

THE EXTREMELY FINE ROYAL NAVY CHINA 1842 AWARDED TO A COMMANDER, WHO AS A YOUNG OFFICER SERVED IN *PHAETON*, EMPLOYED IN THE SUPPRESSION OF PIRACY BEFORE BEING PROMOTED COMMANDER FOR HIS SERVICES IN CHINA AS FIRST OF *MELVILLE* AT CHUSAN AND AT THE CAPTURE OF THE BOGUE FORTS. IN JUNE 1850, AS COMMANDER OF *CORMORANT* ON ANTI SLAVER DUTIES OFF BRAZIL, HAVING CAPTURED AND DESTROYED THE NOTED SLAVER *RIVAL* IN THE RIO FRIO, HE WAS PROMOTED TO CAPTAIN FOR HIS SERVICE AT THE ATTACK ON PARANAGUA FORT, AN ACTION CELEBRATED IN NEWSPAPERS OF THE DAY AND DEBATED IN PARLIAMENT. HERE AFTER DESTROYING ONE SLAVER AND WITH THREE CAPTURED SLAVERS IN TOW AN ACTION BECAME GENERAL BETWEEN FORT AND SHIP AS *CORMORANT* ATTEMPTED TO GET HER PRIZES AWAY.

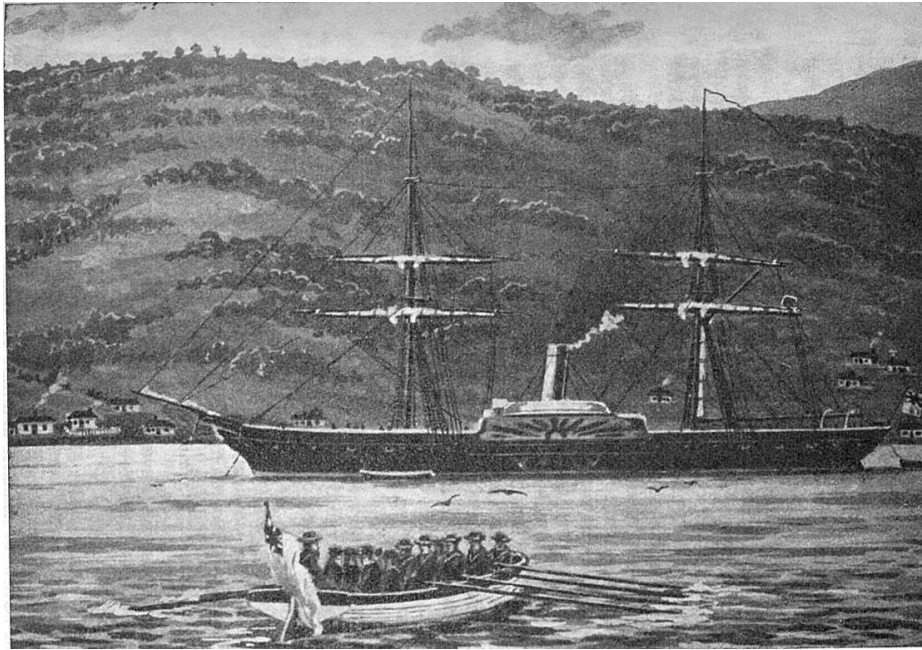


CHINA 1842 'HERBERT SCHOMBERG, COMMANDER, R.N.' ORIGINAL STRAIGHT BAR SUSPENSION

"The Admiralty have promoted the commander of the Cormorant, 6, steam sloop, Commander Herbert Schomberg, to the rank of Captain, he having, in the opinion of Rear-Admiral Reynolds (commanding the squadron), earned his advancement, for his successful cruising against slavers on his station, but more especially for his destruction of a fort that had fired upon the Cormorant and killed and wounded some of the crew, when in the performance of his duty in capturing some notorious slavers."

As noted above, Rear-Admiral Schomberg was promoted to the rank of Captain for his services against slavers whilst commanding *Cormorant* and also for the attack on the fort of Paranagua. He had previously been promoted to the rank of Commander for his services at the capture of the Bogue forts during the China war. Details of his service and actions he served in can be viewed on the following fine website:

<http://www.thebluejackets.co.uk/research/actor/HerbertSchomberg>



The following is Schomberg's entry in the Naval Biographical Dictionary. This only extends to service up until 1849 and does not include his important service in command of *Cormorant*. The service latter important service follows:

"Herbert Schomberg, born 19 Dec. 1803, is only son of Vice-Admiral A. W. Schomberg, by his first marriage.

This officer entered the Royal Naval College 15 Dec. 1817; and embarked, 17 Dec. 1819, as a Volunteer, on board the Phaeton 46, Capts. Wm. Augustus Montagu and Henry Evelyn Pitfield Sturt; in which ship we find him, during a servitude of four years, employed on the coast of North America, in the Channel in attendance upon George IV. and otherwise, and in the West Indies in the suppression of piracy. While on the books, from 17 Jan. 1824 (in the course of which month he passed his examination) until 7 Sept. 1827, of the Jupiter 60, commanded, on the Halifax station, by Capts. David Dunn, Sir Wm. Saltonstall Wiseman, and Wm. Webb, he served at times in the Ganymede tender, Doterel 18, Capt. Wm. Alex. Baillie Hamilton, and Hussar 46, Capt. Edw. Boxer. During the last few weeks of his attachment to the Jupiter he acted as Lieutenant. He was officially promoted 1 1 Sept. 1827; and was subsequently employed – from Feb. 1828 until Sept. 1829, in the Orestes 18, Capt. John Reynolds – from Sept. 1829 until Feb. 1835, in the Britannia 120, flag-ship of Sir Pulteney Malcolm, in the Rapid 10, Capt. Chas. Henry Swinburne, in command of the Ceylon 2, as Flag-Lieutenant to Rear-Admiral Thos. Briggs, in the Meteor steamer, Lieut.-Commander Wm. Henry Symons, in the Rainbow 28, Capt. Sir John Franklin, again, as before, in the Ceylon, and in the Barham 60, Capt. Hugh Pigot, and, a second time, in the Britannia, Capt. Peter Rainier, all in the Mediterranean – and from Jan. 1836 until promoted to the rank of Commander 8 June, 1841, in the Melville 74, flag-ship on the North America and West India, Cape of Good Hope, and China stations, of Admirals Sir Peter Halkett and Hon. Geo. Elliot. While belonging to the Orestes he was engaged in cruising against smugglers on the coast of Ireland; in relieving the homeward-bound trade in the Channel, and in blockading Tangier; and in experimentally cruising under Hon. Sir Charles Paget, H.R.H. the Duke of Clarence, and Hon. Sir Henry Blackwood. He was First-Lieutenant of the Melville when that ship was hove down under very trying circumstances at Chusan; and also at the capture of the Bogue forts. The latter affair procured him the rank he now holds. Since his elevation to it he has been on half-pay.

Commander Schomberg married, 18 April, 1844, Sarah, third daughter of the Rev. Wm. Stevens Bayton, of Westergate House, near Chichester. Agents – Messrs. Halford and Co."

COMMANDER OF H.M.S. CORMORANT

Commander Schomberg took command of 6 gun steam frigate, *Cormorant*, at Portsmouth on 29 August 1849. Commissioned for service in South America, *Cormorant* would take part in anti-slaver duties as part of Rear-Admiral Reynolds squadron. On 13 December 1849, *Cormorant*, in company *Rifleman* detained the slave barque *Astrea*, of New York, off the coast of Brazil, and having inspected the vessel and found her unseaworthy, the barque was destroyed by firing and scuttling her. On 4 January 1850, when in company with the *Harpy*, tender to the *Southampton*, detained the slave vessel *Santa Cruz* and eight days later, the slave vessel *Paulina*.

Leaving Rio Janeiro on 26 June 1850, *Cormorant*'s boats captured and destroyed the celebrated slaver *Rival*, in the Rio Frio and on 29th, *Cormorant* sailed in to Paranagua harbour to inspect a group of ships suspected of being slavers. This was beyond what the treaties allowed, but noted as being an aggressive Captain, Schomberg entered the harbour regardless, despite being greeted by a volley of rifle fire from the beach. Commander Schomberg anchored as close as he could to the ships and lowered his boats, boarding parties boarding four ships which turned out to be the Brazilian slave vessels *Campeadora*, *Serea*, *Leonidas* (alias *Donna Anna*) and *Astro*. With prize crews added to each, the slavers were taken in tow of *Cormorant* and prepared to take them back across the Atlantic to Sierra Leone for adjudication.



As *Cormorant* approached the fort at Paranagua, a warning shot was fired, and then the fort, mounting 14 or 15 guns, fired a live round at the *Cormorant*. With his captures in tow, Commander Schomberg accelerated to full speed and opened fire with a starboard broadside of shot and shell, proceeding to fire as the guns would bear. Going through a very narrow channel, with three large vessels in tow, the action became general on both sides, the fort firing grape occasionally until *Cormorant* was out of range. During the action, one sailor was killed and two wounded, but the fort was reduced to ruins.

A most interesting account, translated from Spanish can be seen here:

https://es-m-wikipedia-org.translate.google/wiki/Incidente_de_Paranagu%C3%A1?_x_tr_sl=es&_x_tr_tl=en&_x_tr_hl=en&_x_tr_pto=sc

From the *Illustrated London News*, 20 September 1850:

“Her Majesty’s steam-frigate Cormorant, Commander Herbert Schomberg, having received orders from the Commander-in-Chief to cruise for the suppression of the slave-trade, left Rio Janeiro on the 26th of June. Proceeding to the northward, she captured and destroyed the celebrated slaver Rival, in the Rio Frio (the boats under the command of C. M. Luckraft, First Lieutenant of that ship), and performed this service with great promptitude. After the destruction of the slaver, the Cormorant had to run the gauntlet at the entrance of the river, under a sharp fire of musketry from hundreds of persons assembled the beach. She then steered to the southward for the Bay of Paranagua, distant about 400 miles, off which she arrived on the morning of the 29th and, passing the fort (mounting 14 or 15 guns) at the entrance, between which and the Cormorant the usual civilities passed, the Cormorant proceeded up the bay about 15 miles, and at noon opened several large vessels lying at anchor off an island inhabited only by slave-dealers, the trading-port being some four miles further the bay. Abreast of where these vessels were lying at anchor were erected large sheds, surrounded by leaguers, slave-decks, &c. The Cormorant having steamed in as close to these vessels as she could possibly get, the channel being very narrow and circuitous, and surrounded shoals. Commander Schomberg anchored with a spring on the cable, to cover the boats, at five minutes after 12, and immediately despatched the two cutters and gig, under the command of Lieutenant C. M. Luckraft, Lieutenant de Kantzou, Mr. C. W. Buckley (midshipman), and Mr. Hambly (assistant-surgeon), to overhaul suspicious vessels. One or two legal vessels lying near immediately weighed and left this anchorage, not wishing to remain among the black sheep. The boats then boarded one of the brigs and took possession; the first cutter boarding another brig, and the gig a large ship, both of which were also taken. The boats were now employed towing and warping the two brigs towards the Cormorant; but, unfortunately, owing to the intricacy of the channel, they soon took the ground, which occasioned much delay the Cormorant then weighed, and endeavoured to close, but having only fifteen feet water, was obliged to desist; she, therefore, as the two brigs were now afloat again, dropped a little further out, and brought up about mile from them. Both paddle-box boats were now hoisted out, and, together with the whaler, sent to the assistance of the other boats; the captain visiting and examining them in one of the former boats. The ship was then got under weigh, and ten P.M., after hard day’s work, the three vessels were anchored under the Cormorant’s beak.

The detained brigs were then found to the noted slavers Serea and Donna Anna, and the ship the Camperdora, all fully equipped for the slave-trade. The two beautiful brigs, unfortunately, had no sails on board, but, otherwise, were almost ready for Si. The Doña Ana had cargo and everything on board, with the before mentioned exception. There were also at anchor a Portuguese barque, a Brazilian ship (but from having landed her fittings, she could not be detained), and an American barque which, no doubt, only lay there to be fitted for carrying slaves. There was also a large Brigantine, called Astro, which the rifleman had previously located in Santos for some 10 days, has also had the cormorant, but she managed to elude the vigilance, and escape to this port. Commander Schomberg intended taking her in the morning, but when they broke she was found sinking, giving a lift to starboard and then to port, going down headforemost, having been scuttled by her own crew during the night to prevent capture. The captain and Master went up to examine and measure her; she had gone down in six fathoms water (soft mud), and numerous boats were then employed landing sales, &c, which had been taken out of her.

All Sunday, June 30, Commander Schomber was employed preparing his little flotilla for sea, &c. The two brigs were surveyed, and found, in their present state, unfit to make th voyage across the Atlantic. Unwrapping some painted canvas off the stern of the ship, there was found Lucy and, of Greenport, in large letters: and from her being American built, and having the flag of the United States on board, and carrying to whaleboats at headquarters, she might have been passed by our cruises 1000 times at sea without the slightest suspicion. The whole of this day it rained and blew very hard from the S.W.; it was, therefore, deemed advisable not to start until the next morning, but the time was not thrown away, for the vessels were prepared for towing, and a prize crew, &c., placed on board the ship, so as not to be detained when they got outside; at sunset all were ready for a start.



All of the morning of July 1 the Cormorant weighed, and by 8 am had got the little squadron in toe, proceeding down the bay. On opening the fort at 10, and when about a mile off, the commander was astonished at a blank gun being fired at him; the engines where immediately eased and stopped, and a boat left from under the fort, but immediately returned; at the same time, a short from the fort fell close under the counter, followed by a third, which flew across the forecastle netting. The cormorant went on at full speed (not being billed for a target for the Brazilians), and opened fire from starboard broadside, with shot and shell, firing as the guns would bear, going through a very narrow channel, with three large vessels in tow. At this point the action became general on both sides, the thought firing rate occasionally which unfortunately fell short of the Cormorant, although not 400 yards from it. At 10:15 having passed the front of the battery, unable to return the raking fire from the sea face of it, in consequence of the vessels in toe, but throwing shell occasionally from stern gun, as the opening between the vessels in toe would admit of, the cormorant ceased firing, the thought still continuing, until the last shot fell short of the ships in tow. The bar not being passable, the Cormorant anchored. A party was sent to destroy the Briggs Donna Anna and Syria, which were shortly in a blaze; and, drifting into the breakers, soon went into 8000 atoms. In performing this service, the second cutter unfortunately was drifted near the breakers, and was in great danger; a whaleboat was sent to her assistance, and she was shortly released from this imminent peril. The casualties of the affair were most fortunately small one killed and two wounded. Five shots were fired through the hull, one of which was picked up on the lower deck. The cormorant was barely 3 miles at anchor from the fort as they had a good view of her proceedings. By 4 pm the tide had sufficiently risen to enable the Cormorant to pass the bar, she weighed, and, having the ship into, proceeded to sea, casting her off next morning for St. Helena, and then proceeded herself with all despatch to join the Admiral off Rio, calling en route at Santos, for Captain Croston (whose life in act slave haunt could scarcely be called safe), and arrived at Rio on the evening of the 5th. The flag ship arrived next day.

We are enabled to add, that the conduct of Commander Schomberg in capturing these slavers, and venting the insult to the British flag by demolishing the fort that had fired at him, has not only been approved of by the Admiral on the station and the Admiralty at home, but has been justified by authorities at Rio."

Reports by Schomberg can be found here:

https://books.google.co.uk/books?id=FpdMAAAAcAAJ&pg=PA155&dq=Schomberg+Cormorant+paranagua&hl=en&newbks=1&newbks_redir=0&sa=X&ved=2ahUKEwi35qyF7qmAAxWkQEEAHb_sCWwQ6AF6B_AgKEAI#v=onepage&q=Schomberg%20Cormorant%20paranagua&f=false

Promoted Captain on 6 January 1851 for his services. The “*Rear Admiral bearing strong testimony to his judgement in the attack on Brazilian fort at the entrance to the river Paranagua.*”

He was discharged from *Cormorant* on 16 April 1851, this being Schomberg’s last command. He was promoted Rear-Admiral (retired) on 20 March 1867, however shortly after, Rear-Admiral Schomberg died at Cliftonville, Brighton on 5 July 1867, aged 64.



Condition, VF, couple of minor EK’s

An extremely fine Royal Navy Officers medal, worthy of more detailed research