

AN EXCEPTIONAL NAVAL GENERAL SERVICE MEDAL 1793 AWARDED TO A LIEUTENANT WHO AS A MATE'S MATE, WOUNDED IN *SEAGULL'S* 'GLORIOUS RESISTANCE OF 2 HOURS AND 30 MINUTES' AGAINST A DANISH BRIG & SIX GUNBOATS OFF NORWAY IN JUNE 1808. DUE TO CASUALTIES TO SENIOR OFFICERS, PRIOR TO SURRENDER, COMMAND DEVOLVED, UPON THIS JUNIOR OFFICER & IT WAS HE THAT HANDED THE SHIP OVER TO THE DANISH BRIG'S CAPTAIN. SLIGHTLY WOUNDED AGAIN AT HARVE DE GRACE WHILST SERVING WITH *GANYMEDE*, BETWEEN 1805 & 1813, HE WAS NO LESS THAN 150 TIMES ENGAGED WITH THE ENEMY. IN FEBRUARY 1814 HE MANAGED TO PASS 'THE FEARFUL BAR OF THE ADOUR IN AN OPEN BOAT WITH FIVE MEN', AN EXAMPLE OF 'DASHING INTREPIDITY' THAT WON THE ADMIRATION OF HIS ADMIRAL & WAS FURTHER MID. FURTHER 'EMPLOYED WITH THE ARMY UNDER THE DUKE OF WELLINGTON NEAR BAYONNE', HE COMMANDED THE PRINCIPAL BREACHING BATTERY AGAINST THE CITADEL & THE BOAT HE WAS IN WAS STUCK & SUNK BY A FRENCH SHELL DURING ONE OF SEVERAL OTHER DARING EXPLOITS. AT THE BATTLE OF ALGIERS, AS 1ST LIEUTENANT OF *ALBION*, BY HIS ARRANGEMENT, *ALBION* WAS THE FIRST SHIP TO SILENCE THE OPPOSING BATTERIES & AS AN UNEMPLOYED COMMANDER, IN 1823 HE COMMANDED THE FRIGATE *CONSTANTINE* IN THE COLOMBIAN FLEET UNDER PRESIDENT SIMON BOLIVAR



NAVAL GENERAL SERVICE 1793-1840, CLASP, ALGIERS 'GEORGE CHEYNE, LIEUT. R.N.'

George Cheyne was baptised at St. Andrew's Church, Edinburgh in March 1788 and entered the Royal Navy as a Midshipman on 12 October 1804.

As a Mater's Mate, Cheyne was present and wounded in *Seagull's* 'glorious resistance of 2 hours and 30 minutes' against a Danish Brig and six gunboats off Norway in June 1808. Due to casualties to senior officers, prior to surrender, command devolved, upon Cheyne and it was he that handed the ship over to the Danish Brig's Captain. Slightly wounded again at Harve de Grace whilst serving with *Ganymede*, between 1805 and 1813, he was no less than 150 times engaged with the enemy. In February 1814 he managed to pass 'the fearful bar of the Adour in an open boat with five men', an example of 'dashing intrepidity' that won the admiration of his Admiral and was further MID. Further 'employed with the Army under the Duke of Wellington near Bayonne', he commanded the principal breaching battery being erected against the Citadel and the boat he was in was stuck and sunk by a French shell during one of several other daring exploits. As 1st Lieutenant of *Albion*, at the Battle of Algiers, by an arrangement which he had suggested of firing whole broadsides, *Albion* the first ship to silence the opposing batteries. Further to this, as an unemployed Commander, in 1823 he commanded the frigate *Constantine* in the Colombian Fleet under President Simon Bolivar

DETAILED SERVICE

The following 1866 obituary, published in the Illustrated London News, is pretty much word for word extracted from Cheyne's extremely detailed and unusually lengthy Royal Navy Memorandum of service, this completed by Cheyne at Fredericton, New Brunswick, on 29 May 1846. These being more detailed than Cheyne's entries in the 1849 and 1861 editions of the *Naval Biographical Dictionary* by O'Byrne, they have been used as the basis for the following. Additional notes to the obituary in non italic.

"Captain George Cheyne, who died, in Canada, on the 11th of August last, was one of the few surviving officers who were present at the bombardment of Algiers. He was born in 1781, and entered the Royal Navy, Oct. 12, 1804, as Midshipman of the Texel, and became Master's mate of the Seagull Sept. 30, 1805. For eight years he served in the North Sea, the Downs, the Baltic, and Mediterranean stations, during which time he was 150 times engaged with the enemy in ships and boats, with smugglers, or under batteries. He was on board the Seagull when she sunk in action with the Danes, in 1808, and in active command of her when a gun-boat crew of seventy-five men were repulsed."



Cheyne's exact words to the latter being *"Was M'r Mate of Seagull 16 gun sloop when sunk in action with the Danes in 1808 and in command of her when we repulsed a gunboats crew of 75 men which boarded us before we sank; every superior officer having been killed or wounded. My Lieutenant's commission was promised by Lord Mulgrave for those services as soon as my time was served, but Adrl Yorke becoming 1st Lord of Admty before it was so, did not hold himself bound by his predecessors promise."*

Despite also being noticed for his service in the Baltic by Sir George Hope, and letters sent by Captain Cathcart to Admiral Yorke regarding Cheyne's promised commission, Cheyne would have to wait until May 1813 until promoted, rather than 7 November 1810 when he passed his examination.

Cheyne adds to the above; *"Prisoner of war the Seagull having been fought till she went down under the enemy's fire off Norwegian coast."* and also notes he was slightly wounded during the action. The latter is not surprising or unusual as in such an actions, only wounds that would require time off duty or were pensionable, would be listed in the reported casualty roll. As such, it is likely other members of the crew not listed as wounded, received light wounds. Cheyne does not note that it was him, who surrendered the Seagull to the Captain of Lougan, however the Danish Captain himself confirms this

[https://en.wikipedia.org/wiki/HMS_Seagull_\(1805\)](https://en.wikipedia.org/wiki/HMS_Seagull_(1805))

On release as a prisoner, Cheyne was appointed Master's Mate of *Nightingale (16)* on 22 November 1808 and to *Ganymede (26)* on 1 September 1809, serving at Portsmouth and the Mediterranean until 4 November 1810, when appointed to *Alexandria (32)*, commanded by his old Captain from the *Seagull*, Captain Cathcart. Cheyne notes he was wounded for a second time whilst serving with *Ganymede* off Harve de Grace.

"Between 1810 and 1812 he was twice in action, in the Alexandria, with Danish gun-boats; and in May, 1813, he was made a Lieutenant."

He left *Alexandria* on 27 August 1812 and five days later was appointed Admiralty Midshipman of *Victory (100)*, remaining at this post until 14 December 1812 when he returned to *Alexandria*, serving on the North Sea station until 7 April 1813. Appointed to *Defiance (74)* the following day he served with this ship in the Baltic as Admiralty Midshipman, Acting Lieutenant and Lieutenant, until September 1813. From December 21 1813, he was serving as a supernumerary on board *Porcupine (22)* whilst waiting to join *Woodlark (16)* and on 24 February 1814;

"he led a flotilla across the surf at the bar of the Adour-a perilous but most important service, the object being to construct a bridge for the advance of Lord Wellington's army."

For his gallantry in crossing the Bar, Cheyne was Mentioned in Despatches, *London Gazette* 15 March 1814

"Shortly afterwards he was selected by Sir John Hope to command the principal breaching battery being erected against Bayonne Citadel, to be manned by seamen. A sortie was expected from Bayonne, at which time a fire-ship, partly laden with live shells, was to be sent down to destroy the bridge. Lieutenant Cheyne volunteered to take her in tow, though, after passing the enemy's batteries, he found the vessel had grounded. One of the boats, that in which he himself was, during this daring expedition, was sunk by a shot"

Cheyne remained serving with the army, later doing duties of Chief Pilot and Captain of the Port formed by the bridge of boats over the river.

Cheyne adds: *"When informed by sir John McDonald, then Adjutant Genl of the army that the horses for the army were likely to die for want of forage and a Brig laden with grain having grounded and been deserted outside the Bar of Adour, I crossed the surf in a boat to the Brig, the boat having been*

dashed to pieces alongside her; I remained on board the Brig amidst the surf and rising tide and brought her into Adour at high tide. Making three Forlorn hopes whilst with the army on the Adour.”

https://en.wikipedia.org/wiki/Battle_of_Bayonne

He remained with the army until rejoining *Porcupine* in order to get a passage to England on 19 July 1814. Its not clear whether Cheyne actual joined *Woodlark* but his record of service gives him service with this ship between 14 July and 10 August 1814.

Appointed 1st Lieutenant of *Queen* in September 1814, he remained with this ship until 31 December 1815. Appointed 1st Lieutenant of *Albion* (74), Flagship of Rear Ad. Penrose, on 1 January 1816;

“Lieutenant Cheyne was at the Battle of Algiers when the Albion, by an arrangement which he had suggested of firing whole broadsides, was the first ship to silence the opposing batteries. He studied medicine under Sir Charles Bell and was within a week or two of obtaining his diploma when he was selected to command what is known as the Columbian fleet. He afterwards emigrated to Canada, where he resided at the time of his death. He became a Lieutenant in 1813, a Commander in 1819, and a Captain in 1856”



[https://en.wikipedia.org/wiki/Bombardment_of_Algers_\(1816\)](https://en.wikipedia.org/wiki/Bombardment_of_Algers_(1816))

As noted, Cheyne was *Albions* 1st Lieutenant, however on Captain Goode being wounded, temporary command devolved upon a Lieutenant Hay who was senior to Cheyne and happened to be aboard *Albion* during the battle. This accident of circumstance, meant that Hay would be the Officer promoted Commander after the battle, whereas that promotion should have been Cheyne's. Admiral Penrose pleaded Cheyne's case to the Board of Admiralty but with the rules being that only one Lieutenant could be promoted per ship, nothing could be done and yet again Cheyne missed out on promotion. He would have to wait another three year until he was appointed Commander. Appointed to command of *Calypso* (18) in August 1819 but it is not clear if this command was an appointment that actually took place.

He also adds to his Memorandum of Service: *“A slight wound in Seagull's action, a slight wound in Ganymede off Have de Grace. Diastasis of spine on board Albion as stated in my letter to Admty 29 January 1841 applying for a pension. To enable me to support my wife and 5 children, emigrated to*

New Brunswick in 1836 since which my left ankle has been broken and my right knee broken and my right shoulder dislocated and my house and property burnt when almost all my papers were destroyed, including many certificates and recommendatory letters. Application made for Out Pension Aug 1821."

Added to Cheyne's Memorandum of Service are various copy letters and recommendations from the likes of Captain Goode, Rear Admiral Penrose and Adjutant General McDonald. These giving more details of his service during the Seagull action, at the crossing of Adour, service with the army and aboard Albion at Algiers.

FRIGATE CAPTAIN IN THE COLOMBIAN NAVY 1823

Cheyne also adds "*In 1823 performed some essential service to my country by which the command of the Colombian Squadron was taken from an American of the United States and at my recommendation to President Bolivar, conferred on a person more friendly to British Interests."*

Cheyne's exact service in Colombia has not been researched. From correspondence, he is noted as being in command of the frigate *Constantine* in June 1823 but exactly when he went to Colombia and left is as yet unknown. In a letter regarding the testing of a marine chronometer, sent to Messrs Parkinson and Frodsham (See note below) in August 1829, he writes from Santa Ana. Another obituary notes that after his service with the Colombian Navy, he employed by a gold-mining company in Colombia, so he was clearly in Colombia for some years..

Many unemployed Royal Navy officers and sailors were employed in South America during the 1820's, their experiences from the Napoleonic war being put to good use during various conflicts and struggles for independence. The most famous of these was Lord Thomas Cochrane, who was in command of the Brazilian navy at this time.

Interestingly, Cheyne's younger half-brother, Richard Ninian Cheyne, who was a doctor, also went to Colombia, arriving in Bogota in 1824. Here he served the British colony of merchants and soldiers and also became President Bolivar's personal physician; General and President Simon Bolivar, liberator of Venezuela, Colombia, Ecuador etc.

NOTE: Parkinson and Frodsham produced marine Chronometer's and Captain Edward Parry (later Sir Edward of Arctic exploration fame) and Commander Cheyne, who were old friends, were corresponding in the mid 1820's, regarding how accurate the Parkinson and Frodsham Chronometer's were.

COMMANDER JOHN POWLES CHEYNE

John Powles Cheyne, Son of Captain George Cheyne, was born, 15 December 1826 and followed his father into the Royal Navy, reaching the rank of Commander. As a Midshipman, he accompanied J.C. Ross in his search for the Franklin expedition (with *Enterprise* and *Investigator*) in 1848-49, returning as Mate under Captain Austin aboard that ill-fated ship of destiny, *Resolute*, and then as Lieutenant under Admiral Belcher aboard the *Assistance*. He later took up the idea of an expedition to the North Pole using specially-equipped balloons.

John Powles Cheyne suffered similar treatment and injustice's his father did by the Royal Navy, the following article outlining these and mentioning his father, Captain Cheyne:

<https://trove.nla.gov.au/newspaper/article/13340760>

SEAGULL'S ACTION VS THE DANISH BRIG LOUGEN AND SIX GUNBOATS

Removing to the Seagull of 16 guns and 94 men, as Master's Mate, under Commander Robert Cathcart, in September 1805, Cheyne was subsequently present at her loss off Norway:

'The latter vessel was captured off the coast of Norway 19 June 1808, by a powerful Danish force, consisting of the Lougen, of 20 guns and 160 men, and of six gunboats, all heavily armed and manned, after a glorious resistance of two hours and 30 minutes, in which she lost eight men killed and 20 wounded, and was reduced to a sinking state. Mr. Cheyne was, with the rest of his shipmates, taken prisoner and confined until the following October' (O'Byrne refers). The following official report submitted by Commander Cathcart, was published in the London Gazette of 17-20 September 1808:

'I beg leave to acquaint you, that in His Majesty's sloop Seagull, under my command, yesterday at 2 p.m., off Norway bearing W.N.W. seven or eight leagues, I discovered a brig inshore running to the eastward, and immediately made all sail in chase of her; at half-past four we came within gunshot and hoisted our Colours, which she answered by hoisting Danish Colours and opening fire on the starboard side. At this time it became nearly calm from a fresh breeze we had at W.S.W. and which obliged us to get our sweeps out, in order to get between her and the shore. At five we got within musket-shot of the enemy and commenced action; having now most of our sweeps shot away and a great part of the rigging. At twenty minutes past five we discovered several gunboats coming towards us, which had been concealed behind the rocks; and it being perfect calm, they had every advantage they could wish in placing them. They took their position on each quarter, raking us every shot, while the brig had the same advantage on the larboard bow.



At half-past six five of our carronades were dismounted on the larboard side (the only side we could bring to bear on the enemy), and several of the officers and crew killed or wounded. Every method was used to get the Seagull round, so as to bring the starboard guns to bear, but without effect; with our sweeps being all shot away, the gunboats hulled us every shot they fired, five feet of water in the hold, and all our sails and rigging cut to pieces, at half-past seven, from the sinking state of the ship, and also the great slaughter made by the gunboats, I considered it an indispensable duty for the preservation of the surviving officers and crew, to order the Colours to be hauled down. I have the satisfaction to acquaint you, there was scarcely sufficient time to remove the wounded out of the Seagull before she sunk. The force opposed to her was the Danish brig of war Lougen, mounting 20 guns (18 long-18-pounders and two long-6-pounders); six gunboats, most of them carrying two 20-pounders and from 50 to 70 men each. The action was fought close to the mouth of the harbour of Christiansand.

I cannot speak in terms adequate to the defence of every officer and man under my command on this trying occasion. I received that support from Mr. Hatton, the First Lieutenant, I had every reason to expect from his general good conduct; and the officers and crew have my warmfelt thanks for their cool and steady behaviour; and I consider it a duty I owe them, to add, that never was more British valour displayed than on this occasion, although opposed to so very superior a force. The enemy must have suffered very considerably, but I have not been able to ascertain to what extent. Several of the Danes perished on board the Seagull, so precipitately did she go down; I herewith send to you a list of the killed and wounded on board the said sloop.'

A brief account of the action by Captain Wulff of Lougen, is as follows and of particular note is Wulff tells us that as Seagull's senior officers were killed or wounded, "the master mate handed over the ship", ie Cheyne

"On June 19 at 2 a.m., wind westerly, weighed and headed for sea. At 11 a.m., while beating against the wind with full force of sail, descried a hostile brig right on the weather side approximately 2 1/2 miles off. At 3 p.m., he bore down on me. I lowered my foresail and braced the great topsail to wait for him. At 5 p.m., gave him a full broadside head on; he remained in that position with his bow towards us during my different broadsides, as the wind fell he could hardly manoeuvre to turn his broadside against us. Around 6 p.m., three or four of the gunboats, commanded by First Lieutenant Fønns came out and engaged him stern on.

At 6:45 he struck. She was the brig Seagull, Commander Cathcard. I boarded her and gave my second officer, the brave and commendable Lieutenant Wigelsen, command of her. The weather calmed, and by force of towage we brought her into Fossholm Bay, where she capsized and sank. Her port bulwark remains above water, so it may be possible to have her raised. As the British second in command is shot, the Commander and the other officers badly wounded, the master mate handed over the ship. Because of the ship's sudden capsize, the crew was picked up by different ships of the gunboat flotilla, and it is not possible for me to give the exact number of dead and wounded; I estimate about thirty. The brig Lougen has one dead and twelve slightly wounded; the gunboats have no dead or wounded."



A TYPICAL DANISH GUNBOAT

A more detail account of the action, which includes Wulff's account, can be viewed here:

<https://milhist.dk/It-wulff-and-the-brig-lougen-in-action-in-norwegian-waters-1808/>

Condition VF, some minor edge nicks or better. Sold with extensive copied research and a similar amount of digital research, the former including service papers, Gazettes, medal rolls etc, latter Memorandum of Service. Obituaries etc. Ex DNW, December 2007, though without most of the above research which was carried out by Jager Medals.

A quite outstanding medal to a well-respected naval officer who saw a great deal of action

THE FOLLOWING PAGES ARE COPIES OF LETTERS OF RECOMMENDATION ETC IN CHEYNE'S MEMORANDUM OF SERVICE:

Copy of speech of the late Sir George Cockburn as President of
Copies of some letters recommendatory of
Commander Geo^l Cheyne R.N.
From Capt. John Coode Lt. Col. then paying off Her Majesty's Ship
dated Portsmouth 21st May 1819.

My Dear Cheyne
I cannot part with you on the Albion's being
paid off, without expressing how much I admire your conduct
both as a Gentleman & an Officer during the four years & a half you
have been under my Command, nearly 3rd of which time you have
done the duty of 1st Lieut^t, highly to my satisfaction & your own
credit. Few Ships have been so very happy as we have
been in the Albion, which I attribute in a great measure to your
steady Officer like Conduct. I must express my great regret
that you did not gain, what you so richly deserved - your promotion
after the battle of Algiers, for to your exertion, as 1st Lieutenant (the
unfortunately not senior,) I attribute great part of the credit
we gained on that day; and I am certain, that the success
which we weighed, when we retired from the action was entirely
owing to you; & that the Albion was, I believe, the only ship of the
Squadron that weighed; which would not have been the case, had you
not exerted yourself & so well known the crew of the ship. You certainly
deserved promotion on that memorable occasion as much as
any Officer that received it. You will at all times have
my best & warmest wishes, for your health & happiness. I believe
me ever to remain my Dear Cheyne your sincere friend
To Lieut^t Geo^l Cheyne R.N.
Signed J. Coode

Copy of Speech of the late Gen Joseph Eyre as President of
Copies of some letters recommending of Commodore Geo. Cheyne
from Sir Charles B. Penrose Rear Admiral of the White
dated London 23rd May 1819

My Dear Cheyne

We were in too great a haste at the time
I parted from you at Plymouth to allow me to say what I
wished to you, at the moment of your coming to be under my
Command. When I requested you to join my Flag, I little expected
that so long a period would have elapsed without one Admiral's va-
cancy taking place; this unexpected circumstance we could not foresee,
but I have endeavoured to make it serve as a plea with Lord Mel-
ville, to put your situation in the strongest light in my power.

In addition to this I repeat the peculiar case of Capt Ruster
would have had some weight but my chief hope of success in procuring
your promotion was founded on your own eminent services & most
singular situation at the Battle of Algiers. All these circumstances, &
also your valuable service in the Sea Gull, in which that ready
presence of mind, which is one of the best characters of a good
Officer, was so brilliantly displayed, I also stated in my Memorial.

I also mentioned the very many Boat actions, & above all
that clear & cool intrepidity at the crossing of the Adour, when your
personal merit, led to all the success, & to beneficial results to the
British Army of the utmost consequence. All this & more I have
urged & also Lord Melville alleges reasons, which prevented his
conferring that promotion upon you, which would have given me
more heartfelt satisfaction than I can express, I am certain his
Lordship is fully impressed with a sense of your situation & I
will flatter myself that favourable results will follow. I trust
you are fully convinced of the high estimation in which I hold you

grounded when directed otherwise in any of the
I crossed the surf in a boat to the Bois, the having

you, & I can truly assure you, that if I were sent on the most difficult
service, you are the man of all others, I would choose to be with me
and when out of employ, I know no one I should be more desirous
to have near me as a friend. Believe me Dear General, with
kindest regards & true esteem, faithfully yours
(Signed) C. D. Purose

Extract of a letter from Sir Charles B. Purose, Rear Admiral of the White
to Lieut. Genl. Heyne Ritt enclosing a copy of a memorial to Lord Melville
on the services of Lieut. Heyne.
Waterloo 9 June 1819

My Dear General
I enclose the original paper, which was copied
by Mr Palmer respecting your claims. Happy should I be my
Dear General if I had means, to follow up the attack to victory.

My own claims take up a great part of the picture, but I
thought them the best introduction to your own more powerful ones
& you will be assured, I expatiated in word more than in letter, &
I never will miss an occasion of reminding Lord Melville of you
You may show my paper to whom you like.

Believe me your sincere friend (Signed) C. B. Purose

Copy of a memorial presented to Lord Melville, at the Admiralty
by Rear Admiral Sir C. B. Purose in May 1819 & enclosed in the above

Sir C. B. Purose respectfully begs Lord Melville's possible
attention to the following statement

It is upwards of four years & a half since you had
the honor to command me with the Commodore in the Mediterranean
& during that time not one Admiral's vacancy, either for Captain
Lieutenant has occurred

copy of
memorial of R. D. ... as President of
... the circumstances may have been that occasion
... your Lordship will consider the very severe misfortune it
was to me & my followers, that my flag was not flying on board
the Albatross at the Battle of Algiers; & I trust your Lordship will also
consider, that altho I had no share in the brilliant part of that day,
yet that my labours to assist Lord S. ... in terminating his
business with the Bey were arduous, difficult and important.

I also earnestly request your Lordship to take into con-
sideration, that altho the vacancy made by Capt. Poston's death
was refused me, as it is said to have happened a little beyond
the limits of my command, the fatal attempt at suicide was made
at Gibraltar & at the time of his death, he was under orders from
me. I only presume to state this in aid of the unprecedented
death of all promotion before mentioned.

may I therefore, in consequence of the above statement,
& the many various toms which have rendered my command intricate
& often painful, hope that your Lordship will promote my 1st Lieutenant
& a Midshipman in addition to what you have had the goodness to
do already.

My 1st Lieutenant Cheyne has been before
mentioned to your Lordship for his great merits in the action in
which the Sea Gull was taken, his saving her private signals, &
being before in 50 Actions in boats, often in command of one.

I never knew Lieut. Cheyne till the memorable day of
the passage of the Adour, where Talents & Resources seldom equalled
were displayed by him, & so well in the great charge which he
afterwards led, which I firmly believe your Lordship would
have rewarded with instant promotion could they have been fully
concluded of both actions and Smugglers & various batteries have been in some
100. chiefly on the Downs Harbor in the day, I was for some engaged for 3 days

Forward the copy on a...

Memorial to Lord Palmerston to Lord Melbourne

thought before
The Albion having been expressly ordered to be filled for my flag, Leiston and Cheyne as my chosen 1st Lieut^s fell in out, & went into action at Algiers as such.

Your Lordship will I am sure feel for the great disappointment, which his loss of promotion must have given him on this occasion. All Lieut^t Cheyne's certificates are given in terms expressive of more than usual merit. I set my hopes of his promotion on the above statement.

The Midshipman W. C. Baker I venture to recommend, has passed both his examinations with great credit & came home in the Albion acting Lieutenant in Mr. Lyne's vacancy.

Copy of a Certificate from Rear Admiral Rowse
Dated Papago 22nd July 1814

These are to certify that Lieut^t Geo^{rg}e Cheyne then serving as supernumerary on board the ship Porcupine waiting to join his proper ship the Woodcock, did on the 24th day of Feb^ry 1814 volunteer to lead the Flotilla through the heavy surf, then running the dangerous Bar of the Adour, & save greatly the lives of the valuable officers & men that day rendered to both Troops by the Navy, that he remained working with the Army & doing the duties of Chief Pilot & Captain of the Port formed by the Bridge of Boats laid across that River, without any complaint whatever, until the 19th day of July following, when by my order he re-joined the Porcupine in order to get a passage to England. That during the time he was so employed, he did, by the most ample testimonies of his Officers & Commanders Capt. O'Reilly & the Generals & Heads of Departments of the Army, render the most essential service to the Army, the Transport & the Merchant service, by the most diligent & unremitting exertions in a station which required not only great nautical skill & intrepidity, but also the most cautious good management with respect to the Men

Copy of a report of the late ... as President of
Col. J. B. Donahoe to Mr. Croker
of the Pilots. In his success in all which, the united testimony
of all parties present have given the fullest approval
Given under my hand on board the
Porcupine at Papagay 22nd July 1814
(Signed) G. D. Penrose
Rear Admiral
Copy of a letter from the Adjutant General Colonel Sir M. D. Donahoe
to Mr. Croker Secretary to the Admiralty
dated Horse Guards 28 July 1819

Sir I have the honor herewith to transmit a letter & enclosures,
which I have received from Lieut. Cheyne of the R. Navy, & to request
that you will be pleased to submit these documents to the Lords
Commissioners of the Admiralty, with my most anxious wish for the
success of this valuable Officer's present appeal to their Lordships favor-
able consideration. During the operations on the Coast to which
Lieut. Cheyne alludes, I had the honor to conduct the Adjutant General's
department of the Life Guard of the Army, which was commanded by
Lieut. General Sir John Hope, now Lord of Hopetoun.
In my official capacity, I had constant opportunities of
witnessing the beneficial effects of Lieut. Cheyne's indefatigable zeal for
the public service, as well as good temper & accommodating disposition
towards all who came in contact with his duties, & it is gratifying to
me, to perform an act of justice towards him, by declaring, that in
the whole course of my humble experience, I have not seen those
qualities more happily or usefully exemplified than in his case.
Capt. O'Reilly the Senior Naval Officer attached to my Lord
Hopetoun's wing of the Army, did undoubtedly make a special mention
of Lieut. Cheyne for the superintendance of the naval stores & naval
arrangements

Copy to the Colonel Mr. Donald to Mr. Croker
naval arrangements in general on the 10th, altho' he was not chief of his
staff on the spot, & professed to be guided to that selection by his implicit con-
fidence in the Lieutenant's management. It is consistent with my know-
ledge that Lord Viscount held Lieut. Cheyne's services in high estimation,
& that after the Battle of Algiers, when it was represented that he lost his
promotion on that occasion by the accidental circumstance of his Captain
being wounded & of his having been superseded in the temporary command
of the ship by a Senior Lieutenant (Hay), who happened to be on board, the
Lordship endeavored to induce the late Rear Admiral Sir Geo. Hope, (who
was then at the Board of Admiralty) in his views, but unluckily nothing
could then be done for him, it being contrary to usage to promote more
than one Lieutenant out of the same ship for the same action.

Rear Admiral Sir Charles Penrose, would I fancy bear
out every part of the above testimony to Lieut. Cheyne's merits, if the
Lordship thought fit to refer to him for that purpose.

I have the honor to be
Yours truly
J. W. Croker Esq. (signed) Geo. M. Donald
Colonel & Deputy Adjutant General to the Forces

Letter Official of 1809 & 1810 from Capt. Robt. Cathcart to
Mr. Yorke then 1st Lord of Admiralty & to Lord Mulgrave then a Head
of Board of Ordnance, claiming my promotion as promised by Lord Mulgrave
as soon as my time was served, are referred to. It was promised by
Lord Mulgrave at the Board, (Captains Cathcart & Patton then promoted, being
present) for the action of the Sea Gull & much Board Service. Mr. Yorke became
1st Lord before my time was served, & did not consider himself bound by
Lord Mulgrave's promise, & so, states I passed for Lieut. 7th Nov. 1810 & was
not promoted till May 1813, my conduct in the Baltic having been noted by late Mr. G. G. G.

Copy of the Speech of the President of the Court Martial (Sir J. Yorke)
held on board Princeps of Orange in the Downs in Nov. 1808 on the
Captain & surviving Officers & Crew of the late Hoop Sea Gull, which
was sunk by the Danes in an action off Christiansand 19 June 1808

Captain Cathcart & the Officers of the late Hoop Sea Gull
I congratulate you that the deliberations of this Court have placed
on record, as gallant a defence of a British vessel as the numerous
pages of our naval history afford, & from my situation I feel
flattered, in being the organ of this Court, which unanimously
returns you your swords, so advantageously used & so honourably
won.

