

**A FINE NAVAL GENERAL SERVICE 1793, CLASP ST SEBASTIAN TO A ROYAL MARINE WHO SERVED BETWEEN 1804 AS 1827 AND AMONGST OTHERS SERVING WITH H.M.S. BRISK ON EARLY ANTI SLAVER DUTIES 1814-15 AND WAS ABOARD H.M.S. ALCESTE WHEN SHIPWRECKED IN 1816.**



**NAVAL GENERAL SERVICE 1793, CLASP ST SEBASTIAN ‘RICHARD JEQUIST.’**

Richard Jequist aged 16, enlisted into the Royal Marines in May 1804 , his name spelt Jequyst on the attestation roll.

#### **SERVICE RECORD 1804-27**

Richard Jequist served variously in the 125th Company at No. 1 Division, Portsmouth; as a Corporal 53rd Company, before reverting back to Private with 22nd and 41st Company's, all at Portsmouth.

Between shore postings he served on the following ships – 1805-6 Ville de Paris (110) – 1807-8 Queen (90) – 1808-10 Elizabeth (74) – 1810-2 Sabrina (20) – 1812-4 President (38) – 1814-5 Brisk (18) – 1816-7 Alceste (38) – 1818-9 Drake (10) – 1819 Carnation (18) and Egeria (26) – 1821-4 Glasgow (44) – 1825-7 Jupiter (50)

**Elizabeth** would be engaged in the evacuation of Sir John Moore's army from Coruña (Corunna), before sailing for Brazil to search for the French Roquefort fleet.

**Sabrina**, whilst cruising in the Atlantic near Madeira, they became aware of smoke on the horizon, believing this to be a naval action, they headed to the area, where a subterranean volcanic eruption had forced the creation of a small island. After about one month, the ship's Captain was able to land

and placed a Union flag, claiming sovereignty for Britain. This caused a minor diplomatic row, which was resolved when the island receded back into the sea.

**President**, the ship would sail 9th August 1813 to San Sebastian, Northern Spain, with about 40 sail of transport under convoy, where they would be involved in the siege. Part of the ships' crew and Marines would contribute to a force occupying the island of Santa Clare.

11th October 1813 President transported Lieutenant-General Sir Thomas Graham with his staff, together with the Earl of March, (who was carrying Wellington's Despatches), to Plymouth.

**Brisk**, sailed to West Africa, where it formed part of the West African Squadron, specifically to prevent slave trading. The ship spent several months sailing between Cape Verde Isles and St Thomas Isle in the Bight of Biafra; during which time they seized four ships, releasing some 700 slaves, before returning to Spithead with a cargo consisting 7,000 oz of gold dust and 40 tons of ivory.

**Alceste**, in 1816 transported the British Ambassador, Lord Amherst, to open trade links with China. He was landed at Peking, where after meeting the Emperor, he would travel overland to Canton. Lord Amherst's visit was a failure, and he headed for Canton. In the meantime Alceste had returned to the Pearl River for the arranged rendezvous; a local Mandarin had different ideas and refused access up the river to Canton. The problem was quickly resolved by a broadside to the forts and junks barring access. Having collected the Ambassador and his Suite, they headed home, whilst in the Gaspar Straits, they hit a reef, causing the ship to be abandoned; they quickly established a camp on a nearby island and rescued stores from the stricken ship.

The following day it was resolved that Lord Amherst, together with his Suite, crewed by a small number of sailors and Marines, should use two of the ships boats and sail for Batavia (Java) to seek rescue. The remaining two hundred men and one woman established a strong stockade. It was not long before local Malay pirates in their proas appeared at the wreck, which they started stripping of any content they could. The pirates occupied another island close by and tension began to grow as their strength swelled to about 600. An imminent overnight attack was feared and the stockade was on alert.

The anticipated attack failed to materialise and the following morning an East Indiaman hove into view, sent by Lord Amherst to effect a rescue. The ship fired a broadside at the Malays in their proas, who scattered, not to return.

All the crew being rescued they sailed for Batavia where a ship was hired to carry them back to England. This however caught fire and all hands were employed in extinguishing it before serious damage was incurred.

En-route they called at St Helena, where Napoleon Bonaparte had recently been incarcerated; whilst on the island Lord Amherst, the ship's Captain and various members of the Suite were introduced to him.

**Drake, Carnation & Egeria** were all part of the Newfoundland Squadron.

**Glasgow**, would sail to Ceylon, Mediterranean and Bermuda.

**Jupiter**, was attached to the Halifax and Caribbean Stations. Jequist would be hospitalised in Bermuda and would return by packet-ship from New York.

21st December 1827 Richard Jequist, was discharged from the 1st Division Royal Marines, age 39, with rheumatism, after serving 23 years and 116 days, for which he would receive £15/6/-d per annum.

**THE MEDAL**



The original medal roll is very hard to read but appears to read Jequiste or Lequiste and the latter is the way the medal has been transcribed. However, critically, the musters for H.M.S. President, the ship he was on that entitled him to the St Sebastian clasped medal, has his name spelt Jequist; the same spelling of his name on the medal and this is the way his name is spelt on the musters for H.M.S. Ville de Paris, his first ship.

Not surprisingly, his unusual name was frequently misspelt throughout his service but the flip side is that being such an unusual name, its unique to the medal roll, with no even similar names to be found. To give the above record of his service, Jequist has been traced through ships musters, Marine Companies ashore, 1804-27 and Greenwich Out Pensioners rolls 1829-45 where in the latter, his name is spelt Jequyst throughout. Digital copies of all the above musters and roll entries accompany the medal, as to Captains log and complete ship and Island crew musters for the Alceste shipwreck.

291 San Sebastian Clasps to Naval General Service of which 204 were single clasps



Condition NEF, an attractive patina. Ex Glendining 25 May 1963. As noted, accompanying the medal is an extremely large amount of digital research (musters etc) and also a far more detailed writeup produced by the vendor, extending to 33 pages.