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*Full many a gem of purest ray serene,  
The dark unfathomed caves of ocean bear<sup>1</sup>*

**A RESUME OF LOCAL NAVAL AND MILITARY PERSONNEL AT  
THE TIME OF THE FRENCH REVOLUTIONARY AND  
NAPOLEONIC WARS**

*by Barry Jolly<sup>1</sup>*

This edition of the Occasional Magazine focuses on the three Admirals who were veterans of the wars against revolutionary and Napoleonic France and are now buried at All Saints, Milford. In an area so closely associated with the sea, it is not surprising that there were several others from the area surrounding Milford who served their country in that dramatic period of our nation's history.

Some have been mentioned in the pages of the Society's publications before, including Captain John Whitby (1774-1806) and his three brothers-in-law, Admiral Thomas Symonds (1781-1868), Rear Admiral Sir William Symonds (1782-1856) - the first naval officer to become Surveyor of the Navy - and Commander John Charles Symonds (1790-1840), who died at Keyhaven and is buried at All Saints.<sup>2</sup> The widow of the last of these married Colonel Peter Hawker (1786-1853) of Keyhaven, a well-known sportsman and himself a veteran of the Peninsular War under the Duke of Wellington.

General Sir Henry Clinton (1738-1795) of Ashley Clinton near New Milton came from a military family. His involvement in the French Revolutionary wars was limited. Following a period as a Member of Parliament, he was appointed Governor of Gibraltar in 1795, but he died before he was able to take up the post. He had served previously as Commander-in-Chief in North America during the war of American Independence, but was much criticised for his performance there. In reality, the failures were not of his own making, but he was unable to persuade his superiors of the merits of his own plans, although they are now acknowledged to have been sound.<sup>3</sup>

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<sup>1</sup> The author wishes to acknowledge assistance from Daphne Austin, Anne Braid, Bob Braid, Chris Hobby, Jude James and Chris Sanders in the preparation of this article.

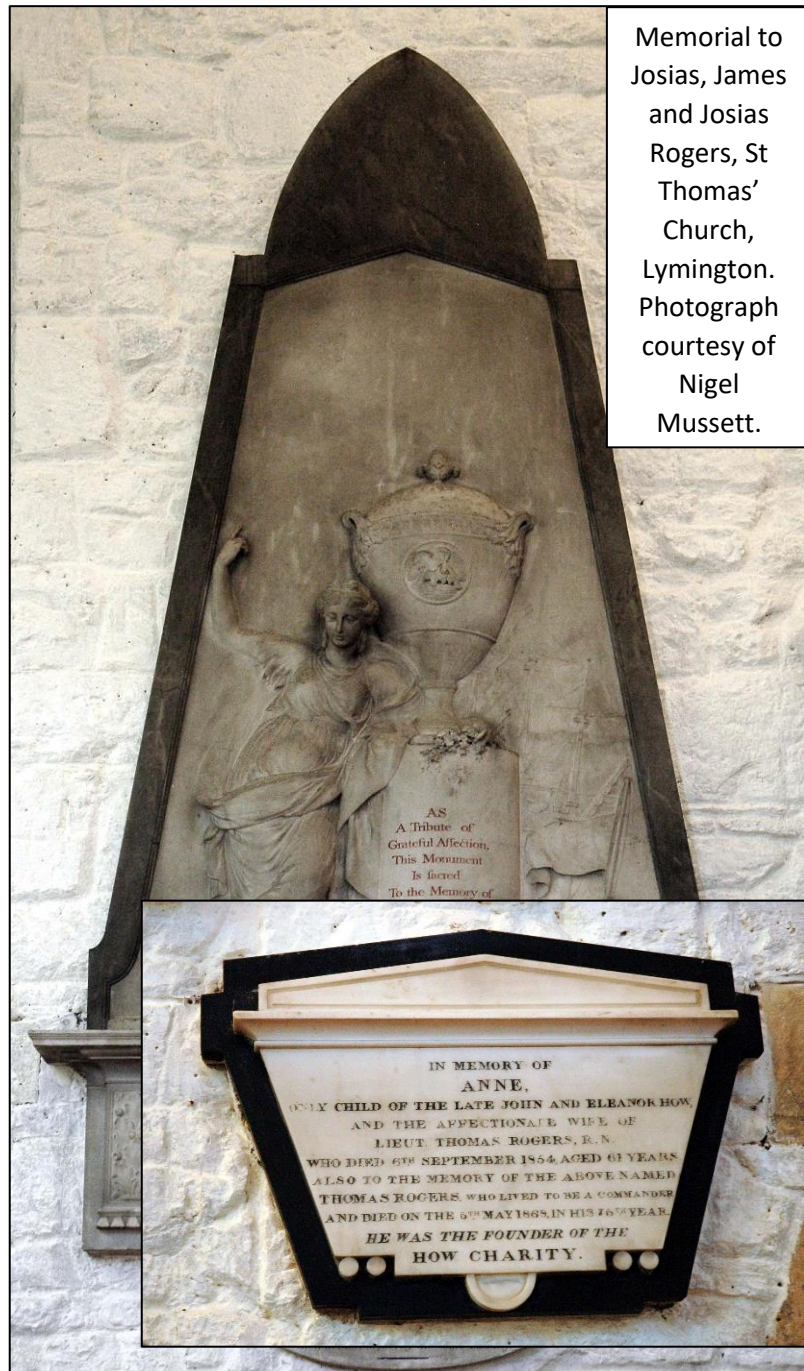
One of his sons, Lieutenant-General Sir Henry Clinton GCB GCH (1771-1829) had a rather more distinguished career, serving under the Duke of York in the Flanders campaign, and as ADC to Earl Cornwallis in Ireland. He was later British military attaché to the Russian army defeated at Austerlitz in 1805. He then served under Sir John Moore at Corunna and Wellington during the Peninsular Campaign and at Waterloo. Earlier, in 1800, his wife, the daughter of Lord Elcho, followed him to Switzerland when he was appointed military assistant to William Wickham, the British envoy. Wickham, who complained about Clinton on more than one count, intimated that she kept Clinton in bed when he should have been in battle. Like his father, he was also a Member of Parliament, but voted only once, against Catholic Relief.<sup>4</sup> He died at Ashley Clinton in 1829.<sup>5</sup>

Another family of naval personnel was the Rogers with connexions in Lymington, Beaulieu and Boldre. Captain Josias Rogers (1755-1795) was born in Lymington where his father had interest in salterns. He was captured during the war of American Independence but escaped and was involved subsequently in taking more than sixty enemy ships. He was given command of the 32 gun frigate *Quebec* soon after the outbreak of war with France in 1793, serving in the West Indies. He died soon after of yellow fever on 24<sup>th</sup> April 1795 at the age of just 40. Serving with him were

the First Lieutenant - his brother James, aged 26 - and his 19 year old nephew, Lieutenant Josias Rogers, both of whom had succumbed to the same disease on 13<sup>th</sup> and 9<sup>th</sup> May of the previous year respectively. A memorial to all three was erected in St Thomas Church, Lymington.<sup>6</sup>

One of the trustees of Captain Rogers' estate was Captain Robert Man, later an Admiral and buried in Milford (see separate article above). Another was his brother Thomas, still at the date of the will a Lieutenant.<sup>7</sup> By the time Josias died, Thomas was a Commander, and eventually rose to Rear Admiral, three months before his death in September 1814.<sup>8</sup> In his will he left the substantial sum of one thousand pounds to St Thomas Church, Lymington, the interest of which was to be used to make annual payments to 'Five Men and Five Women being Old and Indigent Parishioners'.<sup>9</sup>

Another Thomas Rogers, quite possibly the son of his namesake, was born in Beaulieu and christened on 20<sup>th</sup> February 1794. He joined the Navy in 1806, and was promoted to Lieutenant in 1815. A year later, he was taken ill and sent to the naval hospital at Haslar, in Gosport.<sup>10</sup> His will suggested that he was a Commander, but he does not appear to have reached that rank, describing his occupation in later Censuses as Lieutenant RN on half-pay. He married Anne How of Lymington in 1828. Although long since resident at Reading, he left £2,100



to the vicar and churchwardens of Lymington on trust to provide clothing and blankets for the poor. The charity was to be called How's Charity after his wife.<sup>11</sup>

One of Josias Rogers' daughters, Augusta, married into another naval family in 1814. Her husband was Edmund Lyons, then a Commander but



later an Admiral. Edmund was the fourth son of John Lyons of Antigua and St Austin's House, Lymington. Although born in Antigua, John Lyons died in England, and there is a memorial inscription to him at Boldre. John Lyons had a total of eighteen children, fifteen of these by his first wife, Elizabeth Robbins. Several joined the armed forces, and

a daughter, Augusta, was baptised in Milford church,<sup>12</sup> later marrying the Duke of Norfolk, Henry Fitzallan-Howard.

The second son, John, fought at Copenhagen and Trafalgar, two of Nelson's greatest victories, and was serving as a Midshipman in Victory at Trafalgar. In 1814, he served under Sir Harry Neale, about whom more will be said in due course. His brother Henry was killed in action at a later battle at Copenhagen in 1807, and another brother Maine suffered the same fate at the Battle of Navarino in 1827, the action which is largely held to have been decisive in freeing Greece from the Ottoman Empire. Three more brothers served in the Indian Army and one more in the ships of the East India Company.<sup>13</sup>

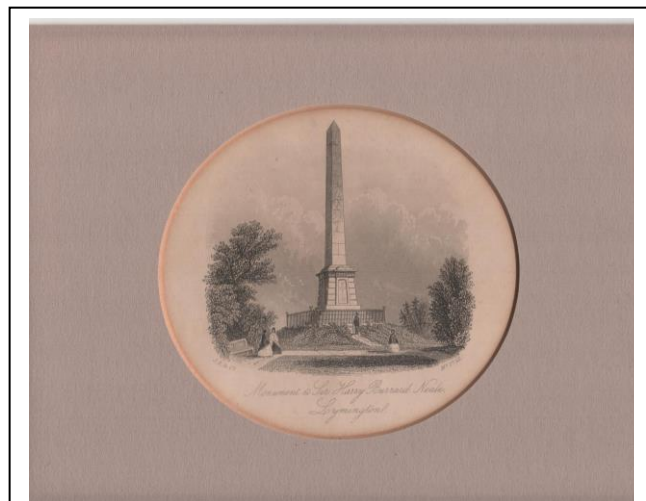
The most distinguished, however, was Edmund (1790-1858). He was born at Whitehayes House, Burton near Christchurch in 1790. He joined the Navy in 1801, serving under Sir Harry Neale (already mentioned and with more to follow). His exploits on the island of Banda Neira in 1810 led to wide acclaim. These were followed the following year by the astonishing feat of taking the fortress of Marrack in Batavia, garrisoned



by 180 men and the crews of two boats with 54 guns with a force of just 35 men. Later service in the Mediterranean resulted in a number of diplomatic appointments in Athens, the Swiss Cantons and Stockholm, before returning to service in the Crimean War of 1854-6. Honours flowed: Knight Commander of the Royal Guelphic Order (1835), Knight Grand Cross of the Order of the Bath (Civil & Military), Knight Grand Cross of the Order of St Michael and St George. Together with other honours from France, Greece, the Ottoman Empire and Italy He was created a Baronet in 1840 and elevated to the peerage as Baron Lyons, of Christchurch in 1856.<sup>14</sup>

A nephew of Rear Admiral John Peyton (for whom see separate article above) was Captain Sir John Strutt Peyton (1786-1838). He married at Boldre the daughter of another naval officer, Lieutenant Woodyear RN of St Kitts, and they had three daughters and two sons. Four of the children were baptised at All Saints and the other at Lymington. The family lived locally at Buona Vista, Milford from 1817 to 1821. Peyton's career was advanced by Nelson who, ironically, does not appear to have held Rear Admiral Peyton in particularly high regard on a professional level. Peyton commanded a number of frigates and other small vessels both before and after losing his right arm. Nonetheless, he saw almost continuous service from 1797 to 1813, and returned to sea in the 46 gun *Madagascar* in 1836.

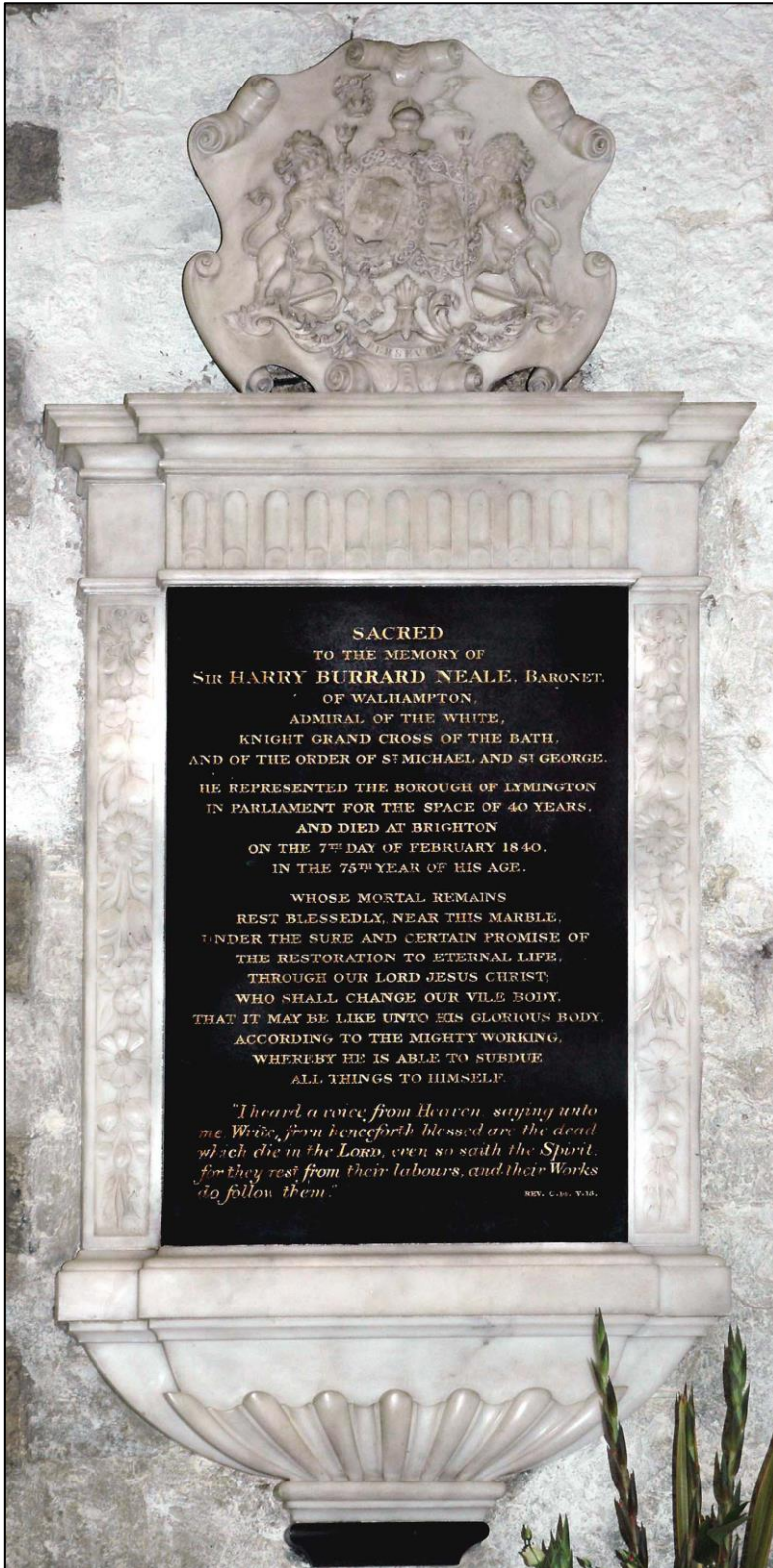
Admiral Sir Harry (Burrard) Neale<sup>15</sup> (1765-1840) GCB GCMG was a man of many parts.<sup>16</sup> He was prominent in the affairs of, and Member of Parliament for, Lymington, and was foremost in putting down the mutiny at The Nore which threatened national security at a critical moment in 1797. He also served as one of the Lords Commissioner of the Admiralty, the seven wise men who directed naval operations from London during those troubled times, later taking command of the Mediterranean Fleet. He enjoyed the favour of George III and William IV, and Queen Adelaide was a subscriber to the obelisk, clearly visible across the river from the town of Lymington, which was erected to his



Early image of the of the obelisk at Walhampton  
in the possession of Chris Hobby

memory in 1840 by public subscription in the grounds of his estate at Walhampton.

Interestingly, Neale fought to retain his family's control over parliamentary



representation in Lymington at the time of the Great Reform Act of 1832. Lymington was too small to continue to return two members to Westminster, and it was proposed that the constituency be enlarged to include Milford. Neale succeeded in having the boundary moved eastwards instead so that his own estates at Walhampton (plus Sharpax, South Baddesley and parts of Boldre) – and the voters whom he could control – could be included.<sup>17</sup> Milford was included in the new constituency of South Hampshire which returned two Liberal (Canningite) candidates – the future Prime Minister Viscount Palmerston of Broadlands, Romsey



and Sir George Staunton of Leigh Park, Havant in 1832.

This election was not without controversy. In the August of 1832, Sir James Graham, the First Lord of the Admiralty, had offered Neale the position of Commander-in-Chief at Portsmouth. He then withdrew the offer when Neale was returned at the general election at the end of the year coming top of the poll with 158 votes. Neale was incensed, and published the correspondence with Graham in the London press.<sup>18</sup> It has been suggested that Graham withdrew the offer because of Neale's support for the Tory candidate for South Hampshire, John Fleming. There may be some truth in this, and Graham had also encouraged his ministerial colleague, Palmerston, to stand for this particular seat.<sup>19</sup> However, though Neale's stance may have been well rooted in eighteenth century practice, it is Graham's position, which he refused to alter when challenged in the Commons,<sup>20</sup> which has been vindicated by history.

Ensign Paul Burrard, Neale's son, served as aide-de camp to Sir John Moore during the famous retreat and evacuation from Corunna in 1809. He was evacuated, but

Memorial to Sir Harry (Burrard) Neale, St Thomas' Church Lymington. Photograph courtesy of Nigel Mussett.

died, five days after Moore, on his way home to England.

One of Neale's protégés was Lieutenant Philip Bromfield of HM Ship *St Fiorenzo* who died in 1795 at the young age of nineteen, 'having exerted himself beyond his Strength',<sup>21</sup> and is buried at St John's, Boldre. A monument on the north wall of the chancel bears a fulsome and grandiloquent tribute, and it would be fascinating to discover the exploits that underlay this. A Cecilia Bromfield, widow of Philip Bromfield of Boldre, died at Lymington in 1831 aged 90,<sup>22</sup> probably Lieutenant Bromfield's mother, emphasising the local connexion.



Memorial to Ensign Paul Burrard, St Thomas' Church, Lymington. Photograph courtesy of Nigel Mussett.



St John's, Boldre is also the resting place of Admiral Thomas Symonds mentioned above with many members of his family, as well as his mother and her second husband Major General Robert Farmar of the Royal Marines.<sup>23</sup> The rather unusual circumstances of Symonds' marriage may be found in two recent publications of the Society.<sup>24</sup>

A leading proposer of the Neale obelisk was Captain Robert Hockings (1776-1862).<sup>25</sup> Although quite junior at the time, he served under Sir William Cornwallis during the famous Cornwallis Retreat, when the Admiral fought off a French flotilla of thirteen ships to steer his own small squadron of just five vessels safely to port.<sup>26</sup> Soon after, Hockings, as prize master, fought off two row boats carrying more than fifty men with his own small crew of just five. He suffered more than his fair share of illness and injury. In 1809, although technically unfit to serve, he joined *Caledonia*, commanded by his friend Sir Harry Neale, as a volunteer. He served throughout the French Wars, but was not promoted to Captain until 1821 immediately after his last appointment at sea, and only three months after his marriage. He, too, is buried at Boldre, together with his wife Magdalena and their two children.<sup>27</sup> Born in 1799, Captain William Alexander Willis of Boldre joined the navy in 1811. He was born in Bedfordshire, but his wife Mary Anne was from Droxford in Hampshire. He enjoyed an extensive career at sea, although he was injured late on, being granted a pension for wounds in 1845. He had been promoted to Captain the previous year. He was another prominent backer of the Neale obelisk, although the Hampshire Advertiser erred in describing him as a Captain, being then still a Commander.<sup>28</sup> He died in 1862.

A guide to Lymington published in 1828 lists a number of naval personnel.<sup>29</sup> Admiral Shirley is one, probably Rear Admiral George James Shirley who was promoted later (in 1840) to Vice Admiral. Shirley joined the Navy in 1779, and took part in a number of actions against enemy ships in the early years of the French Revolutionary War. He was promoted to Commander in 1797, and given temporary command, but with a permanent promotion, as Captain of the 74 gun *Mars* in April 1798 immediately after the death of her Captain, Samuel Hood, in capturing the French *L'Hercule*. He was obliged in August of that year to retire from sea-going service because of an attack of rheumatic gout, induced by frequent exposure to wet and cold. He commanded the Poole district of

Sea Fencibles from 1804 to 1810, when the corps was disbanded.<sup>30</sup> He died in 1845, reportedly at the age of 77, although his early service career suggests that this may have been an under-estimate.

Captain (later Vice Admiral) Hyde Parker (1784-1854), son of the Admiral Sir Hyde Parker whose signal Nelson so famously ignored at the Battle of Copenhagen in 1805. This gentleman also served in the Royal Navy. He took part in the capture of the Cape of Good Hope from the Dutch in 1801, and took the surrender of the American 44 gun frigate, *President* in January 1815 as part of the Anglo American War of 1812 to 1814. Peace had already been signed, but the news had yet to reach the combatants. His service continued, and he was made an aide-de-camp to William IV in 1831. His Tory leanings led to his appointment as senior naval lord in Lord Derby's ministry 1852, and his qualities were sufficient for him to continue in this post under Aberdeen's Peelite administration later that year and until his death three years later. He is not now regarded as having been a total success, but he did at least ensure that all new ships were powered by steam.<sup>31</sup>

Parker lived at Boldre Hill, and it was at his home here that Rear Admiral Augustus Brine, formerly of Rope Hill, Lymington died in 1840.<sup>32</sup> Brine was the son of an Admiral, James Brine, and a brother, George, was a Captain in the Navy.<sup>33</sup> He, too, saw distinguished service in the war with America from 1812 to 1814, following a very quiet period during the French wars during which his only senior command was the Sea Fencibles at Weymouth.<sup>34</sup>

Bernard Yeoman (1791-1836) also had a rather limited career during the Napoleonic War, but rose to Post rank subsequently. Born in 1792, he was promoted to Lieutenant in 1812 and Commander in 1818. His first commands were modest, in keeping with his rank: the brigs *Britomark* and *Wolf*. From 1827 to 1830, he was Inspecting Commander of the Coast Guard at Lymington, after which he was promoted to Captain. His only command in this rank appears to have been the 28 gun *Andromache* from September 1833, shortly after his wedding, to the beginning of the following year. He died not long after, in 1836, at the young age of 43.<sup>35</sup>

A Captain James Lys is listed at Ridgeway House, Lymington, although he did not serve above the rank of Commander. His career appears to

have been rather limited, although promotion to his final rank in 1810 suggests that there was rather more to this than available records may suggest. His son, also James, was promoted to Lieutenant in 1794, but was still at that rank when he married in 1812. Commander Lys died at Southampton at the age of 75 in 1834.<sup>36</sup>

By way of contrast to these, the career of Admiral John Child Purvis (1746-1825) was initially quite slow. Joining the Navy in 1761, his opportunities for further service were limited until the War of American Independence, during which he was promoted to Captain, and the French Wars from 1793, being promoted to Rear Admiral in 1804. From 1793, he served almost continuously until the later years of hostilities.<sup>37</sup> In 1793, a British fleet under Admiral Hood captured the French port of Toulon in support of French Royalist troops. The occupation was lifted by Captain Napoleon Bonaparte with, as he put it, a whiff of grapeshot. It was Napoleon's first direct brush with British forces, and it was John Purvis, then a Captain, who confronted him muzzle to muzzle.

Purvis served as a Captain in the same fleet as Sir Harry Neale, and in the same action as Robert Man in 1795, the Battle of Hyères. His reputation as a solid and reliable Captain resulted in his appointment to *London* (90 guns) in 1797. This ship had been at the centre of the Spithead mutiny and her Captain and Admiral had both been removed at the behest of the mutineers. It fell to Purvis to restore the ship to a disciplined fighting unit. After service in the Mediterranean, he joined the Channel Fleet, serving under his friend William Cornwallis. He retired to Vicar's Hill, Pilley, Lyminster, the house now being the home of Southlands School, and is buried at Boldre.<sup>38</sup>

Rather further afield, in St. Michael and All Angels Lyndhurst, is a memorial to Henry Weyland Powell of Foxlease:

Died London 17/7/1840 aged 53 years; remains interred at Fulham, Middlesex. He was formerly in the Grenadier Regiment of footguards and served with them at Walcheren in the Peninsular and then in the actions of Quatre-Bras and Waterloo. Erected by his widow Eliza Powell.

Admiral Arthur Phillip (1738-1814) came from very humble circumstances before moving to Lyndhurst in 1763 at the age of 24. He

saw service in the Seven Years War and again during the French Revolutionary and Napoleonic Wars, but his greatest claim to fame is that he transported the first convoy of convicts to Australia in order to establish a British colony there and became the first Governor of New South Wales.

A curate from Boldre, Richard Johnson (1755-1827), accompanied Phillip, and it was he who conducted the first Christian service on Australian soil.

Phillip was appointed to command the Hampshire Sea Fencibles in 1798, living in Lymington. From 1803 to 1805 he assumed overall command of that force before retiring to Bath.<sup>39</sup>

Another cleric, Henry Barker is known to have officiated at Hordle Old Church in 1802, and later served in the Royal Navy as a Chaplain. In 1805 he was serving in *Defiance* a 74 gun ship of the line, at the Battle of Trafalgar, and subsequently in another 74, *Renown*, in 1806 and 1808.<sup>40</sup>

Captain Edmund Heywood CB<sup>41</sup> (d 1822) experienced mixed fortunes during the French Revolutionary Wars. In 1807, he captured the Dutch frigate *Frederikscoarn* of 32 guns whilst in command of *Comus* of only 22 guns. A medal was struck in honour of this achievement.<sup>42</sup> A year later, his ship, *Astraea*, foundered in an 'extraordinary weather current', which affected the calculation of the ship's position. All but four of the crew were saved. At the end of the war in 1815, Heywood was made a Companion of the Bath.<sup>43</sup> Overall, he had a good war, capturing several enemy – mostly French and American – vessels.<sup>44</sup>

His personal life was also mixed. His wife died at Everton Farm, Lymington as the war drew to a close.<sup>45</sup> He remarried soon after, at Pennington on 7<sup>th</sup> February 1815, his bride being Anna Maria Rivett of the well-known Milford family.<sup>46</sup> The two families were almost certainly known to each other already, as Rev Thomas Rivett is listed as living at Everton Farm in 1812 and again in 1815.<sup>47</sup> There were five children, all baptised at Milford, the last of these being on 24<sup>th</sup> March 1822; Edmund Heywood was buried there just eight days later.<sup>48</sup>

The author of *Children of the New Forest*, Captain Frederick Marryat (1792–1848), did not live locally, but his book was set in the area around Sway



and is believed to have been written, at least in part, at Chewton Glen, now a famous restaurant and hotel. Marryat joined the Navy in 1806 although his career was interrupted twice when invalided. He published a pamphlet against impressment in the Navy in 1822 to the detriment of his career. Nonetheless, he continued to serve, and was the first person to command a steam driven ship in time of war.<sup>49</sup>

A little further along the coast, Captain John James Stewart had connexions with Highcliffe, even though his death is recorded in the church at Petersfield. His grandfather, 3<sup>rd</sup> Earl of Bute (and Prime Minister in 1762-3), built High Cliff, and his brother, Lord Stuart de Rothesay (ennobled during a significant diplomatic career), then went on to create Highcliffe Castle. John Stuart was born on August 29, 1782 and promoted to Post Captain in August 1802. He served under Nelson until early in 1805, thereby missing Trafalgar. He then joined the Channel Fleet in *Decade* under Cornwallis. His career, aided no doubt by family influence, was meteoric but short. He died on March 18, 1811 at Loughshinny, Fingal when in command of the frigate *Saldanha*, although the actual cause of death is unclear. He is not to be confused with another Captain John Stuart who died in November of the same year.



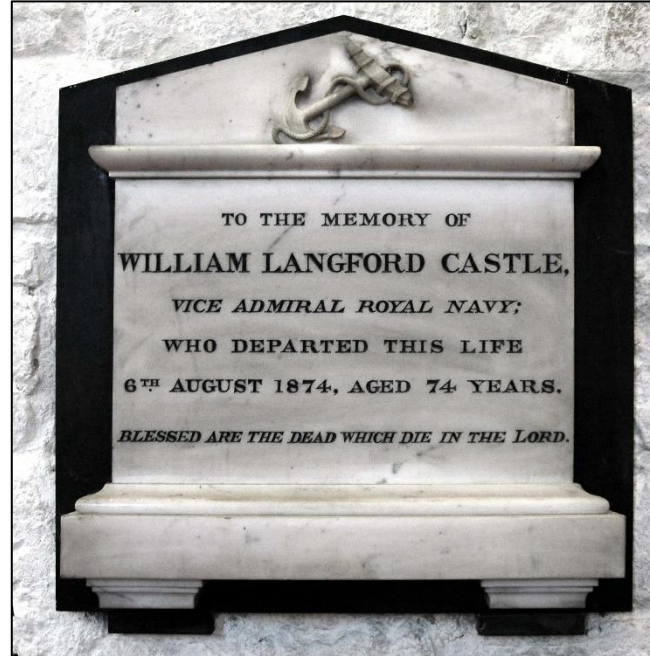
Sir George Sartorius and his grave (forefront) at South Baddesley. The grave of his second son, Major-General Reginald Sartorius VC, is the third in the photograph (courtesy of Nigel Mussett).



Visitors to the Church of St Thomas in Lymington will have seen the magnificent stained glass window commemorating Admiral of the Fleet Sir George Sartorius (1791-1895). Sartorius entered the Navy serving under Neale, and took part in the Battle of Trafalgar when still only fifteen. His distinguished career encompassed dynastic quarrels in Spain,

Portugal and Brazil, as well as earning the thanks of the government of the United States of America. Two sons were later to be awarded the Victoria Cross. He is buried at South Baddesley.

A modest memorial records the death of Vice Admiral William Langford Castle (1800-74) who first saw service in the navy in 1813. He was too late for the great battles of the wars against the French, but was involved in some actions off Toulon and Genoa. Service from early in his career in several flagships – those of Pellew, Penrose, Griffieth, Halsted, Collier and Hayes – suggests that he enjoyed strong patronage. He survived pirates off Cuba, shipwreck off Smyrna and the diseases of the West Africa station. His health was ruined by the last of these, however, forcing retirement in 1840.



Nonetheless he was promoted to Post Captain the following year, and died in the rank of Vice Admiral without any further active service.<sup>50</sup>

Not all were so distinguished .... or so fortunate. Born in 1787, William Giles served in the Royal Navy from May 1805. Although he passed for Lieutenant in 1811, he was not promoted until February 1815, from which date he never served again. He had been in action several times sustaining a number of injuries. He married twice, the second wife being the daughter of John Rogers of Everton. By the 1840s, he had fallen on hard times, and was to be found in the debtors' prison at Winchester.<sup>51</sup> It must be assumed that he was released, as he is to be found in the Censuses of 1851 and 1861 with his wife and (1851 only) a son, Albert, who was born in Milford about 1845. William Giles died in 1866.

Memorial to William Langford Castle, St Thomas' Church, Lymington. Photograph courtesy of Nigel Mussett.

Still worse, perhaps, was the case of Captain George Brisac who is listed as a tithe payer in Milford in 1792-3.<sup>52</sup> Born about 1753, he was promoted to Commander in September 1790 and to Post Captain in May 1793. He served continuously in *Sphinx* (20 guns), *Ruby* (64) and *Iris* (32) until

1801<sup>53</sup> when he was prosecuted for corruption, the hearing taking place in June 1803. The case against him was that he had conspired with his purser, Alexander Scott, to overcharge the Navy for purchases of food to the value of £558. Scott's guilt was not in doubt, but Brisac claimed that he had simply laid his trust in the purser and signed blank vouchers to facilitate transactions. Character witnesses included two former First Lords of the Admiralty, Earl Spencer and Earl Chatham (brother of William Pitt the Younger) and senior naval officers.<sup>54</sup> Nonetheless, he was found guilty and sentenced to eighteen months in prison, a fine of three hundred pounds and to stand for one day in the pillory.<sup>55</sup> The current First Lord of the Admiralty, Earl St Vincent, applied successfully for this last indignity to be remitted.<sup>56</sup>

A decade and a half later, Brisac published a book dedicated to the distinguished frigate commander Admiral Lord Exmouth in which he pointed out that Exmouth himself had been the victim of a similar fraud. What distinguished his own case, he asserted, was that it had been brought improperly before a civil court when a court martial, comprising naval officers, would have recognised the situation for what it was.<sup>57</sup> Brisac's temper does not appear to have been improved by the experience. He removed to Cheltenham where he engaged in anti-social behaviour, including inciting a duel in 1806, riotous behaviour in 1809 and common assault in 1817.<sup>58</sup>

For some, though, the ending was happier. Admiral of the Fleet Sir Thomas Symonds (1818-1894), the son of Rear Admiral Sir William Symonds (see above), married Anna Maria Heywood, the daughter of Captain Edmund Heywood (also see above), in 1845.<sup>59</sup>

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#### NOTES

<sup>1</sup> Thomas Gray *Elegy Written in a Country Churchyard*.

<sup>2</sup> For these see: Barry Jolly *Mrs. Whitby's Locket - The story of England's youngest ever naval captain and his redoubtable wife* MoSHRS 2011

Barry Jolly 'The Family of Captain Thomas Symonds at Milford' in *MoSHRS Occasional Magazine* ns 4 (2016) 53 ff.

All Saints parish register: '1840, December, 22, SYMONDS, John Charles, Keyhaven, 50'.

<sup>3</sup> Ira D. Gruber, 'Clinton, Sir Henry (1730-1795)', *Oxford Dictionary of National Biography*, Oxford University Press, 2004; online edn, Jan 2008

<sup>4</sup> Winifred Stokes *CLINTON, Henry (1771-1829), of York Street, Portman Square, Mdx.* in 'The History of Parliament: the House of Commons 1790-1820', ed. R. Thorne, 1986.

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- <sup>5</sup> H. M. Stephens, 'Clinton, Sir Henry (1771–1829)', rev. R. M. Healey, Oxford Dictionary of National Biography, Oxford University Press, 2004; online edn, May 2009
- <sup>6</sup> William Gilpin *Memoirs of Josias Rogers, esq: commander of His Majesty's ship, Quebec* T. Cadell & W. Davies, 1808 *passim*.
- <sup>7</sup> Will of Josias Rogers - Public Records Office PROB 11/1266/25  
A new guide to Lymington, by a resident Lymington 1828 p 36.
- <sup>8</sup> Paul Martinovich *The Georgian Post Captain List* The Navy Records Society on-line posted April 10th, 2016.
- <sup>9</sup> A new guide to Lymington, by a resident Lymington 1828 p 42.
- <sup>10</sup> William Richard O'Byrne *A Naval Biographical Dictionary* London 1849 p 1000.
- <sup>11</sup> Will of Thomas Rogers - Public Records Office PROB 11/1561/312
- <sup>12</sup> Baptism: '1825, Jan , 20, LYONS, Augusta Mary Miriam Catherine d/o, c, Edmund, Augusta Louisa, Milford , Swallowfield wiltshire - captain of the Royal Navey, born Torquay August 1st 1824.'
- <sup>13</sup> [https://en.wikipedia.org/wiki/John\\_Lyons\\_\(Antiguan\\_politician\)](https://en.wikipedia.org/wiki/John_Lyons_(Antiguan_politician))
- <sup>14</sup> [https://en.wikipedia.org/wiki/Edmund\\_Lyons,\\_1st\\_Baron\\_Lyons](https://en.wikipedia.org/wiki/Edmund_Lyons,_1st_Baron_Lyons)
- <sup>15</sup> A member of the Burrard family of Walhampton, he changed his name on marrying Grace Elizabeth Neale in 1795.
- <sup>16</sup> KCB 1815, GCB 1822, GCMG 1824 - Paul Martinovich *The Georgian Post Captain List* The Navy Records Society on-line posted April 10th, 2016.
- <sup>17</sup> <http://www.historyofparliamentonline.org/volume/1820-1832/member/neale-sir-harry-1765-1840>
- <sup>18</sup> *London Courier and Evening Gazette* of Thursday 14<sup>th</sup> February 1833.
- <sup>19</sup> K. Laughton, 'Neale, Sir Harry Burrard, second baronet (1765–1840)', rev. Andrew Lambert, Oxford Dictionary of National Biography, Oxford University Press, 2004  
[<http://www.oxforddnb.com/view/article/19822>, accessed 25 March 2017]  
David Brown *Palmerston: A Biography* Yale University Press 2011 pp 169-71
- <sup>20</sup> *House of Commons Debates* 13 February 1833 vol 15 cols 22-3.
- <sup>21</sup> Maritime memorials: a web blog: <http://weblog.rmg.co.uk/memorials/m1384/>
- <sup>22</sup> *The Gentleman's Magazine*, Volume 101, Part 1; Volume 149 London 1831 p 573.
- <sup>23</sup> This corrects the reference in the *Occasional Magazine* of 2016 (see note above) which incorrectly stated Hordle, where they had lived, as their final resting place.
- <sup>24</sup> See n 2 above.
- <sup>25</sup> See *Hampshire Advertiser* of Saturday 29<sup>th</sup> February 1840.
- <sup>26</sup> His ship was the 32 gun *Pallas* commanded by Captain Hon Henry Curzon.
- <sup>27</sup> William Richard O'Byrne *A Naval Biographical Dictionary* London 1849 pp 522-3.  
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- <sup>29</sup> A new guide to Lymington, by a resident Lymington 1828 pp 63, 141, 147.
- <sup>30</sup> Charles Haultan K.H. *The New Navy List Contains The Names Of All The Commissioned Officers In Her Royal Fleet* 1842 p9.  
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- <sup>31</sup> Andrew Lambert *Parker, Hyde (1784?–1854)* Oxford Dictionary of National Biography, Oxford University Press, 2004
- <sup>32</sup> *London Evening Standard*, 30 January 1840.
- <sup>33</sup> [https://threedecks.org/index.php?display\\_type=show\\_crewman&id=3884](https://threedecks.org/index.php?display_type=show_crewman&id=3884)  
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- <sup>37</sup> <http://collections.rmg.co.uk/archive/objects/491898.html#tRvwVICXAoBijbiz.99>
- <sup>38</sup> Purvis' career is the subject of a full biography: Iain Gordon *Admiral of the Blue: The Life and Times of Admiral John Child Purvis, 1747-1825* Pen and Sword Books 2005
- <sup>39</sup> Alastair Wilson & Joseph F. Callo *Who's Who in Naval History: From 1550 to the present* (Routledge, London 2004) p 245.
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- <sup>55</sup> *The Law Journal*, Volume 2 London 1804 pp 399-411
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- <sup>57</sup> George Brisac *The Trial of George Brisac ... for a Neglect of His Duty, During the Time He was Captain of His Majesty's Ship, the Iris ... Also a Letter to [by G. Brisac] Lord Melville, Etc.* S. Y. Griffith, Cheltenham 1821 *passim*
- <sup>58</sup> *Public Ledger and Daily Advertiser* - Monday 9 June 1806  
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## ELEGY FOR THE ADMIRALS OF MILFORD

On Heart of Oak, brave Jolly Tars their men,<sup>1</sup>  
Stand Nelson, Jervis, Howe in *Victory*,<sup>2</sup>  
Their names for ever cast in history,  
With coronets and ermine granted then.<sup>3</sup>

But what of those who fought the French cockade<sup>4</sup>  
'Gainst storm and tide in restless seas that foam  
Now buried in remote south Hampshire loam,  
Old Boney's plans set nought by close blockade?<sup>5</sup>

Cornwallis, long renown'd for his Retreat,<sup>6</sup>  
And Robert Man, good Man in every sense,<sup>7</sup>  
John Peyton too, so staunch in his *Defence*;<sup>8</sup>  
Three English seamen true: each one to cleat.

With fame and honour and respect well blest,  
'Midst Milford's lichen'd graves they now may rest.

*Barry Jolly*

NB The format of this elegy is the Bowlesian sonnet, with a rhyme scheme of ABBA CDDC EFFE GG. William Lisle Bowles' first sonnets were published in 1789, and so the format is contemporaneous with the lives of the admirals.

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<sup>1</sup> The chorus to William Boyce's *Heart of Oak* – the official march of the Royal Marines – runs:

Heart of Oak are our ships,  
Jolly Tars are our men.

<sup>2</sup> Three admirals of the wars against Revolutionary France who achieved at least one major victory at sea. Each at one time or another raised his flag in *Victory*.

<sup>3</sup> Howe and Jervis were both ennobled as earls (hence the coronets and ermine) and Nelson as viscount. Rather bizarrely, Nelson's brother William was advanced to earl in 1805 after Trafalgar.

<sup>4</sup> Widely worn in the early days of the French Revolution.

<sup>5</sup> The Blockade of Brest was the crowning achievement of Cornwallis' career, preventing Napoleon Bonaparte's planned invasion of England.

<sup>6</sup> In 1795, Cornwallis extricated his small force of five ships of the line, two frigates and a brig from an encounter with a French fleet of thirty ships, including no fewer than twelve ships of the line, with considerable skill, thereby establishing his reputation

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<sup>7</sup> Nelson, who served under Man in the Mediterranean, described him as 'a good man in every sense of the word'.

<sup>8</sup> Peyton was Captain of the 74 gun *Defence* at the Battle of the Nile in 1798, taking the surrender of the French 80 gun *Franklin*.