; 23<sup>rd</sup> November 1784 12598 p 4; *Gazette* 6<sup>th</sup> March 1781 12168 p 6; 26<sup>th</sup> January 1782 12265 p 2; Captain Man's report was published 6<sup>th</sup> March 1781 12168 p 2; 26<sup>th</sup> January 1782 12265 p 2

<sup>lxxxvi</sup> Ancestry: All England: Select Births and Christenings, 1538-1975; London, Church of England Marriages and Banns, 1754-1921.

<sup>lxxxvii</sup> It is not possible to be definitive about the identity of this Charles Man: see note 78 above.

<sup>lxxxviii</sup> *The Dispatches and Letters of Vice Admiral Lord Viscount Nelson, with Notes, Volume 1* (Colburn, 1845)

<sup>lxxxix</sup> To warp a ship is to manoeuvre it with ropes attached to a fixed object.

<sup>xc</sup> William James *Naval History of Great Britain* (London 1827) p 257.

<sup>xci</sup> Julian S Corbett (Ed) *PRIVATE PAPERS of George, second Earl Spencer FIRST LORD OF THE ADMIRALTY 1794-1801 Vol 1* (The Navy Records Society, Elibron Edition 2005) p 41 n1.

<sup>xcii</sup> David S.T. Blackmore *Warfare on the Mediterranean in the Age of Sail: A History, 1571-1866* McFarland, 25 Mar 2011 p 165.

<sup>xciii</sup> Earl Spencer, First Lord of the Admiralty to William Windham, Secretary at War *Spencer Papers Vol 1* p 163 & n1. Not to be confused with the Secretary of State for War, see next note; this position was more akin to a modern day minister of state.

<sup>xciv</sup> Spencer to Henry Dundas, Secretary of State for War received 19<sup>th</sup> January 1796 *Spencer Papers Vol 1* p 236.

<sup>xcv</sup> Spencer to Grenville 8<sup>th</sup> May 1796 *Spencer Papers Vol 1* pp 260-1.

<sup>xcvi</sup> Barry Jolly, 'A good man in every sense of the word: The reputation of Admiral Robert Man', *The Mariner's Mirror* 104:2 (2018) 225-9.

<sup>xcvii</sup> See *The Glasgow Almanack, for the Year M, DCC, LXXXVIII* published by John Mennons, Editor of the Glasgow Advertiser, 1787. The salary of £1,000 was that paid to the Commissioners in 1784, but the amount is unlikely to have changed four years later.

<sup>xcviii</sup> 'Lord High Admiral and Commissioners of the Admiralty 1660-1870', in *Office-Holders in Modern Britain: Volume 4, Admiralty Officials 1660-1870*, ed. J C Saintry (London, 1975), pp. 18-31

<sup>xcix</sup> *Hampshire Chronicle* - Monday 18<sup>th</sup> May 1789 and succeeding issues.

<sup>c</sup> *Salisbury and Winchester Journal* - Monday 25 March 1765; Monday 14<sup>th</sup> June 1802.

<sup>ci</sup> All Saints Church, Milford Churchwardens Accounts. We are grateful to Chris Sanders, for this reference.

<sup>cii</sup> An insurance policy of 28<sup>th</sup> January 1790 covered both Pennington House and also Funtington in Sussex, suggesting this as his previous address. Records of Sun Fire Office at London Metropolitan Archives: City of London MS 11936/366/565686.

<sup>ciii</sup> Hampshire Record Office 20M98/A4

<sup>civ</sup> *Hampshire Chronicle* - Monday 24<sup>th</sup> December 1792.

<sup>cv</sup> *MoSHRS Occasional Magazine* 2 No 1. We are grateful to Anne Braid for this reference.

<sup>cvi</sup> *Hampshire Chronicle* 14<sup>th</sup> September 1801, 13<sup>th</sup> September 1802, 16<sup>th</sup> September 1805, & 28<sup>th</sup> September 1807.

<sup>cvi</sup> *Salisbury and Winchester Journal* - Monday 15<sup>th</sup> November 1802.

<sup>cvi</sup> Milford 'Resolution Book' 1803-1823 Hampshire Record Office 31M67/PZ1; Poor Law records for All Saints. MoSHRS Archives

<sup>cix</sup> *Morning Post* - Wednesday 18<sup>th</sup> May 1808.

---

<sup>cx</sup> *Morning Chronicle* - Friday 11<sup>th</sup> November 1808; Ancestry - Somerset, CoE Baptisms, Marriages, and Burials, 1531-1812

<sup>cx</sup><sub>i</sub> Barry Jolly 'The family of Captain Thomas Symonds in Milford', *MoSHRS Occasional Magazine* ns 4 (2016) 62n.

George Cornwallis-West *The Life and Letters of Admiral Cornwallis* (Robert Holden, London 1927) p 396.

<sup>cx</sup><sub>ii</sub> Charles Tindal 1786-1859. Later Commander - W R O'Byrne *A Naval Biographical Dictionary* London 1849.

<sup>cx</sup><sub>iii</sub> Henry Jenkins, Captain 1795. Was awarded a pension of £200 p.a. and appointed Captain of Greenwich Hospital in 1811; died 1813. George James Shirley (1768-1845), Vice Admiral on the retired list. See *The Georgian Post Captain List* version 4 Navy Records Society 2016. George James Shirley (1768-1845), Vice Admiral on the retired list.

<sup>cx</sup><sub>iv</sub> See for example Jervis to Man 5<sup>th</sup> October 1801 - David Bonner Smith (ed) *The Letters of Admiral of the Fleet the Earl of St Vincent* (Navy Records Society 1922) Vol I p 330.