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• STREYNHAM MASTER ❖ HIS LIFE & CAREER •

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**NOTE - THIS INFORMATION WAS KINDLY  
SUPPLIED TO THE SUPERB ASSOCIATION  
BY CHRIS ROSE, ESQ.**

NON MINOR EST VIRTUS QUAM QUERERE PARTA TUERI

**S** **TREYNHAM MASTER** (1682-1724) was born 'between 12 and 1 of the Clocke at noon'<sup>1</sup> on 7<sup>th</sup> March 1681/2 at Great St. Bartholomew Close, Smithfield, London, the fourth and only surviving son of **James Master** (1627-1702), of East Langdon, Kent, and Joyce (1646-1720), daughter of **Sir Christopher Turnor**, Baron of the Exchequer and Lord of the Manor of Milton Ernest, Bedfordshire. He was baptised the following day at St Bartholomew-the-Great, West Smithfield<sup>2</sup>.

Streynsham had three brothers (James, Edward and Richard) and ten sisters in all, but by 1705 all his brothers had died. Of the sisters, Margaret (1669-1756) was married to Master's mentor, **Admiral Sir George Byng** (later 1<sup>st</sup> Lord Torrington, 1666-1733)<sup>3</sup>, a union which produced eleven sons and four daughters; Joyce (1673-?) married **Reverend Thomas Pocock**, a navy chaplain and shipmate to young Streynsham on the *Barfleur* in 1704; and Isabella (1676-1752) married John Bramston, son of Sir Mondeford Bramston of Skreens<sup>4</sup>.

Master was originally destined for a career in law, entering Gray's Inn on 22<sup>nd</sup> May 1699<sup>5</sup>, but the influence of his brother-in-law Admiral Byng led him instead to embark upon a naval career. He served on several of Byng's flagships, distinguishing himself at the Battle of Cape Passaro in 1718 when as captain of the 60-gun warship *Superbe* he forced **Admiral Don Antonio de Gaztañeta** to surrender his flagship, *Real San Felipe*, the pride of the Spanish Fleet<sup>6</sup>. Master returned to England in 1719 and saw no further service.

On 10<sup>th</sup> February 1724 Streynsham married Elizabeth (1691-1759), the only daughter of Richard<sup>7</sup> and Mary Oxenden<sup>8</sup>. Their family home was the ancient Oxenden manor of Brook, near Wingham in Kent, which had been transferred to the Masters as part of Elizabeth's marriage settlement. After Streynsham's death, Elizabeth lived there for the rest of her life, eventually willing it to a relative, Sir Henry Oxenden of Broome.

Captain Master died on 22<sup>nd</sup> June 1724 'of a fever', only four months after marrying Elizabeth; his uncle, Sir Streynsham, died 'of gout' in Dublin on 28<sup>th</sup> April the same year. Master's will, made the day before he died, left Brook to his wife, but ordered other property to be sold in order to pay his surviving sisters £1000 apiece. He was buried at the Church of St Mary, Wingham. His headstone reads:

To the memory of Straynsham [sic] Master of Brook in this Parish, Esqr.,  
 only son of James Master of  
 East Langdon in this county Esqr., by Ioyce, only daughter of Sr. Christopher  
 Turner of Milton Earnest in the county of Bedford, Knt. He was a gentleman  
 of strict honour and signal Bravery who having commanded several ships in  
 the Royall Navy did in the year 1718 particularly distinguish himself in the  
 engagement against the Spaniard on the Coast of Sicilly, then commanding  
 the 'Superb' Man of War in ye British Fleet under the Conduct of Sir George  
 Byng, now Lord Viscount Torrington, by attacking and forcing the Spanish  
 Admiral in chief to surrender to him.

He married Elizabeth, sole daughter and Heiress of Richard Oxenden, Esq.,  
 Barrister at law, a younger son of Sr H. Oxenden of Dean, Baronet, by Mary,  
 one of the daughters and coheiresses of Henry Oxenden of Brook Esq. He  
 died June ye 22d 1724 aged 43 yeares, 4 months and some few days after  
 his marriage, universally lamented by his friends [and] leaving a mournfull  
 widow who erected this monument to express her sincere love to his  
 memory.

'Our Labour is vain, our rest is gain'<sup>9</sup>

BIOGRAFIA NAVALIS pays homage to Master in similarly glowing terms:

*'As to his character, suffice it to say, that as his public conduct and courage  
 justly entitled him to the highest rank as a popular man, so did the noble  
 steadiness of his friendship and true benevolence of heart render his  
 premature death universally and sincerely regretted by all who ever had  
 been happy enough to be acquainted with him.'*<sup>10</sup>

The only portrait of the younger Streynsham appears to be the one painted by Sir Godfrey  
 Kneller, which used to hang at Yotes Court, one of several properties in the Master-  
 Oxenden-Byng portfolio built in the mid-seventeenth century by Streynsham's grandfather  
 (another James Master), at Mereworth, West Peckham, Kent. In the early 1700s Yotes was  
 the seat of William Master, brother of Sir Streynsham. The whereabouts of this painting  
 today is unknown.<sup>11</sup>

**Sir Streynsham Master** (1640-1724), young Streynsham's paternal uncle and the recipient  
 of the correspondence here, was a financial backer of the East India and Royal Africa  
 Companies, the latter formed in 1672 to trade in slavery from the Gold Coast. He was the  
 owner of Codnor Castle, a politician, the High Sheriff of Derby, a successful Indo-  
 European trader, and the first Governor of Madras. He died in the same year as his  
 nephew<sup>12</sup>.

Captain Master's Last Will & Testament<sup>13</sup>, dated 23<sup>rd</sup> June 1724.  
Original spellings retained; punctuation and paragraph breaks added.

IN THE NAME OF GOD, AMEN

I Streynsham Master of Brook in the County of Kent,  
being of a disposing mind and memory, do make y<sup>s</sup> [this], my last Will.  
My body to be disposed of and my dear Wife whom I appoint my Executrix.  
First I do order all my just  
debts to be paid. Whereas by Articles of Marriage about the 10<sup>th</sup> of February  
1723, 'tis agreed that my  
said Wife, here called Elizabeth Oxenden, shall grant and Convey titles in  
possession or reversion after  
the Death of Mary her Mother, all her Messuages<sup>14</sup>, Lands and Tenements  
Situating in the parishes  
of Wingham, Staple, Goodmanstone, Ruitham-Broux<sup>15</sup>, and also where in the said  
County of Kent to the  
use of the said Streynsham for my life remainder, to my Wife for her life  
remainder, to the first and every  
other Son and Sons of our two bodies lawfully issuing, in faith make with  
remainder to the right  
heirs of me, Streynsham Master, for ever.

And now my will. I do hereby declare the same, in Case my said Wife shall  
survive me without  
having any Issue, male or female of our two bodies. In case such Issue shall dye  
without Issue before it  
attain'd the age of twenty one years, then I give and bequeath all the Estate  
right[s] and Title[s],  
Interest, Property, Claims and demands, either in Law or Equity which I now  
have or am entitled to  
or hereafter may have or be entitled to, the said Messuages, Lands, Tenements,  
hereditaments<sup>16</sup>, or any of  
them in the said County of Kent, either in Possession or Reversion, upon failure  
of Issue aforesaid unto  
my said dear Wife Elizabeth Master, her heirs and Assigns for ever. I further  
give unto my Wife six  
thousand pounds due on the Estate Sale of **Sir John Osborne** lately placed out  
by me to her and her heirs

I give her also all my plate, household stuff, C[l]oath[es] and Horses, and her  
Expences to put her into  
decent apparrell and a Mourning Coath and Livery, the said Six Thousand pound  
being in lieu of  
her joynture of 200 [Acres?]. And according to the Marriage Agreement I  
order my Estate at Milton<sup>17</sup>  
to be sold, the produce of which with the rest of my Fortune I give viz...

...to Sisters **Ann, Joyce, Martha, Elizabeth, Isabella, Diana, Lucy**, one thousand pounds a peice  
 my Estate at Cure? in Kent. I give to **James Master Esquire** at Yok[t]es to pay to **Cousin Edward Master** two hundred pounds, and **Cousin Streynsham Master** of Oxford one hundred, and to his **Brother Richard** Fifty, this being an other Morsell of Land in our Family. I lodge it with him and give him thanks for his Fartherly favours. My Chambers at Grays Inn I give to be sold with all expedition.  
 I give to Mr Fysshe[?] <sup>18</sup> my old friend five pounds, and to **Thomas Bramstone Esquire** of Skreens five pounds, my good friend and beg his fartherers Continuance of his Friendship to my Wife as occasion shall call. To **Cousin Harris** I give five pounds. And this I declare to be my last Will and Testament.

And the rest and residue I give of my Estate not disposed of to my dear Wife **Mrs Elizabeth Master** whom I appoint my Sole Executrix, but in Case my Wife should be with Child at my Death then I revoke all the Legacies above given. I give to my Mother Oxenden ten pounds for mourning and to my **Aunt Sibilla Oxenden** ten pounds for Mourning.

I declare this to be my last Will which I beg may be amicably executed and Mr Bramstones advice taken.

In witness whereof to the Confirmation of this being my Will I subscribe my name and set my seal in the presence of being the twenty first June 1724, Streynsham Master, Sealed and delivered in the presence of us

**Will[ia]m Bing?... Thomas Harris... Martha Smith**

'**Sir John Osborne...**' Streynsham's niece Sarah (the daughter of his sister Margaret and George Byng) married Sir John Osborne of Chicksands, Bedfordshire<sup>19</sup>. One of a long line of 'Sir Johns' in this family, it's uncertain how Master had benefited from this estate, or if he was referring to Chilham in Kent, another property owned by the Osbornes<sup>20</sup>.

'**to Sisters Ann, Joyce, Martha, Elizabeth, Isabella, Diana, Lucy...**' As in his earlier reference to brother-in-law Sir George Byng as '*my Bro*', here he uses 'sister' to include various family members, regardless of relationship. In this list Joyce and Isabella were Streynsham's 'true' sisters. There were numerous Anns, Marthas, Elizabeths, Dianas and Lucys in the Master-Oxenden clan - to which he refers, can only be guessed.

'**James Master Esquire...**' Sir Streynsham's brother, James (b.1669/d.1728), of Yotes Court, Mereworth, Kent.

'**Cousin Edward Master...**' Lt. in Gore's Regt. 1707; Capt. in Brasier's Regt. 1708; son of Sir Streynsham's brother John<sup>21</sup>.

**'Cousin Streynsham Master...'** Son of Sir Streynsham's brother William, Rector of Oxford. Died in 1755<sup>22</sup>.

**'his Brother Richard...'** Richard (1682-1767), inherited Yotes Court on the death of brother James.

**'Thomas Bramstone Esquire...'** Thomas (1698-1765), brother of Streynsham's brother-in-law John of Skreens.

**'Cousin Harris...'**

**'Aunt Sibilla Oxenden...'**

**'Will Bing... Thomas Harris... Martha Smith...'** Whether Streynsham ends with '*in the presence of us* [:] *Will. Bing, Thomas Harris...*'; or '*in the presence of y<sup>s</sup>* [this] *Will, Brig[adier] Thomas Harris...*', is unclear. However, no William Bing (Byng) or Brigadier Thomas Harris can be found<sup>23</sup>, and Martha could be one of several in the extended Master clan.

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At what time during his legal career Master decided to go to sea is unknown, but when **A** his letter from *Triumph* was written he could only have been in the navy for six years at most. At this time 'young gentlemen' were sent to sea around the age of 10-12, so he not only joined the service rather late, but his rise through the ranks must have been smoothed by the patronage of his illustrious relative. Unfortunately, no details can be found about his pre-naval life, of where or on which vessels he served prior to 1704. All we know for sure is that his career took in the following ships and commands:

1704-?	<i>Ranelagh</i> (Byng/Shovell)	2 <sup>nd</sup> Lieutenant	Gibraltar - Malaga
1705-?	<i>Triumph</i> (Byng)	2 <sup>nd</sup> Lieutenant	Irish Sea - Channel
1706-?	<i>Royal Anne</i> (Byng/Leake)	1 <sup>st</sup> Lieutenant	Barcelona - Carthage - Alicante
1709-10	<i>Fame</i> (Baker)	Master & Commander	Mediterranean - Minorca
1710-?	<i>Ludlow Castle</i> (Norris)	Post-Captain	Dunkirk
1712-15	<i>Ormond</i> (Baker/Byng)	Captain	Downs
1716- 18?	<i>Dragon</i> (Norris/Byng)	Captain	Baltic - Copenhagen
1718-19	<i>Superbe</i> (Byng)	Captain	Mediterranean - Passaro - Sicily/Sardinia

**RANELAGH** The earliest mention of young Master appears in MEMOIRS of LORD TORRINGTON, which in 1704 places him on Rear-Admiral Byng's flagship *Ranelagh* (Captain John Cow), first as midshipman then as 2<sup>nd</sup> Lieutenant, cruising in the Mediterranean under Sir Cloudesley Shovell. The *Ranelagh* called first at Malaga on 8<sup>th</sup> July 'to land 900 Dutch

*and English marines...'*, then whilst storming the castle during the capture of Gibraltar on 22-24<sup>th</sup> July a powder magazine exploded and two hundred men were thrown in all directions, an incident in which '*Mr Master, Admirall Byng's own leftenant and brother-in-law, was much hurt in the leg...*'<sup>24</sup>. In a letter written three days after the event Master describes the action:

*'Sunday ye 23d. July we drew into a line of battle & about five in ye morn we began to bomb & canonade ye town... they ceased firing by one of ye Clock... we man'd ye boats & attacked it with sword & pistoll in our hands... Ye Spaniards sprung a mine & blew up ye Castle, ye stones of which as big as mountains fell upon some of our men... crushed some to death... What befell me was one knock on my pate wch made me bend and a great bruise wch confines me to my bed... Abt this time ye towne capitulated & they are all marching out...*'<sup>25</sup>

The *Ranelagh* was in the thick of the action at the Battle of Malaga on 24<sup>th</sup> August (13<sup>th</sup> O/S), and it seems reasonable to assume Master was aboard and present at that action too.

Also aboard *Ranelagh* at this time was resident chaplain the **Reverend Thomas Pocock**, husband of Master's sister Joyce. On 12<sup>th</sup> May 1704 while lying off Lisbon, Pocock was made to give up his cabin and bunk-up with Master to provide room for a 'Mr Vanbrugg' - **Charles Vanbrugh**, a *Ranelagh* Lieutenant and like Master a protégé of Admiral Byng. The highpoint of Vanbrugh's career was as captain of the *Argyle* at the Battle of Passaro<sup>26</sup>, the scene of Master's own finest hour. Pocock's diary reveals these men knew each other socially too:

*'[on 24<sup>th</sup> April] Mr Vanbrug, Mr Proctor, Mr Jacobs and Mr Masters [sic] and I went to Ride in the Isle of Wight, the wind blowing very fresh. We hir'd horses here for 12d. per diem and went to Newport, about 7 miles distant. After dinner we went to Cowes...'*'<sup>27</sup>

In 1718 Master continued the tradition of patronage by paving a way into the Navy for the Pocock's 12 year-old son, better known in later years as **Admiral Sir George Pocock** (1706-92)<sup>28</sup>.

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**TRIUMPH** In December 1704 Byng moved his flag briefly from *Ranelagh* to *Barfleur* before taking the *Triumph* as his next permanent flagship. Whether Master joined Byng on *Barfleur* is unknown: we can only say that 'sometime after December 1704' he joined *Triumph*, which with *Royal Anne* and eighteen other men-of-war was sent '*cruizing off Ushant...*' searching for French privateers<sup>29</sup>. In a letter from Byng to an unknown recipient at the Admiralty, headed 'Exeter in Plymouth Sounds, Debr. y<sup>e</sup> 11/1704', Byng requests that '*my Lieuts. and Men that were with me in the Ranelagh may be Turned over into the Barfleur...*', so it seems likely that Master followed the Admiral to *Barfleur*, then to *Triumph* shortly afterwards<sup>30</sup>.

On 17<sup>th</sup> August 1705 Master wrote to his uncle from the *Triumph*<sup>31</sup>:

*'Last Tuesday we came in here [Spithead], being not in a Condition to keep at sea to ye Westward of y<sup>e</sup> Lizard, cruzeing after Mons Deguy<sup>32</sup> & another ship, y<sup>e</sup> latter of which was taken...'*



'Mons Deguy' is the notorious French commander and privateer **René Duguay-Trouin**<sup>1</sup>, who Byng and his squadron had tracked from the French coast to the Irish Sea. In the same letter Master refers to his ship being '*much damaged by y<sup>e</sup> late storm, which continued with us very violent for Six hours...*', a reference to the second 'Great Storm' to hit the south coast and English Channel in two years, the first being that which struck in November 1703 and resulted in the destruction of many coastal towns and the death of around 10,000 seamen, one third of the English Navy.

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Still aboard *Triumph* a week later at the courts-martial of Cross and Browne (see 'Captain Cross & the Elizabeth'), the squadron was then instructed by Her Majesty '*to allarm the French coasts; and if their Brest fleet be out, to goe in quest of them...*'<sup>33</sup>. From hereon it's been impossible to determine any other details of Master's time on the *Triumph*, or when he transferred to his next vessel, the *Royal Anne*.

**ROYAL ANNE** While Byng was settling into his new flagship, in January 1705 Queen Anne reshuffled the Navy's pecking-order, which now ran: Sir Cloudesley Shovell (Admiral & Commander of HM Navy); Sir John Leake (Vice-Admiral of the White); Sir George Byng (Vice-Admiral of the Blue); Sir Thomas Dilkes (Rear-Admiral of the Red); Sir William Whetstone (Rear-Admiral of the White).



Cloudesley Shovell  
Michael Dahl, NMM



John Leake  
Godfrey Kneller, NMM



George Byng  
Godfrey Kneller, NMM



Thomas Dilkes  
Godfrey Kneller, NMM

We know that Byng shifted his flag to the *Royal Anne* (**Captain William Passenger**) around the turn of 1705/6, as in the Gloucestershire Archives there exists a series of little-known letters written by Admiral Byng to the Admiralty Prize Agent **Thomas Reynolds**, and the first is datelined '*Royall Ann, Portsmouth Harbour, Jan 1706*'; the others (20 in all) are despatched from the same ship and mostly concerned with the attack on Alicante and the squadron's activities either side of the event<sup>34</sup>.

This correspondence continues to 30<sup>th</sup> January 1707, when Byng writes from Lisbon, expressing concern that '*I am like to be Hack't in my absence for burning the Thetis...*'<sup>35</sup>. In the space of only two months in 1705 Byng had taken twelve of the largest French privateers plus seven richly-laden traders from the West Indies, one of which was the warship *Thetis* (44-guns) which was loaded with cargo. Why he burnt the *Thetis* is a mystery.

A full list of the vessels Byng captured that summer is provided in both the LONDON GAZETTE (No. 4116), and in Charnock's BIOGRAFIA NAVALIS, Vol.II, p.199 [fn]

Byng and Master were aboard *Royal Anne* when the fleet sailed from the Isle of Wight on 25<sup>th</sup> March 1706: '*God Send us Wind enough to Carrie us in Time to Save our friends in Cattalonia...*'<sup>36</sup>, and Byng wrote to Reynolds the same day on route to Barcelona.

Complementing Streynsham Master's letter from *Royal Anne*, Byng confirms their actions in '*Raiezing the Siege...*' there, informing Reynolds:

*'Now wee are Under Saile with some forces Embarqued for Vallentia... Wee may Reasonable Expect to do Service with our fleet in Wining Over by perswation, or Otherwise by force, the Islands, or any Parte of the Coaste...'*<sup>37</sup>

From both mens' writings we are told that following the relief of Barcellona the fleet proceeded to Valentia ('*Where wee Landed what forces could be spared out of Catalonia...*'), then Cartagena ('*a Little Threatning served for the Reduceing of that Towne...*'), a place Byng gleefully notes where '*even the Women Ware Yellow and dispence their favours most Liberally...*'<sup>38</sup>.

Leaving Sir John Jennings at Valentia '*with a Garrison of near 700 Mareens...*', Byng reports that '*the Fleet are now goeing to Altea to Water, after that Alicante is the next wee Threaten...*'<sup>39</sup>. And threaten, storm and conquer they did, taking the city at the end of July. In September they sailed to '*Mayorca & Ivica [Ibiza]...*', and an account of what happened there is provided by Streynsham's *Royal Anne* shipmate, midshipman **Butler Mordaunt**, son of Sir William Mordaunt of Walton<sup>40</sup>.

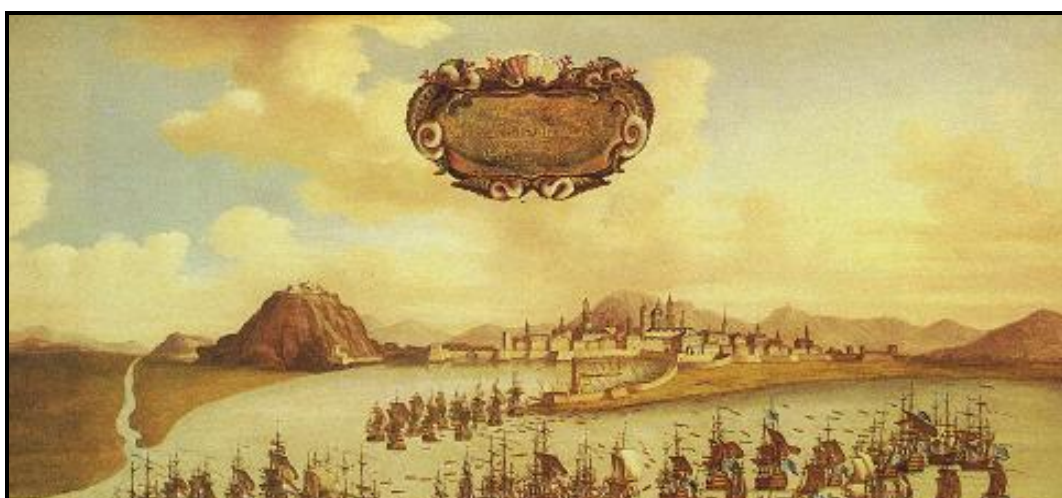
On 30<sup>th</sup> September 1706 Butler wrote to his brother Cole<sup>41</sup> from 'off Malaga and Goeing for Lisbon' relating how '*we went to Ivica and Mayorca and both islands declar'd for King Charles ...*'<sup>42</sup>:

*'[the Spaniards] would not surrender Mayorca till we went in before y<sup>e</sup> Citty and Castles with thirteen sayle of men of war commanded by Sr George Byng, and he in the Royall Ann, they seeing we was resolv'd to batter y<sup>e</sup> Citty down, jus as we was comeing to an anchor they sent of a flagg of truce, and y<sup>e</sup> next day the natives and sailors belonging to the Island oblidge them to goe out of the Citty, then they surrender'd themselves prisoners, and that day y<sup>e</sup> 17 of Sepbr, being King Charles birthday we proclaimed him there with a treable discharge both of Cannon and small armes, likewise all y<sup>e</sup> shipping spred all their culler and fired 13 guns each ship all together which made a very pritty sight...'*

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The Relief of Barcellona. Peter Monamy

From 'Mayorca' Byng retired to Lisbon, where the fleet lay till January the following year. On 26<sup>th</sup> October 1706 the Admiral sent a lengthy, colourful and characteristically self-congratulatory update to Reynolds:

*'Wee have broke up the Campaigne at Sea, are come out of the Mediteranian, Sr. John Leake bound for England with five Ships, Wassoner with the Dutch for holland, and your humble Svt with a Squadron goeing for Lisbon to Refitt & Winter There, a List of the Disposition of the English I send you Inclosed, by it you will see how strong I shall be When all is togeather, and that it is more than Ever I shall behold; as for those with My Ld. Peetbr. In Italie, I Expect not to see them till Next Spring.*

*From the Genll. to ye Lowest of them thay are all... [5-10 word loss]... Imagin, he had better have stayed with us Sober Men & have gon on Pe & Pe'ano [?] our old Way. Had our Genll. been Truelie Informed of the Beautifull Ladies at Mayorca he had certainly Extended his Conquest that Way, E'r he had attacked the Italian Dames, but Hearoick Like, he now he has Conquer'd & Given a Kingdom to one Prince, is gon to Reinstate another I make no Question, & to settle the operation of the Next Campaigne not only in Italie, but to penetrate into the Bowels of France, whose monark may fear to have his Crowne snatch't away by ye Hearo that has Placed two on Princes heads already.*

*Whilest wee Dull, Sad, Sea things, move in a Low Orb, only Gape & Admire ye Suparlitive Genius of the Great Man, much Superiour to ye Great Almanzor.*

*Trust, Look big, & Swear all this I can do, because I Dare...*

*G. Byng.*<sup>43</sup>

So, it seems reasonable to assume that if Master had been with Byng throughout this period up to early-1707, he was quite probably with him too during the fleet's next action - the failed assault of Toulon in July-August that year<sup>44</sup>. And if he was at Toulon, he was

almost certainly still on *Royal Anne* and with **Admiral Sir Cloudesley Shovell** and the rest of the squadron as they met with disaster on their return home.

However, we do know that *Royal Anne* was back in Portsmouth by mid-February 1707, probably refitting, because Irish renegade Captain Peter Drake records in his diary that after serving aboard a French privateer (whose name he fails to note) and being captured in January that year in the Channel by the *Ruby*, he was temporarily 'put in the bilboes...' [in irons] around this time and held on the *Royal Anne* at Spithead before being transported to Marshalsea Prison<sup>45</sup>.

On 22<sup>nd</sup> October 1707 Shovell's flagship *Association* struck rocks off the Scilly Isles<sup>46</sup> and sank instantly with the loss of all hands; *Royal Anne*, still carrying Byng but now under Captain James Money Penny, escaped disaster only:

*'by the presence of mind of the officer in charge of the watch who bringing the ship to the wind loosing and setting the topsails caused her to weather the rocks which were seen breaking on the beam not more than a ship's length to leeward...'*<sup>47</sup>

Whether the officer was Streynsham Master could be determined by checking *Royal Anne's* logbook for that day...<sup>48</sup>

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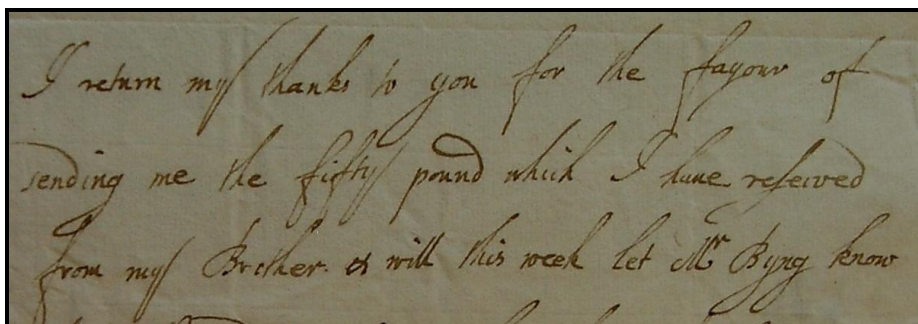
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### SEPTEMBER 1706 to JANUARY 1707 - WHERE WAS STREYNHAM MASTER?

From Byng's letters to Thomas Reynolds there's a suggestion Master may have returned to England after Alicante. If so, was he back with fleet in time for Toulon? Was he aboard *Royal Anne* when she was nearly wrecked off the Lizard? The Admiral often asks Reynolds to send money to his wife **Lady Margaret Byng**, referring to her in his letters as 'our old friends wife'<sup>49</sup>. And we know Reynolds fulfilled at least one of Byng's requests because in Lady Byng's letter to him on 15<sup>th</sup> April 1706 she acknowledges receipt of her latest request, and urges Reynolds to keep asking for more:

*'Notwithstanding the great sume of munney you sent me... [I] begg the Favour you will remember my Letters to Mr Byng when an oportinity offers...'*<sup>50</sup>.



*I return my thanks to you for the favour of sending me the fifty pound which I have received from my Brother & with this week let Mr Byng know*

Letter from Lady Byng to Thomas Reynolds, September 1706

A further example is in the Admiral's letter of 30<sup>th</sup> July when he tells Reynolds '*If you get the Monie send my Wife fivetie pound...*'<sup>51</sup>. In September Lady Byng writes to thank Reynolds for '*sending me the fifty pound which I have reseived from my **Brother**...*'<sup>52</sup>, suggesting it was personally delivered to the Byng's home at Southill by Streynsham Master himself. As Margaret's other male siblings had died by this time, it could be no-one else but him.

Support for the theory that Streynsham might have left the fleet temporarily is provided in a lengthy letter from Byng to Reynolds (Lisbon, 5<sup>th</sup> January 1707), which contains a defence of accusations against him for alleged plundering in Alicante, and a (contested) claim made by *Royal Anne* captain William Passenger for a French prize taken the year before off Majorca. Byng urges Reynolds to expedite the distribution of prize money, adding:

*'Wee Desire you Will stand by us in adviseing **Mr Master** not to give up our Right...'*<sup>53</sup>

However, the 'Mr Master' that Byng refers to here is *not* in fact 'our' Lieutenant Master, but Thomas Reynold's understudy, **Sir Harcourt Master**, who worked with Reynolds (and later succeeded him) at the Prize Agency<sup>54</sup>. The upshot of all this is that we do not know whether Streynsham went back to England and handed Lady Byng her £50, and if he did, whether he rejoined Byng at Lisbon later, and when.

\* Though there is of course the possibility that Lady Byng - like Streynsham in his letter from the *Triumph* - was actually referring to her 'brother-in-law' and not her 'brother', this being a common contraction at the time. If that's the case, her brother-in-law would have been the husband of one of her sisters - that of Joyce (Reverend Thomas Pocock), or Isabella (John Bramston).

Lady Byng was handed the money on 30<sup>th</sup> July 1706, and Pocock's son George was born on 6<sup>th</sup> (or 16<sup>th</sup>) March the same year, so, as no evidence can be found that the Reverend served with the navy again after his voyage on *Barfleur* in 1704, it's likely that the messenger - if not her 'brother' Streynsham - *was* a 'brother-in-law'; we know nothing of John Bramston's movements at this time, so it could well have been Thomas Pocock, back on land since at least early 1705, which he must have been anyway as his child would have been conceived around that time.

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**FAME** We now have a gap in Master's career until 15<sup>th</sup> July 1709 when he is 'appointed by his honourable relative Sir George Byng to be Master & Commander of the Fame [or Fame Prize] of 316 tons...'<sup>55</sup>, which had been taken from the French earlier that year. According to BIOGRAFIA NAVALIS, 'during a part of the time Mr Master was (acting) captain of this vessel he was employed under vice admiral Baker in cruising off Medina, and he had the good fortune to capture a French ship of some force...' <sup>56</sup>. This is said to have occurred in May 1710.

The event is confirmed in LIVES OF THE BRITISH ADMIRALS:

*'Vice admiral Baker, having conducted the transports to the several ports to which they were bound, got sight in his return to Barcelona off the Faro of*

*Messina of four large ships with several settees under their convoy: this was on the 2d of May [1710] and he chased them with all the diligence possible. The next morning Captain Masters in the Fame came up with and took one of the ships and soon after Captain Cleveland in the Suffolk took another called Le Galliard of fifty six guns but the remaining two which were gallies escaped...<sup>57</sup>.*

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Supporting both these sources is French naval historian P.F. Puisieux, who relates a similar account of the action:

*'Le lendemain matin la Réputation [Fr. Fame] commandée par le Capitaine Masters en prit un; & le Suffolk, que commandoit le Capitaine Cleveland en prit un autre de cinquante-six canons, appelé le Gaillard, qui n'en avoit que trente-huit de montés...'<sup>58</sup>.*



Map by Tindal, from *The Continuation of Mr Rapin's History of England*, 1745

However, while both sources agree that Master was in command of *Fame* at the time, the chronology is slightly confused because Puisieux says the action happened in 1709 rather than 1710, which is clearly a mistake because

Master didn't join *Fame* until July 1709 - by Puisieux's own reckoning two months *after* the event. But we know that Master's commission to join his next ship, *Ludlow Castle*, was signed in March 1710, so as BIOGRAFIA NAVALIS rightly concludes, the event most likely



*did occur in 1710, and for reasons unknown Master didn't 'take command of Ludlow Castle till some considerable time after the date of his commission...' <sup>59</sup> - i.e. after July 1710.*

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**LUDLOW CASTLE** So, Master was advanced (on paper at least) on 22<sup>nd</sup> March 1710<sup>60</sup> by Sir John Norris from Master & Commander of *Fame* to the rank of 'Post-Captain' (his first full captaincy) of *Ludlow Castle*, a fifth-rate cruiser previously commanded by Captain Nicholas Haddock, but it's unlikely he transferred to *Ludlow* straight away. In fact, neatly tying-in to this is an entry in BIOGRAFIA NAVALIS that tells us '*Ambrose Cole was on the 24th of March 1710 made commander of the Ludlow Castle...*'<sup>61</sup>, which confirms that having arranged for Master's transfer to *Ludlow Castle*, it was decided almost immediately that he would in fact stay with *Fame* a little while longer, and Captain Ambrose Cole would take *Ludlow Castle* for the time being. Some time after the *Fame*/Master action at Medina described above, Master and Cole eventually swapped ships, and only a few weeks later, on 21<sup>st</sup> September 1710, *Fame* was captured off Port Mahon, Minorca. The deposition papers for that loss can be found at the National Archives in Kew<sup>62</sup>.

A document from Sir John Norris to Lord Dartmouth dated 10<sup>th</sup> October 1710 advises the Admiralty that '*due to the Strength of the Enemy*' and an increasing lack of provisions '*we have not bread for 50 days at half allowance...*', and warns that it's likely the squadron will only be able to escort the Turkey Convoy '*as farr as the Channel of Maltha...*'<sup>63</sup>. This tells us that Master's role at this stage - being part of Norris' squadron - was concerned with escort duties.

A slightly later document headed '*A Council of War, held onb'd her Maj. Shipp ye Ranelagh, at Port Mahon ye 12 Dber 1710*' (shown above)<sup>64</sup>, chaired by Admiral Norris, includes a list of captains present at the meeting, and interestingly includes not only 'Capt. Streynsham Master', but 'Capt. Charles Vanbrugh' and 'Capt. Ambo. Cole' as well, though infuriatingly it doesn't list the ships they command. However, we can fill-in these gaps quite easily: Captain Master, as we know, commanded *Ludlow Castle*; Captain Vanbrugh had been appointed on 27<sup>th</sup> November 1710 to *Speedwell*<sup>65</sup>, and Captain Cole - who lost *Fame* three months earlier, but was acquitted at court-martial and evidently kept in favour with Norris - had been made captain of the *Ranelagh* from where this council took place.<sup>66</sup>

The Council had met to discuss the ongoing problems with the Turkey Convoy, deciding to strengthen the escort with another four capital ships, and in the event of being unable to make it to Malta they are to '*proceed with the Convoy to Cape Passero on ye coast of Sicily...*', then to continue to Naples in order to take on provisions and '*make the best of their Way with the Same, to Port Mahon...*'<sup>67</sup>.

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**ORMONDE** On 7<sup>th</sup> April 1712 Master was appointed captain of the fourth-rate, 54-gun warship *Ormonde*<sup>68</sup>, which was in July 1715 commissioned, again under Admiral Byng, to help put down the First Jacobite Rebellion<sup>69</sup>. The only reference to be found of Captain Master's time on this vessel prior to the Rebellion is in the LONDON GAZETTE, which reports that on 10<sup>th</sup> May 1713 '*The Superbe and Ormonde, two British Men of War, which came lately from Messina, sailed Yesterday for Leghorn...*'<sup>70</sup>.



At the end of August 1715 Admiral Byng took 8 men-of-war to sit at Havre Roads<sup>71</sup> to gather intelligence of French activity, and to seek out vessels leaving French ports with arms and ammunition destined for Scotland. On 15<sup>th</sup> September captains Saunders (*Antelope*), Eaton (*Chester*) and Masters (*Ormonde*) were despatched by Byng to Havre town to lodge a formal complaint with the Marquis de Rouvroy that '*...some Scotch, Irish and other ships... were in [that] haven with arms and other ammunition on board, for the service of the Pretender [James III]...'*<sup>72</sup>. The captains noted the offending vessels as '*...the Frenet sloop, one Forrester, an Irishman Master, a Scotch ship, one Aberdeen Master, and a French ship called La Ville de St. Malo', and asked de Rouvroy that he '...let us know, if any warlike provisions of any kind be on board them'.*

Josiah Burchett wrote to Byng a fortnight later to say that '*...it is absolutely necessary for His Majesty's service to send the Ormonde and Blandford [Captain Boyle] to cruise in [the] Bristol Channel, their Lordships have given Capt. Master orders to proceed thither first, and to the commander of the Blandford to follow him...'*<sup>73</sup>. The purpose of this mission was to intercept Irish and Scottish ships sailing from there for Scotland, though Burchett adds an enclosure to say '*...the Cpts. Are ordered to search vessels very carefully for the late Duke of Ormonde, and the late Lord Bolingbroke'*<sup>74</sup>.

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**DRAGON** The LONDON GAZETTE reveals that on 5<sup>th</sup> November 1716 - *Dragon*, at this time temporarily under Admiral Baker's orders - arrived at Lisbon with *Gibraltar* (Captain Falkingham) and *Gloucester* (Captain Passenger)...<sup>75</sup>, but no further details of what they were doing there can be found. In Spring 1717 Master had been reunited with Byng in the Baltic, (the Baltic fleet until then under Norris). Byng's squadron of 21 ships-of-the-line<sup>76</sup> had been sent there to thwart Charles XII of Sweden's impending invasion of Northern England.

The next mention of Master comes in a letter from Captain Saunders (commanding a small squadron which included *Dragon*) to Lord Polwarth<sup>77</sup>, Minister at Copenhagen, dated '1717, June 18, Superbe at sea near Gotland':

*'I do myself the honour to inclose your Lordship a letter directed for Sir George Byng, which I humbly begg your pardon for, but his Majesties service requiring very great dispatch, begg you will please to forward it to him, as to give him an account that on the 16th inst. the squadron I have the honour to command took between Oeland and Gotland a small Sweadish privateer of 8 guns, 35 men; and the day following, a Sweadish man of warr of 36 guns, 283 men from Carlescroon, but is bigger than our 50 gun ships.*

*She carryes 24 guns and 18 pound shott their weight, and 12 guns of 8 pound shott on her quarter deck. The Dartmouth and Dragon were the two ships that engag'd her, no other ship fireing a shott at her. The Dartmouth layed her on board on her quarter, and the Dragon rang'd upon her bow, within three cables length of the shoar, in six fathom water, near the island Kerry Is on Gotland. The Sweads had about 38 men kill'd, and 20 men wounded; the Enghsh about 13 men killed, and the like number wounded, as near as I can be informed for the present. Among that number Captain Falkingham is wounded pritty much, by receiveing a small shott on the left side of his throat, grazeing on his wind pipe, and going out at his shoulder on the same side, but is like to do well. Captain Master receiv'd a small wound on*

*his legg, but no ill consequence is like to happen from it. The Sweades ship was call'd the Fildrim<sup>78</sup>, commanded by Commadore Charles Gustave Ullrick, the same person who took the Norway ship of 24 guns out of Dantzick Road, and that did the mischief to the Danes in April last, commanded that squadron, and was in Kuyck Bay.<sup>79</sup>*

Saunders again writes to Polwarth on 3<sup>rd</sup> September to inform him that '*I arriv'd at this place last night [Copenhagen Roads], being order'd with the Dragon for England...*'<sup>80</sup>.

The Swedish King's ambitions in the Baltic were eventually abandoned after his sudden and untimely death in 1717, and when the strength of the English fleet - boosted by a (typically brief) alliance between England, France and Holland, and the loan of those countries' forces to Norris - became evident.

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**SUPERBE** In early 1718 during the War of the Quadruple Alliance (the 'Sicilian Campaign'), a Spanish force was despatched to attack Sicily, and the British, determined to maintain Italy's neutrality, ordered a fleet of 20 ships under Byng to proceed there. On 14<sup>th</sup> March 1718 Captain Master was given command of *Superbe*, a French prize ('a well-known and skilfull cruiser', captured in the Soundings in July 1710 by **Captain Robert Johnson** of the *Kent*<sup>81</sup>). Both *Superbe* and *Kent* were amongst those based in the Mediterranean throughout this Campaign.

On 30<sup>th</sup> June 1718 (O/S) Byng despatched Master from 'off Cape St. Vincent to Cadiz with Mr Allix his secretary, who carried a letter from him [Byng] for Colonel Stanhope, the present Earl of Harrington, the king's envoy at Madrid...' <sup>82</sup>; hopefully, Stanhope would persuade the King back-down from the impending battle, but he refused to give way so easily. So, after arriving at Naples on 21<sup>st</sup> July, Byng set out a week or so later to pursue the Spanish fleet, and on 31<sup>st</sup> July (11<sup>th</sup> August N/S) about six leagues from Cape Passaro <sup>83</sup> the battle began.

On that morning Byng found himself close to the enemy and to windward of him off the south-eastern tip of Sicily. Spain and England were not formally at war at this time since the war didn't officially break out until December 1718, but once the Spanish fired on the nearest English ships, Byng had his excuse to attack. The English were superior in numbers and some of the Spanish ships were taken in the main action and some taken or burnt by their crews, who fled to the coast of Sicily.

The *Kent* (now commanded by **Captain Thomas Mathews**) and *Superbe* engaged **Admiral Don Antonio de Castañeta** (Gaztañeta) in the *Real San Felipe* for two hours, until *Kent* passed under the stern of *San Felipe*, firing a raking broadside into her hull and hauling up on her lee quarter, while *Superbe*, according to Byng's account of the action, 'put for it & laid him on board...' <sup>84</sup>. Castañeta surrendered to Captain Master after losing 200 men.

Instrumental to the Spanish Admiral's surrender was another Byng protégé, **Thomas Arnold**, 'the descendent of a respectable and flourishing family long settled at Lowestoft...' <sup>85</sup>, who is still today noted in the history books of Lowestoft for his actions at Passaro. Having 'served a considerable time in a subordinate station...' <sup>86</sup> Arnold was appointed First Lieutenant to Captain Master on *Superbe*, and during the engagement with Castañeta:

*'Captain Master, being diffident as to the most successful method of attacking the Royal Philip consulted his First Lieutenant, Mr Arnold, who replied, that as the eyes of the whole fleet were upon him [and] expecting the most vigorous efforts in the discharge of his duty in that critical moment, he advised him to board the Royal Philip immediately, sword in hand. The counsel of Mr Arnold was immediately put into execution; and as his office of First Lieutenant obliged him, he himself headed the assailants and carried his point. In the above service Mr Arnold received a wound so dangerous, in one of his hands and arms, as rendered them almost useless during the remainder of his life'* <sup>87</sup>.

William Page tells us in THE VICTORIA HISTORY OF THE COUNTY OF SUFFOLK that 'Arnold brought home her [the Royal Philip's] flags, which for long afterwards were used at

weddings to decorate the streets of Lowestoft...<sup>188</sup>. Charnock notes that after Passaro 'the gallantry of Mr Arnold was rewarded by an appointment to be commander of the Spy sloop of War, in which he was sent express to the West Indies...<sup>189</sup>.

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Arnold served in the navy for forty years and died on 31<sup>st</sup> August 1737 aged 58.



Medal in gold by J. Croker commemorating the action off Cape Passaro, 1718. (NMM)

**OBVERSE**

Bust of King George I in a long wig, laureate, armour and mantle.

Legend: 'GEORGIVS.D:  
G:MAG:BR:FR:ET:HIB:REX.F:D'

**REVERSE**

A rostral column decorated with ship's hulls and surmounted by a statue of the king as Neptune, standing among a pile of trophies.

Legend: 'SOCIORVM.  
PROTECTOR' (protector of the allies)

**EXERGUE**

'CLASSE.HISP.DELETA.  
AD.ORAS.SICILIAE.1718'  
(The Spanish fleet destroyed off the coast of Sicily, 1718)



Returning for a moment to the English Navy's acquisition of the *Superbe*, Josiah Burchett relates the story of her capture in his book A COMPLETE HISTORY OF THE MOST REMARKABLE TRANSACTIONS AT SEA:

*'[...a French fleet] was bound for the Bank of Newfoundland and Martinica under Convoy of the Superbe, a French Ship of War of 56 Guns, and the Concord of 30 the former whereof after having seen them into the Sea was to cruise in the Soundings, and the latter to proceed to Guinea... upon discovering our Ships they separated in the Night, the Concord with all the Merchant Ships proceeding on their Voyage which were the Ships to Leeward, and that the Ship a head which our Cruisers were in pursuit of was the Superbe.*

*Soon after this the Kent commanded by Captain Robert Johnson came up with and engaged her for the Space of an Hour when she struck, in which Action the said Captain Johnson behaved him self like a gallant Officer and an experienced Seaman, for as he attack d this French Ship in a very handsom manner so was*



*she taken by him without any Assistance although she had a greater Number of Men than the Kent.*

*Both of them were very much shatter'd in the Fight but so good a Sailer was the Superbe that had she not been three Months off of the Ground she would in all probability have escaped. This Ship had taken several valuable Prizes from us before and our Cruisers had often chased her without Success, but becoming thus in our Possession, she was register'd in our Royal Navy being very beautiful and not above eighteen Months old...'.<sup>90</sup>*

Several years later, in October 1716, while Captain Master was commanding the *Dragon* under Admiral Norris in the Baltic, the *Superbe* - in Norris' squadron too - took the *Ildirim*, a Swedish 36-gun frigate, and the prize was given to the Danish to strengthen their fleet, though the Danes did in fact pay her true value<sup>91</sup>; the *Mercury*, as noted earlier, had been taken by the *Dragon* and *Dartmouth* in July that same year. The distribution of money for both prizes was announced in the GAZETTE shortly after Captain Master moved to *Superbe* in 1718:

*'These [words] are to give Notice, that the Officers and Companies of His Majesty's Ships the Superbe, Dragon, and Falmouth, may receive of Mr Edward Jasper, at his House on Tower-Hill, their several Shares of the Ildrim and Mercury Prizes, (viz), the Superbe's Company on Thursday the 15<sup>th</sup> of this Instant May; the Dragon's on Friday the 16<sup>th</sup>, and the Falmouth's on Saturday the 17<sup>th</sup>; and those Persons that do not then receive their Money, may have it every Friday Morning, during the Space of three Years, at the Place aforesaid...'.<sup>92</sup>*

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### War of the Quadruple Alliance 1718-1720

A few years after the close of hostilities in the War of the Spanish Succession, a new conflict arose over the Spanish Empire's claim to Sicily. France, along with Britain, Holland, and the Holy Roman Empire joined forces and insisted that Spain withdraw from Sicily and Sardinia. Spain relented after losing several battles.



The battle of Passaro was fought on July 31<sup>st</sup> 1718, between a British fleet of 21 ships under Sir George Byng, and a Spanish fleet of 29 ships under Don Antonio de Castañeta. Admiral Byng attacked the Spaniards in the Straits of Messina, near the town of Syracuse, and after a very severe action in which both sides lost heavily, his fleet captured or destroyed no less than fifteen Spanish ships. Castañeta died of wounds received in the action. This battle is sometimes referred to as the Battle of Messina.

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Henry Pattee Byng, 2<sup>nd</sup> Viscount Torrington  
Godfrey Kneller

The only readily available references to Streynsham Master from hereon are based on *BIOGRAFIA NAVALIS*, which states that after Passaro '*Captain Master returned to England and retired from naval service...*'<sup>93</sup>. But the private diary of Admiral Byng's eldest son, Pattee, tells a different story.

Pattee Byng, though not a naval officer and having no rank, accompanied the fleet during the Sicilian Expedition, sometimes with Master on *Superbe*, at other times with his father on *Barfleur*. He served as the Admiral's official representative in the region, though he spent most of the campaign on land. His journal records the period 1718-1720, and in it he reveals that his uncle remained in the Mediterranean for another year after the Battle of Passaro.

Also aboard the *Superbe* and under the protection of Captain Master was another of Admiral Byng's sons, 14-year old John, who in 1757 was famously court-martialled and shot aboard the *Monarch* for 'dereliction of duty', which resulted in the loss of Minorca to the French<sup>94</sup>.

Leaving Portsmouth on 1<sup>st</sup> June 1718 (O/S) Byng sailed for the Mediterranean, arriving there a fortnight later. Captain Master's movements with *Superbe* in this campaign are noted by Pattee Byng as follows (other sources inset). The *Superbe's* location at the time is in brackets<sup>95</sup>. Note that for the most part Pattee uses O/S dating, but at times he shifts to N/S - for instance, see *fn.* 84 in which he notes the date of the battle as 11<sup>th</sup> August.

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19<sup>th</sup> June 1718 (CADIZ-MADRID) 'My father... sent the **Superb**, **Capt. Masters** (my uncle), into Cadiz with Mr Allix one of his secretaries, who he now dispatched away with his letters to Madrid...'. Pattee adds that if Byng's warning is not heeded by the Court of Spain, he (Byng) has been '...ordered to use the power of the fleet to prevent it, and [is] going with all possible haste to Italy for that purpose'.

30<sup>th</sup> June 1718 N/S [Corbett, p.11 - says Byng, "arriving the 30<sup>th</sup> off Cape St. Vincent... dispatched the **Superbe** to Cadiz, with a Gentleman who carried a Letter from him to Colonel Stanhope, the King's Envoy at Madrid, wherein he desired that Minister to acquaint the King of Spain with his Arrival in those Parts... The Envoy shewed the Letter to Cardinal Alberoni<sup>96</sup>, who, upon reading it, told him... that his Master would run

all Hazards, and even suffer himself to be driven out of Spain, rather than recall his Troops, or consent to any Suspension of Arms, adding That the Spaniards were not to be frightened, and he was so well convinced of their Fleet's doing their Duty, that, if the Admiral should think fit to attack them, he should be in no pain for the Success".]<sup>97</sup>

27<sup>th</sup> June 1718 (GIBRALTAR) Arriving at the Gibraltar '**Capt. Master** and **Superb** rejoined the fleet later that day...'

28<sup>th</sup> June 1718 (CAPE SPARTEL) 'the Orford and **Superb**, two of the best sailers despatched to Gibraltar with mails to the Governor there and to Vice-Admiral Cornwall... [who] ...commanded a little cruising squadron against the Moors, and who was seen riding at anchor in the Bay... I went that night on board my uncle **Capt. Master** in the **Superb**...'

10<sup>th</sup> July 1718 N/S [Corbett, p.13 - "...the **Superbe** and *Rupert* rejoined him (Byng)... Vice-Admiral Cornwall came out and joined him, with the *Argyle* and *Charles Galley*... the Squadron wanting Water... they anchored off Cape Malaga...".]

30<sup>th</sup> June 1718 (MEDITERRANEAN) 'We in the **Superb** helped by breezes and veins of wind got before Admiral Cornwall and lost sight of his ship and the others, and we got into the Fleet about two o'clock and came to an anchor, then I went on board the *Barfleur* again...'

2<sup>nd</sup> July 1718 (MALAGA-PORT MAHON) 'In the evening my father sent the **Superb**, **Capt. Master**, to Port Mahon with... to prepare for the landing [of four regiments]...'

12<sup>th</sup> July 1718 (NAPLES) Pattee was sent by his father to Naples: 'He dispatched me away before him in the **Superb** for Naples, with a letter to the Viceroy of that kingdom to acquaint him with his [Byng's] arrival in the Mediterranean...'

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20<sup>th</sup> July 1718 (BAY OF NAPLES) 'Early the next morning as we were standing in with the Italian coast with a fine fair gale, my uncle, **Capt. Master**, ordered all the hammocks into the netting and cleared his ship; for as he intended to stand in the Bay of Naples and did not know but the Spanish Fleet might be there, it was putting his ship on her guard and ready in case he was attacked by any of their out scouts and cruisers...'; 'As soon as the **Superb** was come to an anchor, **Capt. Master** and I landed...'

11<sup>th</sup> August 1718 N/S [Corbett, p.17-20 - Corbett's account of 31<sup>st</sup> July records: "About one of the Clock the *Kent*, and soon after the **Superbe**, **Captain Master**, came up with and engaged the Spanish Admiral of 74 Guns, who with two Ships more fired on them... afterwards the **Superbe** putting for it to lay the Admiral aboard, fell on his Weather Quarter, upon which the Spanish Admiral shifting his Helm, the **Superbe** ranged up under his Lee Quarter, on which he struck to her...".]

1<sup>st</sup> August 1718 (NAPLES) 'When the Fleet came more in, my uncle **Master** and I went on board him [Byng's *Barfleur*]... and by the evening the whole Fleet sailing in with a fine breeze, came to an anchor before the city of Naples...'

2<sup>nd</sup> August 1718 (NAPLES) '...my uncle, **Capt. Master**, and I were desired to go to the Consul's, where a gentleman brought us presents from the Viceroy... to **my uncle**, a gold-handled sword...'; 'My father, the two ...Admirals [Vice-Admiral Charles Cornwall and Rear-Admiral George Delaval], Capt. Saunders, **Capt. Masters** and I, dined this day with the Viceroy...'.<sup>98</sup>

4<sup>th</sup> August 1718 Captain Master's whereabouts for the next few weeks are revealed in a letter from Captain Nicholas Haddock (*Grafton*) to his wife, who informed her this day that the *Superbe* had been sent to England with news of the victory at Passaro and would be carrying this letter: "*Grafton at sea, about 10 leagues from Cape Passaro. Aug. the 4<sup>th</sup>, 1718... My D<sup>r</sup> Fanny, The **Superbe** being ordered from the fleet w<sup>th</sup> the Admirall's letters, I send this to tell you I am well. Five days ago we had a battle w<sup>th</sup> the Spanish fleet off Cape Passaro, on the Island of Sicily, in w<sup>ch</sup> severall of their ships were taken and some destroyed... Y<sup>r</sup> most affec<sup>t</sup> husband, N<sup>r</sup> Haddock*"<sup>99</sup>.



*The English Fleet at Naples* by Kaspar Botler. (Reproduced in Pattee Byng's Journal.)

26<sup>th</sup> August 1718 (NAPLES) On this day Pattee notes: 'About ten at night **Capt. Master** came to Naples with my father's despatches for England. The wind not serving when he got off at Reggio, he landed there and took three post horses, and came over the mountains of Calabria and was three days coming prodigiously fatigued...'. \*Pattee is now sent by his father on a lengthy overland journey to England, and he returns to Naples only in January 1719...

6<sup>th</sup> December 1718 N/S (GENOA) 'The British Men of War **Superbe** and Lenox came to an Anchor this Road the 6<sup>th</sup>, and are since sail'd again to Cruize...'<sup>100</sup>

10<sup>th</sup> December 1718 (GENOA) 'The **Superbe**, a British Man of War, commanded by **Captain Masters**, sailed from hence on the 10<sup>th</sup> Instant a cruising; and was seen yesterday near Cape delle Mele.....'<sup>101</sup>

9<sup>th</sup> January 1719 (CALABRIA COAST) Pattee relates that the renegade Irishman Captain George Camocke<sup>102</sup> had approached Tropea on the Calabrian coast and sent a devious letter to the Governor there saying he represented Admiral Byng and wished to land his men; Camocke signed his letter '**Trustrum** [sic] **Masters, Superb**'. Pattee notes: 'I suppose he might imagine the name of that ship was most likely to be known to them ashore as it was the ship that took the Spanish admiral, and was commanded by the English admiral's brother-in-law. But fortunately this stratagem did not succeed...'.

29<sup>th</sup> January 1719 (SARDINIA) 'My father left orders with me for the **Superbe** and *Orford*... to go and cruise between Palermo and Sardinia to intercept the recruits and ammunition sent to the Spanish Army in Sicily...'

23<sup>rd</sup> March 1719 N/S (PORT MAHON) 'Sir George Byng proposes to leave this Place the end of this Month, and to sail with some of the Men of War for Naples... To Day Sir George Byng dispatched the Dragon and **Superbe** to Captain Cavendish, with Copies of his full Powers and Instructions from his Majesty, and with Orders and Power from himself to treat and settle a Peace with the Moors...'<sup>103</sup>

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26<sup>th</sup> April 1719 N/S (LISBON) 'On the 26<sup>th</sup> Instant arrived here the Dover and Experiment, two British Men of War, from Gibraltar; and Yesterday two others, the **Superbe** and Dragon, from the Mediterranean...'<sup>104</sup>

4<sup>th</sup> July 1719 (CALABRIA COAST) '...my father sent orders to be lodged with the Governor of Scylla, for the **Superb** and *Orford* (which he daily expected), not to put through the Phare [narrow passage in the Straits of Messina] ... but join him as he is going to Naples'.

5<sup>th</sup> July 1719 (CALABRIA COAST) 'My father left orders with Capt. Phil. Vanbrugh for the Dragon and Grafton... to join Strickland in his cruise off of Palermo, and for the **Superb** and *Orford* to follow him to Naples...'

7<sup>th</sup> July 1719 (GENOA) 'On the 7<sup>th</sup> Instant arrived here the Dragon and **Superbe**, two British Men of War, from Port Mahon; they sail again To-Morrow to join Sir George Byng...'<sup>105</sup>

13<sup>th</sup> July 1719 (LEGHORN) 'The British Man of War the Dragon, commanded by Captain Scot, and the **Superbe** by **Captain Masters**, sailed from hence the 13<sup>th</sup> for Naples, having under their Convoy a Vessel laden with Powder for the Empoerour's Service...'<sup>106</sup>

28<sup>th</sup> July 1719 [N/S] (BAYA) 'Admiral Byng sailed from Baya, with five Men of War for the Coast of Sicily... the **Superbe** and Dragon Men of War came in here two Days ago, and sail'd again last Night to join the Admiral...'<sup>107</sup>

14<sup>th</sup> August 1719 N/S (BAYA) ' In our Passage hither the **Superbe** took a Spanish Privateer of eight Guns, 12 Pattareros, and 70 Men; she had been but four or five Days out of Palermo, yet had taken a French Saick laden with Picth [pitch] and Rope which Sir George Byng has order'd to be set at Liberty, as also

a Sum of Money, Which the Captain of the Privateer had taken from the French Master, to be restored to him...<sup>108</sup>

6<sup>th</sup> August 1719 (MESSINA)

23<sup>rd</sup> August 1719 (

31<sup>st</sup> August 1719 (

5<sup>th</sup> September 1719 (GENOA)

21<sup>st</sup> September 1719 (GENOA > PORT MAHON > ENGLAND)



### ENGLISH FLEET

☞ *Barfleur* (90, flag of **Admiral Sir George Byng**/1<sup>st</sup> Sir George Saunders; 2<sup>nd</sup> Captain Richard Lestock)

*Grafton* (70, Captain Nicholas Haddock)

*Lenox* (70, Captain Charles Strickland [C-in-C's 2<sup>nd</sup>])

*Breda* (70, Captain Barrow Harris [C-in-C's 2<sup>nd</sup>])

*Orford* (70, Captain Edward Falkingham)

*Superbe* (60, Captain Streynsham Master)

*Rupert* (60, Captain Arthur Field)

☞ *Shrewsbury* (80, flag of **Vice-Admiral Charles Cornwall**/Captain John Balchen)

*Burford* (70, Captain Charles Vanbrugh)

*Essex* (70, Captain Richard Rowzier)

*Ripon* (60, Captain Christopher O'Brien)

*Canterbury* (60, Sir George Walton)

*Dreadnought* (60, Captain William Haddock)

*Argyle* (50, Captain Conningsby Norbury)

☞ *Dorsetshire* (80, flag of **Rear-Admiral George Delavall**/Captain John Furzer)

*Captain* (70, Captain Archibald Hamilton)

*Kent* (70, Captain Thomas Matthews)

*Royal Oak* (70, Captain Thomas Kempthorne [R-A's 2<sup>nd</sup>])

*Dunkirk* (60, Captain Francis Drake)

*Montagu* (60, Captain Thomas Beverley)

*Rochester* (50, Captain Joseph Winder)

*Charles Galley* (44, Captain Phillip Vanbrugh)

### OTHER

**2 Fire-ships:** *Garland* (Captain Samuel Atkins); *Griffin* (Captain Humphrey Orme)

**1 Hospital ship:** *Looe* (Captain Timothy Splaine)

**1 Storeship:** *Success* (Captain Francis Knighton)

**1 Bomb-vessels:** *Basilisk* (Captain John Hubbard)

**2 Bomb-tenders:** (to *Blast* & *Basilisk*; captains unknown)

### SPANISH FLEET<sup>109</sup>

*Real San Felipe*<sup>110</sup> (74, **Vice-Admiral Don José Antonio de Gaztañeta**) - **Captured** by *Superbe*/ *Kent*

*Principe de Asturias* (70, **Rear-Admiral Don Fernando Chacón**) - **Captured** by *Breda*/ *Captain*

*Real Mazi (La Real)* (60, **Rear-Admiral Marques de Mari**) - **Captured** by *Canterbury* division

*San Carlos* (60, Principe de Chalay) - **Captured** by *Kent*

*Santa Isabel(la)* (60, Don Andrea Reggio) - **Captured** by *Dorsetshire*

*Santa Rosa* (60, Don Antonio Gonzales) - **Captured** by *Orford*

*Aguila* (44, Don Lucas Masnata) - **Captured** by *Looe* hospital ship

*Volante* (44, Don Antonio Escudero) - **Captured** by *Montagu*/ *Rupert*

*Juno* (36, Don Pedro Moyana) - **Captured** by *Essex*  
*Sorpresa* (36, Michael de Saday, Kt. of Malta) - **Captured** by *Dreadnought & Argyle*  
*San Isidro* (46, Don Manuel Villavicentia) - **Captured/burned** by *Canterbury* division  
*San Luis* 60 (60, **Rear-Admiral Don Balthazar de Guevara**) - **Escaped** to Malta  
*San Fernando* (60, **Rear-Admiral George Cammock**) - **Escaped** to Malta  
*San Juan Bautista* (60, Don Francisco Guerrera) - **Escaped** to Malta  
*San Pedro* (60, Don Antonio Arrisago) - **Escaped**  
*Galera* (30, Don Francisco Alvererez) - **Escaped**  
*Castilla* (30, Don Francisco Lenio, Kt. of Malta) - **Escaped**  
*Perla de España* (54, Don Gabriel Alderete) - **Escaped** to Malta, then **captured** by *Dunkirk*  
*Hermione* (44, Don Rodrigo de Torres) - **Escaped**, then **captured/burned** at Messina  
*Conde de Tolosa* (30, Don Juan Goccocea) - **Escaped**, then **captured/sunk** at Messina  
*Esperanza* (40, Don Juan Delfino y Barlande) - **Burned** by crew to avoid capture

#### OTHER

**7 Gallies** (Commanded by Don Grimaio); **2 Fire-ships**; **4 Bomb-ships**; **2 Yachts** ('*balandras*')

The following vessels were part of the Spanish Fleet, but elsewhere in the Mediterranean during the

Battle of Passaro; some were involved in actions with the English fleet before or after the main battle:

*El Puerco Espin*<sup>111</sup> (50, M.de Lande) - **Burned**  
*San Fernando el Pequeño* (28, Don Francisco Fort) - **Escaped**  
*San Juanico*<sup>112</sup> (22, Don Bataville) - **Escaped**  
*El Tigre* (50, Don Cavaigne) - **Escaped**<sup>113</sup>  
*La Flecha*<sup>114</sup> (18, Don Papachino) - **Escaped**  
*San Felipe* (30, Don Francisco Liaño) - *El Burlandin* (50, ?); *El León* (20, Don Casamara)  
*Pingue Pintado* (40, Don Gabriel Díaz); *San Francisco Arreres/Arves* (22, Captain Wacup<sup>115</sup>)

#### • BATTLE OF MÁLAGA •

#### ANGLO-DUTCH ORDER OF BATTLE<sup>116</sup>

[w] Wounded  
[k] Killed

##### VANGUARD

↻ *Barfleur* (96, flag of **Admiral Sir Cloudesley Shovell**/Captain James Stewart)

*Warspite* (70, Captain Edmund Loades)

*Orford* (70, Captain John Norris)

*Eagle* (70, Lord Hamilton)

*Swiftsure* (70, Captain Robert Wynn )

*Lenox* (70, Captain William Jumper [w])

*Nottingham* (70, Captain Samuel Whitaker)

*Assurance* (66, Captain Robert Hancock)

*Tilbury* (50, Captain George Delaval)

↻ *Prince George* (96, flag of **Vice-Admiral Sir John Leake**/Captain George Martin)

*Newark* (80, Captain Richard Clarke)

*Norfolk* (80, Captain John Knapp)

*Boyne* (80, Lord Dursley - Leake's 2<sup>nd</sup>-in-C)

*Yarmouth* (70, Captain Jasper Hicks)

*Berwick* (70, Captain Robert Fairfax)

#### CENTRE

↳ *Royal Catherine* (90, flag of **Admiral of the Fleet Sir George Rooke**/Sir James Wishart/Captain John Fletcher)

*Namur* (96, Captain Christopher Myngs [*w*])

*St George* (96, Captain John Jennings)

*Shrewsbury* (80, Captain Leonard Crowe)

*Nassau* (70, Captain Francis Dove [*w*] > Captain Boyd)

*Grafton* (70, Captain Andrew Leake [*k*] > Captain John Horne)

*Monmouth* (70, Captain John Baker [*w*])

*Montagu* (60, Captain William Cleveland)

*Panther* (50, Captain Peregrine Bertie)

↳ *Ranelagh* (80, flag of **Rear-Admiral Sir George Byng**/Captain John Cow [*k*])

*Somerset* (80, Captain John Price)

*Dorsetshire* (80, Captain Edward Whitaker)

*Torbay* (80, Captain William Caldwell - Byng's 2<sup>nd</sup>-in-C)

*Le Firme* (70, [French prize], Baron Wild)

*Essex* (70, Captain John Hubbard)

*Kingston* (60, Captain Edward Acton)

*Triton* (50, [French prize], Captain Tudor Trevor)

*Centurion* (50, Captain John Horne)

↳ *Kent* (70, flag of **Rear-Admiral Thomas Dilkes**/Captain James Money Penny)

*Cambridge* (80, Captain Richard Lestock)

*Royal Oak* (76, Captain Gerard Elwes)

*Bedford* (70, Captain Thomas Hardy)

*Suffolk* (70, Captain Robert Kirkton [*w*])

*Burford* (70, Captain Kerrit Roffey)

*Monk* (60, Captain James Mighells [*w*])

*Swallow* (50, Captain Richard Haddock)

#### REAR

*Graaf van Albemarle*<sup>117</sup> (64, flag of **Luitenant-Admiraal** [Admiral] **Gerard Callenburg**/Captain Hendrik Visscher)

*Unie* (94, flag of **Vice-Admiraal Johan Gerrit**/Baron Jacob van Wassenaer/Lord van Rozenburg)

*Princess Amelia* (? , flag of **Schout-bij-Nacht** [Rear-Admiral] **Paulus van der Dussen**)

*Gelderland* (74, Kapitein Philips Schriver)

*Nijmegen* (74, Kapitein Herman Lijnslager [*k*])

*Katwyck* (72, Kapitein Willem van den Bergh)

*Leeuw* (64, Kapitein Sir Johan Willem van Rechteren)

*Wapen van Vriesland* (64, Kapitein Christoffel Middagten)

*Banier* (64, Kapitein Joseph Willem van Ghent)

*Wapen van Utrecht* (64, Kapitein Bolck)

*Vlissingen* (54, Kapitein Herman Wiltschut)

*Gelderland* (52, Kapitein Wilhelm Lodewijk/Baron van Wassenaer Starrenburgh)

*Damiaten* (52, Kapitein Hugo Schapp)

## OTHER

**5 Frigates:** *Tartar* (32, Thomas Legg), *Garland* (50, Algernon Greville), *Lark* (40, Charles Fotherby),

*Roebuck* (40, Thomas Kempthorne), *Newport* (24, George Paddou)

**7 Fire-ships:** *Hunter* (Thomas Legg); *Phoenix* (Edmund Hicks); *Vulture* (Joseph Taylor); *Lightening* (Archibald Hamilton); *Vulcan* (John Clifton); *Griffin* (George Ramsay); *Firebrand* (Henry Turville)

**3 Bomb-ketches:** *Star* (?); *Terror* (Isaac Cook); *Hare* (?)

**2 Hospital ships:** *Princess Anne* (Charles Guy); *Jeoffreys* (Thomas Robinson)

**Miscellaneous:** *Charles* (Galley - Joseph Taylor); *William & Mary* (Yacht - John Robinson); *Content* (Hulk - ?)

TOTAL SHIPS/MEN/GUNS (ANGLO-DUTCH)

55 capital+21 other ships 3,534 guns/20,383 men

## CASUALTIES

Killed & Wounded (English): 637 + 1632 / Killed & Wounded (Dutch): 400 in total<sup>118</sup>

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• BATTLE OF MÁLAGA •

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ORDRE DE BATAILLE FRANÇAIS<sup>119</sup>

[w] Wounded  
[k] Killed

## AVANT-GARDE

↳ *Le Fier* (90, flag of **Amiral le Marquis de Villette-Mursay**)  
*Saint-Philippe* (92, flag of **Vice-Amiral M. d'Infreville**)  
*Le Magnifique* (86, flag of **Contre-Amiral M. de Belle-Isle**)  
*L'Intrepide* (84, Capitaine M. Jean du Casse)  
*Le Monarque* (84, Capitaine M. de Chabert)  
*L'Heureux* (72, Capitaine M. Colbert Saint-Marc)  
*Le Content* (70, Capitaine M. de Saint-Maur)  
*L'Eclatant* (66, Capitaine M. de Belle-Fontaine)  
*L'Excellente* (62, Capitaine M. de la Roche-Alard)  
*L'Eceuil* (62, Capitaine M. d'Argent)  
*L'Isle* (62, Capitaine M. de Mons)  
*Le Rubin* (56, Capitaine M. de Beneville)  
*L'Arrogant* (56, Capitaine M. de Rherbief)  
*Le Marquis* (56, Capitaine M. de Patonlet)  
*La Perle* (54, Capitaine M. de Mothure)  
*Le Sage* (54, Capitaine M. de Monbaut)

## CENTRE

↳ *Foudroyant* (104, flag of **Amiral de la Flotte le Comte de Toulouse/Victor Marie d'Estrées**)  
*Le Terrible* (104, flag of **Vice-Amiral M. de Relingues** [w] > **M. de Roche-Alard** (the Younger))  
*L'Etonnant* (90, flag of **Vice-Amiral Alain Emmanuel de Coëtlogon**)  
*Le Magnanime* (84, flag of **Contre-Amiral M. de Pointis**)  
*Le Vainqueur* (88, Bailly de Lorraine/M. Etienne-Nicolas de Grandpré)  
*Le Lys* (88, M. le Chevalier de Villars)

*L'Orgueilleux* (88, Marquis du Palais)  
*Le Sceptre* (88, M. le Comte de Bailly))  
*Le Parfait* (74, M. le Marquis de Château-Morand)  
*Le Henri* (66, Capitaine M. Servigni)  
*Vermandois* (64, Capitaine M. de Bethune)  
*L'Entreprenant* (60, Capitaine M. de Hautefort)  
*Le Sérieux* (60, Capitaine Desnots de Champmelin)  
*Le Furieux* (60, M. le Comte de Blenac))  
*Le Fendant* (58, Capitaine M. de la Lucerne)  
*Le Fortuné* (58, Capitaine M. de Baigneux)  
*Le Fleuron* (56, M. le Chevalier de Grancey)  
*L'Espérance* (50, Capitaine M. de Lagnion)

#### DERRIÈRE

🚩 *Le Soleil Royal* (102, flag of **Amiral Marquis de Langeron**)  
*Le Triomphant* (92, flag of **Vice-Amiral M. de la Harteloire**)  
*L'Admirable* (92, flag of **Contre-Amiral M. de Capeville**)  
*La Couronne* (88, Capitaine M. de Champigni)  
*Le Saint-Esprit* (72, Capitaine M. du Quene Gui.)  
*L'Invincible* (70, Capitaine M. de Roverois)  
*L'Ardent* (66, Capitaine M. d'Alliegre)  
*Le Toulon/Toulouse* (62, Capitaine M. du Quene Mon.)  
*Le Zélande* (60, Marquis de Ferville)  
*Le Saint-Louis* (60, Capitaine M. de Beaujeu)  
*Le Coureur* (60, Capitaine M. Philippeaux)  
*Le Diamant* (58, Capitaine M. Doroyne)  
*Le Trident* (56, Capitaine M. de Modene)  
*Le Gaillard* (54, Marquis d'Osmont)  
*Le Maure* (52, Capitaine M. de Sainte-Claire)  
*Le Cheval-Marin* (44, Capitaine M. de Pontac)

#### AUTRES

**24 Galères:** Vanguard (Duc de Tursis x12), Centre (Marquis de Roye x4), Rear (Comte de Tourville x8)

**8 Frégates:** *L'Etoile* (30, M. Gonson), *L'Hercule* (20, M. Rouvré), *La Diligence* (6, M. Masmet), *La Galatée* (11, M. Degorti),  
*L'Andromède* (8, M. Chamilli), *L'Oiseau* (36, M. Figuiera), *La Méduse* (28, M. Roquemadare),  
*La Sybille* (10, M. Guittosin)

**7 Brûlots** (fire/bomb-ships): *L'Enflammé* (6, M. Convét), *Le Dangereux* (6, M. du Gay), *La Turquoise* (8, M. de Soutier),  
*Le Croissant* (12, M. la Gabaret), *Le Bienvenu* (8, M. Rochambert), *L'Aigle-Volant* (6, M. Kervilly),

*Le Lion* (8, M. Marquisat), *L'Esther* (6, M. Canivine), *Le Violeur* (10, M. Renoix)

**2 Flûtes** (transports): *Le Rotterdam* (6, M. Grand-Maison), *Port-Faix* (6, M. le Quene)

TOTAL VAISSEaux/HOMMES/CANONS (FRENCH)  
 50 capital+41 other ships/3,520 guns/24,015 men



## CASUALTIES

Killed & Wounded: 3048<sup>120</sup>


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<sup>1</sup> ARCHAEOLOGIA CANTIANA, Vol.V, p.240; also cited in Master: SOME NOTICES ON THE FAMILY OF MASTER..., p.41

<sup>2</sup> Courtesy of a curious 16<sup>th</sup> century edict from Henry I, Great Saint Bartholomew Close was deemed a parish in its own right and its inhabitants '...enjoyed special privileges, such as freedom from arrest, etc...'. DICTIONARY OF LONDON, 1918, No.26: 'Bartholomew St. without Bishopsgate - Basing Hall'.

<sup>3</sup> Byng married Margaret on 5<sup>th</sup> March 1691. Margaret survived till 1756. In both Laughton: MEMOIRS RELATING TO THE LORD TORRINGTON, p.52, and Tunstall: THE BYNG PAPERS, Vol.1, xlviii, it's cryptically noted that this liaison '*was accomplished by the means of the Countess of Newport [Lady Anne Weston] and Mrs Froud[?]*'.

<sup>4</sup> According to Master: SOME NOTICES ON THE FAMILY OF MASTER... p.19-20, Streynsham also had sisters Bridget, Lucy, Anna (1671-1757), Martha (1674-?), Elizabeth (1675-1774 - married Silvester Steukley 1701), Frances (married Henry Parry 1701), and Diana (married James Kempton 1701). No further information of these siblings can be found. However, Streynsham's will, dated 1724, bequeaths money to '*Sisters Ann, Joyce, Martha, Elizabeth, Isabella, Diana, Lucy...*', so Ann[a], Martha, Diana and Lucy were clearly still living by this date, and presumably Bridget and Frances had died. Silvester Steukley was apparently in Lord North's Regiment (NOTES & QUERIES, Vol. 224 [nd], p.19), though in what capacity is unknown.

<sup>5</sup> And for some unknown reason maintained lodgings there until his death in 1724 - see his Will on page 2.

<sup>6</sup> It's thought Master was probably the first officer with the rank of captain to make a commander-in-chief his prisoner. As noted in Stephen, Sir Leslie: DICTIONARY OF NATIONAL BIOGRAPHY, NEW YORK, 1885, Vol. 37, p.22-3, Captain John Macbride had a similar honour off Cape St. Vincent in 1780, as did Captain Israel Pellew at Trafalgar.

<sup>7</sup> A typically devout man for the time, Richard Oxenden '*gave an annuity of four pound a year for ever to the minister of this parish for the reading of divine service and preaching a sermon in the church at Wingham on every Wednesday in Lent and Good Friday, and he at the same time gave twenty shillings yearly for ever to be distributed by the minister with the consent of the heirs of the Brook estate to eight poor people who should be at divine service on Easter Day to be paid out of the lands of Brook...*'. Betham, Rev. William: THE BARONETAGE OF ENGLAND; OR THE HISTORY OF THE ENGLISH BARONETS, AND SUCH BARONETS OF SCOTLAND AS ARE OF ENGLISH FAMILIES; WITH GENEALOGICAL TABLES, AND ENGRAVING OF THEIR ARMORIAL BEARINGS... London, 1803. Vol.VII, p.30 [fn]

<sup>8</sup> Streynsham's paternal grandfather, Richard, also married an Oxenden (Anne, 1607-1706), and they produced twenty children in all, James and Sir Streynsham included; Sir Streynsham's sister Margaret (1629-1709) followed suit and married Colonel Henry Oxenden (Master: SOME NOTICES ON THE FAMILY OF MASTER... p.20); and to confuse issues further, Sir Streynsham's uncle and godfather was a George Oxenden,

who, when he first went to India in the 1850s, was nurtured there by a Christopher Oxenden, Second in Council at Surat. Carnac Temple: THE DIARIES OF STREYNESHAM MASTER..., Vol.I, p.1

<sup>9</sup> ARCHAEOLOGIA CANTIANA, Vol.V, p.241.

<sup>10</sup> Charnock: BIOGRAPHIA NAVALIS, Vol.IV, p.26

<sup>11</sup> It's believed that his portrait later transferred into the possession of Edmund Turner, of Panton House, Lincolnshire. The best-known portrait of Sir Streynsham was painted by Charles d'Agar, (1669-1723), who came to England early in his life and was one of the most successful portraitists of his day. Sir Richard Carnac Temple notes that: 'among the Master Papers to which I have had access, through the courtesy of Mr. John Henry Master, there is (in No. 26) a bill for portraits of Sir Streynsham Master and his wife, by Charles D'Agar, in 1714. The following are the items relating to Sir Streynsham Master's picture:

*'Sr. Strencham [sic] Masters his Bill for Pictures &c. Delivered by Mr. D'Agar, For Sir Stren Masters half lenth picture £12.18. 00. For Sir Strencham Masters half Lenth gold fram £3.00.00. 'Twelve guineas were payed in hand for the portrait of Sr Streynsham Master and a half and three-quarter length portrait of his wife, and the balance of the whole amount, £38 2s. 6d., was received on the 31st December, 1714, being in full for this Bill and all demands by me. ...'. From THE DIARIES OF STREYNESHAM MASTER, Vol.I, p1*

<sup>12</sup> In THE DIARIES OF STREYNESHAM MASTER, Vol.II. P.93, Sir Streynsham - a former naval officer himself - records in 1676: '*Wee mett a great Dutch ship neare Nassapore point. He wore a Flagg... The last [ship was] drowned and swallowed up, within sight of his own shore...*'. This is apparently one of the earliest references to the gender of a ship.

<sup>13</sup> National Archives, PROB 11/599, file 243

<sup>14</sup> Dwelling-houses, usually with outbuildings and land attached.

<sup>15</sup> Wingham, Staple, Goodmanstone, Ruitham-broux...

<sup>16</sup> Any property that can be inherited.

<sup>17</sup> That is, the estate at Milton Ernest, Bedfordshire, which presumably his mother had inherited after her father's death, and which would have been passed to Streynsham when she died in 1720.

<sup>18</sup> In the W. Whitbread Collection at the Bedfordshire & Luton Archives & Records Service, document Ref. X261/1 (a proposed Bill for '*repairing and amending the road from Biggleswade to Buckden and through Alconbury to the top of Alconbury hill...*') has been signed by a long list of prominent local people, Sir George amongst them, and one of his neighbours, a Humphrey Fyshe. There's a slight chance this may be the gentleman Streynsham refers to in his Will.

<sup>19</sup> Courthope, William [Ed.]: DEBRETT'S PEERAGE OF ENGLAND, SCOTLAND, AND IRELAND. Oxford, 1823, p.174

<sup>20</sup> National Archives, PROB 11/574. Sir John's Will was drawn-up in 1714, and in it he makes his '*oldest son and Heir apparent John Osborne Esquire the Sole Executor...*'. However, if son John was to die before his father and his siblings were at that time under the age of twenty-one, his estate would go to their uncle, John Rolyngs, and if Rolyngs wasn't around to pick up the pieces, everything would go to '*Sir George Byng, Knight, until they [his*

remaining children] *shall attain their ages of one and twenty years respectively...*. He also allocated *'to my Son Peter (having been at considerable charges in fitting him for the sea) the sum of five hundred pounds of good British Money... plus five and twenty pounds of life money...'*. Sir John adds a note to his Will six years later in May 1720 (beginning 'Dear Jack'), reiterating a few points, adding a new bequest of ten pounds to *'Robin Lemon and his Wife (my Cook)...'*, and requesting that *'I hope you will not see my good name blasted with the stink of injustice and oblivion...'*; it would be intriguing to discover what scandal he was (allegedly) involved in.

There is then a further addition, apparently written by Sir John's legal representative, noting that Robert Osborne (Sir John's younger son) and Sarah Osborne (Sir John's wife?) wished to make it known that *'the said paper writing was totally wrote and subscribed by and with the proper hand of the said Sir John Osborne deceased, the deponents having several times seen the said Sir John write...'*. It appears, therefore, that there was some sort of dispute by an aggrieved party about the contents of the Will.

We can only assume that Byng was a family friend, hence his name being put forward as a possible (albeit temporary) beneficiary of Sir John's estate; but where Sarah fits into this - and how Streynsham Master appears to have walked away with a hefty slice of the estate - will have to remain unknown.

<sup>21</sup> Master: SOME NOTICES ON THE FAMILY OF MASTER... P.21

<sup>22</sup> To confuse matters further, Sir Streynsham named one of his own sons Streynsham as well; this Streynsham resided in Croston, Lancashire.

<sup>23</sup> Interestingly, a Thomas Harris was also witness to Sir George Byng's purchase of additional lands in Bedfordshire in 1721: *'Parcels of land in Sand field Southill, purchased from the executors of Allen Reynaldson by Sir George Byng on the 6th July 1721...'*. Bedfordshire & Luton Archives & Records Service, W. Whitbread Collection, W1757-W1759/Bundle X. In the same collection can be found numerous documents relating to purchases of land by Byng in Southill, and others relating to financial deals between him and the Keeling (or 'Kelynge' family) of Chicksands. There is a headstone in Wingham Cemetery to a Thomas Harris: *'On A Flat Stone. Thomas Harris ob. 10 Day of Feby. Anno 1746/7. Aetatis suae 71...'*.

<sup>24</sup> Laughton: MEMOIRS RELATING TO THE LORD TORRINGTON... p.143

<sup>25</sup> This letter was sold by an unknown auction house in 1998: ('Lot 1194: An Eye-Witness Account Of The British Capture Of Gibraltar, 27th July 1704... from Admiral Byng's Brother-in-law Streynsham Master, giving a vivid description of the assault on, plus capture of, Gibraltar three days before...'). The Gibraltar campaign comprised its capture (July 22<sup>nd</sup> to 24<sup>th</sup> 1704), and its defence (August 1704 to March 9<sup>th</sup> 1705).

<sup>26</sup> Vanbrugh was given command of the *Feversham* frigate on 2<sup>nd</sup> February 1709, but little more is known of his career except his aforementioned command of *Speedwell* in 1710 under Norris, and in 1718 at Passaro he was appointed to the *Burford* 3<sup>rd</sup> rate.

<sup>27</sup> From the JOURNAL OF THE REVEREND THOMAS POCOCK, p.180, the narrative of which is included in Laughton: MEMOIRS RELATING TO THE LORD TORRINGTON. Pocock's original diary (ref. D-X240/1) is held at the Centre for Buckinghamshire Studies, Aylesbury, which notes that the MS journal *'is a later copy which appears to have been written up later from rough notes. For example Toulon which was taken in 1707*

*is mentioned as having been taken "lately". It is possible that some of the notes were not by the original author...'*

<sup>28</sup> Byng's career likewise was given a flying start courtesy of patronage, in his case via recommendations from the Duke of York and Samuel Pepys, which secured him a 'King's Letter to be a Volunteer in the Swallow...'. Tunstall: THE BYNG PAPERS, Vol.1, xvii

<sup>29</sup> Luttrell: A BRIEF HISTORICAL RELATION OF STATE AFFAIRS, Vol.V, p.578 (31<sup>ST</sup> JULY 1705), which continues '*...and 'tis said orders are sent for part of them to sayl for the coast of Ireland...'*. A few months earlier (22<sup>nd</sup> Feb. 1705 - p. 522), it's reported that '*Sir George Bing [sic], who sailed about 3 weeks since with 5 men of war to convey the East India shipp 100 leagues beyond the Lands End, and then make the best of his way for Lisbon...'*

<sup>30</sup> Byng: Correspondence to the Admiralty; the narrative of this letter reads in full: '*Intending to go onto ye Barfleur, have Desired of the Councill to his Royall Majties that my Lieuts. and Men that were with me in the Ranelagh may be Turned over into the Barfleur. I desire you will favour me in not apoynting a Master for that ship Untill I have the favour of writing to you again, wch. I will do by the Next opertunity, but am now Under Sayle goeing into the Soundings. I think I shall Desire the Master of the Ranelagh with me.'* One-page quarto; origin unknown.

<sup>31</sup> This letter is in the hands of another collector. The only other Master correspondence to be found was sold by Bonhams, London in 2005 ('Naval Miscellany'/Lot 284): '*A collection of manuscripts and printed ephemera... including a group of five earlier letters by 'Master' [i.e. Captain's servant or volunteer] Steynsham [sic] to his uncle, written while serving on the Tryumph, Royall Anne and Ormond during the War of Spanish Succession, 1702-1714...'*. Even the most basic research would have shown Bonhams that 'Master' is actually the writer's surname, and not his rank.

<sup>32</sup> René Trouin du Gué, (Duguay-Trouin) was born in Saint-Malo in 1673; he joined the French Navy in 1689 and was a particularly troublesome (but to the French, successful) captain.

<sup>33</sup> Luttrell: A BRIEF HISTORICAL RELATION OF STATE AFFAIRS, Vol.V, p.570

<sup>34</sup> Byng's correspondence to Thomas Reynolds: 'Ducie, Moreton & Reynolds (of Tortworth Court and Strangeways Hall) Family Papers & Correspondence' file, Gloucestershire Archives, D340a/C27/1-24

<sup>35</sup> Ibid. D340a/C27/24.

<sup>36</sup> Ducie, Moreton & Reynolds, D340a/C27/4

<sup>37</sup> Ibid. D340a/C27/8

<sup>38</sup> Ibid. D340a/C27/9

<sup>39</sup> Ibid.

<sup>40</sup> Butler was sponsored by Sir John Norris and commissioned to join *Royal Anne* as midshipman on 7<sup>th</sup> February 1706. Though distantly related to Charles Mordaunt (aka Lord Peterborough of the 'Bedfordshire Mordaunts'), Sir William's side of the family (the 'Warwickshire Mordaunts') was rather poorer and much less famous than that of his illustrious relation.

<sup>41</sup> See 'Curiosities & Characters' for more on army Captain Cole Mordaunt's ensign, Julius Caesar Parke.

<sup>42</sup> Letter from Butler Mordaunt to his brother Cole Mordaunt from, 30<sup>th</sup> September 1706. 'Mordaunt of Walton Family Papers & Correspondence'. Warwickshire County Record Office. CR 1368 Vol.2/54

<sup>43</sup> Byng: 'Ducie, Moreton & Reynolds...', D340a/C27/16, Gloucestershire Archives. Byng is paraphrasing the Duke of Buckingham's 1671 play *The Rehearsal* ('I drink, I huff, I strut, look big and stare / And all this I can do because I dare'), lines themselves appropriated by Buckingham from William Shakespeare's *Comedy of Errors*.

<sup>44</sup> Paradoxically a triumph also as the French had to sink their entire fleet to prevent the Anglo-Dutch from reaching the port, ending any future French attempts against English domination in the Mediterranean.

<sup>45</sup> Drake: AMIABLE RENEGADE..., p.93

<sup>46</sup> Due to deteriorating weather, a meeting of senior officers had been held aboard the *Association* to decide where in the English Channel the fleet might be, and it was agreed they were 'somewhere near to Ushant', off the French coast. A common seaman offered an opinion that they were nowhere near Ushant, but actually heading towards the rocks off the Scillies: he was apparently hanged for his insolence, and the *Association* struck the Gilstone Rock shortly after. Campbell, in LIVES OF THE BRITISH ADMIRALS, Vol. III, p. 381, reports:

*'On the 22d of October, he [Shovell] came into [the] soundings, and in the morning had ninety fathom water. About noon he lay by; but at six in the evening, he made sail again, and stood away under his courses, believing, as is presumed, that he saw the light on St. Agnes, one of the islands of Scilly. Soon after which, several ships of his ships of his fleet made signals of distress, as he himself did; and it was with much difficulty that Sir George Byng, in the Royal Anne, saved himself, having one of the rocks under her main chains. Sir John Norris, and Lord Dudley, also ran very great risks; and, as we have shewn elsewhere, several ships besides the admiral's perished... There is no saying how this unhappy accident fell out, or to whose fault it was owing, though a report prevailed immediately after it happened, that a great part of the crew had got drunk for joy that they were within sight of land.'*

<sup>47</sup> Rose: A NEW GENERAL BIOGRAPHICAL DICTIONARY, p.339

<sup>48</sup> That logbook is available at the National Maritime Museum: ref. ADM/L/R/220

<sup>49</sup> A further example of the strange ways in which Byng referred to his wife when requesting money for her can be seen in his letter to Reynolds on 5<sup>th</sup> October 1706: '*I Troubled Mr Reynolds very Latelie with an Impertinant Storie relating to a Womans affairs, who is Encouraged by me to Waite on you herself to give you More Troubles, for I woud not serve a Lady by halves...*'. 'Ducie, Moreton & Reynolds...', Gloucestershire Archives, D340a/C27/16

<sup>50</sup> Byng: 'Ducie, Moreton & Reynolds...', D340a/C27/6

<sup>51</sup> Ibid. D340a/C27/12

<sup>52</sup> D340a/C27/15. £50 in 1706 was a huge sum - in today's money it is equal to over £7,500! Another measure of the value of money in this era compared with today - and a good indicator of how lucrative a seaman's career might be if he made it to the senior ranks - is provided in the document '*Warrant in Queen Anne's name to pay £852 2s 3 1/2d out of the tenths of prizes to Sir George Byng in recognition of his services at the battle of*



*Vigo*. (National Archives, SP42/67/79) Though the Battle of Vigo took place in 1702 - and Byng, at that time a mere captain (of the 3<sup>rd</sup>-rate *Nassau*), only received his share in 1709 - that sum equates today (using the RPI) to £87,487.22!

<sup>53</sup> Ibid. D340a/C27/23

<sup>54</sup> Sir Harcourt Master: Thomas Reynold's successor at the Prize Agency and a director of the South Sea Company from 1718. By a strange coincidence he appears *not* to be related to any of the other Masters discussed here. (The position of Prize Agent was extraordinarily lucrative in those days: '*Harcourt Master, agent to the captors, for the value of the Moor, a Prize Ship taken by the Bredah, the Warspright and the Berwick, and taken into the Queen's service*' - £2752 8sh 10d'. Calendar of Treasury Books: 1712, Volume 26, pp. CLXXXI-CCIII.

<sup>55</sup> Charnock: BIOGRAFIA NAVALIS, Vol.IV, p.24

<sup>56</sup> Ibid. p.24 (fn)

<sup>57</sup> Campbell & Berkenhout: LIVES OF THE BRITISH ADMIRALS, Vol.IV, p.96

<sup>58</sup> Puisieux: HISTOIRE NAVALE D'ANGLETERRE, Livre IV, p.517. Translation: '*The next morning the Fame, commanded by Captain Masters, took one of them; & the Suffolk, commanded by Captain Cleveland, took another of fifty six guns, the Gaillard, which had only thirty-eight [guns] mounted...*'

<sup>59</sup> Charnock: BIOGRAFIA NAVALIS, Vol.IV, p.24

<sup>60</sup> It wasn't until 22<sup>nd</sup> March 1711, while still with *Ludlow Castle*, that Master was officially raised to the position of full captain. NAVAL CHRONOLOGY, p. 308.

<sup>61</sup> Ibid. p.22

<sup>62</sup> '*The Capture of Captain Cole and the Company of the Fame... Acquitted of the Loss of the Ship by a Court Martial...*', included in file SP42/67/98, State Papers, National Archives, Kew

<sup>63</sup> Norris, Admiral Sir John: Correspondence from Admiral Norris to Lord Dartmouth, 10<sup>th</sup> December 1710/1. National Archives, ref. SP42/67/97

<sup>64</sup> Norris: '*A Council of War, held onb'd her Maj. Shipp ye Ranelagh, at Port Mahon ye 12 Dber 1710/11*'. National Archives, ref. SP42/67/98

<sup>65</sup> Charnock: BIOGRAFIA NAVALIS, Vol.IV, p.26

<sup>66</sup> Ibid. p.22

<sup>67</sup> Norris to Lord Dartmouth. National Archives, ref. SP42/67/97

<sup>68</sup> Master took over the *Ormond* from Captain Arthur Field, who by coincidence was given the command of Master's old ship *Superbe* in 1723. Charnock: BIOGRAFIA NAVALIS, Vol.IV, p.30

<sup>69</sup> The Admiralty confirmed Streynsham's new lieutenants for *Dragon* in a letter to Byng (Commissions dated 27<sup>th</sup> July 1715) as Thomas Arnold and Samuel Pitman. Arnold, faithful to Captain Master for many years to come, made his name by 'leading the charge' to overwhelm the *Real San Felipe* at Passaro in 1718. Another letter dated 29<sup>th</sup> August includes a matrix indicating Byng's signalling strategy should he wish to speak to any of his captains: '...he will put abroad a pendant in the place opposite to his ship's name'. His pendant for Captain Master was to be blue, and placed at the 'Fore Yd-arm'. Tunstall: THE BYNG PAPERS, Vol.III, p.107 & 139.

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<sup>70</sup> LONDON GAZETTE, No.5124, 26<sup>th</sup> May - 30<sup>th</sup> May 1713, p.4

<sup>71</sup> Document annotated 'LINE OF BATTLE', dated 29<sup>th</sup> August 1715. Tunstall: THE BYNG PAPERS, Vol.III, p.138

<sup>72</sup> Ibid., p.142-3

<sup>73</sup> Ibid., p.194

<sup>74</sup> Ibid., p.196. The *Ormonde* had been named in honour of the the 2<sup>nd</sup> Duke of Ormonde - Lord Marlborough's successor as commander-in-chief of British forces - but due to Ormonde's fall from grace by going over to the Jacobites in August 1715 the vessel was renamed *Dragon* on 30<sup>th</sup> September 1715 (Rif Winfield: THE 50-GUN SHIP, p.34. London, 1997).

<sup>75</sup> LONDON GAZETTE, No.5488, 20<sup>th</sup> November - 24<sup>th</sup> November 1716, p.2

<sup>76</sup> Listed in Puisieux: HISTOIRE NAVALE D'ANGLETERRE, P.592

<sup>77</sup> Baron Polwarth, Alexander Campbell.

<sup>78</sup> Apparently *Fildrim* was 'wholly employed in seizing merchantmen bound for Russian-held ports'. She was of '36 guns and built by a master shipwright of English descent, Charles Sheldon' (p.77). *Fildrim* - sighted by detachment of 6 ships mounting in all over 100 guns against Ulrich's 36. He decided to run for the shelter of shallow waters round the Karlsö Islands off the west coast of Gotland (p.78). Minchinton, Walter E: BRITAIN AND THE NORTHERN SEAS: SOME ESSAYS : PAPERS PRESENTED AT THE FOURTH CONFERENCE OF THE ASSOCIATION FOR THE HISTORY OF THE NORTHERN SEAS, Dartington, Devon, 16-20 September 1985. 1988

<sup>79</sup> Letter from Captain George Saunders to Lord Polwarth quoted in Marchmont: REPORT ON THE MANUSCRIPTS OF THE RIGHT HONOURABLE LORD POLWARTH, p.277-8. Also reported on in LONDON GAZETTE, No.5554, 9<sup>th</sup> July - 13<sup>th</sup> July 1717, p.1

<sup>80</sup> Ibid., p.342

<sup>81</sup> Campbell & Berkenhout: LIVES OF THE BRITISH ADMIRALS, Vol.IV, p.95

<sup>82</sup> Tindal: THE CONTINUATION OF MR. RAPIN'S HISTORY OF ENGLAND, p.211. Confirmed by Pattee Byng (though dated 19<sup>th</sup> June [O/S]), adding that if Byng's warning was not heeded and the Court of Spain '*continued in the resolution of his troops attacking the Emperor's dominions*', he (Byng) was '*...ordered to use the power of the fleet to prevent it, and [is] going with all possible haste to Italy for that purpose*'. Byng: PATTEE BYNG'S JOURNAL, p.3

<sup>83</sup> Cape Passaro (or *Passero*) is at the most south-easterly point of Sicily. The fight is sometimes referred to as the Battle of Messina.

<sup>84</sup> Byng: '*Copy of account by Admiral Byng of an engagement between the Spanish and English Fleets off Cape Passaro...*', p.4; Northumberland Collection Services.

<sup>85</sup> Charnock: BIOGRAFIA NAVALIS, Vol.IV, p.142

<sup>86</sup> Ibid.

<sup>87</sup> Schoberl: HISTORY OF SUFFOLK, p.382

<sup>88</sup> William Page: THE VICTORIA HISTORY OF THE COUNTY OF SUFFOLK, Published by Constable, 1907. p.239

<sup>89</sup> Charnock: BIOGRAPHIA NAVALIS, Vol.IV, p.143

<sup>90</sup> Burchett : A COMPLETE HISTORY OF THE MOST REMARKABLE TRANSACTIONS AT SEA. p.765

<sup>91</sup> Anderson: NAVAL WARS IN THE BALTIC, p.176

<sup>92</sup> LONDON GAZETTE, No. 5640, 6<sup>th</sup> May - 10<sup>th</sup> May 1718, p.2. Edward Jasper, Admiralty Prize Agent, kept this position until well into the 1740s. In fact, there are several announcements in the GAZETTE (eg. No. 5255 of 28<sup>th</sup> August - 31<sup>st</sup> August, 1715, p.2), confirming that rather than this being 'the house' of Mr Jasper, it was actually his office, and the same one used by Sir Harcourt Master, the previous holder of the post of Prize Agent.

<sup>93</sup> Charnock: BIOGRAPHIA NAVALIS, Vol.IV, p.26. Ironically for Captain Master, probably the largest prize payout of his career - that resulting from his service at Passaro - was paid to the crew of the *Superbe* at HM Prize Office in George Yard on Tower Hill on 8<sup>th</sup> July 1724, just two weeks after he died (LONDON GAZETTE, No. 6265, p2, 2<sup>nd</sup> May - 5<sup>th</sup> May 1724).

<sup>94</sup> Hervey, in AUGUSTUS HERVEY'S JOURNAL, p.47-48 [fn3], states that young John Byng also 'took part in the boarding...' of Master's Spanish prize, the *Real San Felipe*.

<sup>95</sup> Byng: PATTEE BYNG'S JOURNAL, *passim*.

<sup>96</sup> A renowned Jacobite sympathiser.

<sup>97</sup> Corbett: AN ACCOUNT OF THE EXPEDITION OF THE BRITISH FLEET TO SICILY, p.11. Subsequent entries *passim*.

<sup>98</sup> On 11<sup>th</sup> August 1718 Pattee notes that Mr Allix finally returned from Madrid with 'his Catholic Majesty's' response to Admiral Byng's veiled threat sent to him back in June: apparently the King threw Byng's letter on the ground and 'did nothing but boast of their own fleet...' (confirmed in Corbett, who adds that Alberoni even added a note to the bottom of Allix's letter: "*His Catholick Majesty has done me the Honour to tell me, that the Chevalier Byng may execute the Orders which he has from his Master*" p.12). Pattee says 'However, it happened on this very day (11<sup>th</sup> August N/S = 31<sup>st</sup> July O/S) that on the coast of Sicily, off of Syracusa, my father attacked and defeated them...'. The fight referred to here is the Battle of Passaro.

<sup>99</sup> Thompson: CORRESPONDENCE OF THE FAMILY OF HADDOCK 1657-1719, p.53-4. It was considered a great honour to be chosen to be the one to take the news of victory back home, and like Captain Trevor, who sailed to England with news of the victory at Malaga, Pattee was rewarded for his effort as can be seen in the following disbursement: 'Sept. 2. Royal sign manual for 1,000*l.* to Paty [sic] Byng, Esq. without account: as a mark of royal favour in consideration of his service in bringing letters from our Admiral Sir George Byng with a particular account of the engagement with the Spanish Fleet off Cape Passaro the 31<sup>st</sup> July last. (Money warrant dated Sept. 3 hereon.) (Money order dated Sept. 3 hereon.) (Letter of direction dated Sept. 5 hereon.)' CALENDAR OF TREASURY BOOKS - TREASURY WARRANTS: September 1718, 1-30', Vol.32, 1718 (1962), p. 566-577. King's Warrant Book XXIX, p. 104. Order Book X, p. 157. Disposition Book XXIV, p. 147.

Though according to Haddock Captain Master was despatched home at this time - presumably with further mail and updates to the situation in Sicily - no trace of an award to him can be found.

<sup>100</sup> LONDON GAZETTE, No. 5703, 13<sup>th</sup> Dec - 16<sup>th</sup> Dec 1718, p.1. It's worth mentioning that to confuse matters, the GAZETTE *sometimes* indicates N/S dating; at other times there is no suggestion of which calendar they have used!

<sup>101</sup> Ibid. No. 5704, 16<sup>th</sup> Dec - 20<sup>th</sup> Dec 1718, p.3. (Cape delle Mele is near Allasio on the Italian coast.)

<sup>102</sup> George Camocke (c.1666-1732), Jacobite naval officer in the Spanish Service; it may also be argued that his swift exit from the battle scene at Passaro contributed to the defeat of the Spanish. See Characters & Curiosities for more on the life of this interesting individual.

<sup>103</sup> LONDON GAZETTE, No. 5734, 31<sup>st</sup> March - 1<sup>st</sup> April 1719, p.1

<sup>104</sup> Ibid. No. 5743, 5<sup>th</sup> May - 7<sup>th</sup> May 1719, p.1

<sup>105</sup> Ibid. No.5763. 11<sup>th</sup> July - 14<sup>th</sup> July 1719, p.1

<sup>106</sup> Ibid. No.5766, 21<sup>st</sup> July - 25<sup>th</sup> July 1719, p.1

<sup>107</sup> THE POLITICAL STATE OF GREAT BRITAIN, VolXVIII, p.144 (dated N/S 28<sup>th</sup> August)

<sup>108</sup> Ibid. p.149 (dated N/S 14<sup>th</sup> August)

<sup>109</sup> Of the ships captured in this battle, the *Principe de Asturias* had formerly been the British 80-gun ship *Cumberland*, captured by the French in 1707 and later sold to Spain; after the Battle of Cape Passaro, she was sold to Austria. In 1731 the British offered to return the other captured ships laid up in Minorca, but they were found to be rotten and were broken up instead.

<sup>110</sup> The *Real San Felipe* exploded after being captured and while being towed by the English to Minorca.

<sup>111</sup> Both Pattee Byng and Corbett note the commander of *El Puerco Espin* ('Porcupine') as 'a French-man'.

<sup>112</sup> Pattee Byng and Corbett list the commander of the 'Little St. John' (*San Juanico*) as Don Ign[acius] Valevale. Corbett, p.96, indicates she was 'taken afterwards'.

<sup>113</sup> Corbett is alone in indicating this vessel 'taken'

<sup>114</sup> Pattee Byng's report lists the commander of *La Flecha* ('Arrow') as Don Juan Papaiena.

<sup>115</sup> On p.103 of SCOTTISH SOLDIERS OF FORTUNE (James Grant, London, 1889), it's noted that in 1718 the *St Francis Arves* of 22 guns and 100 men was commanded by one of the Wanchopes of Niddry-Marshall, an 'Andrew Wacup, a Scotchman...'. Grant acquired this information from Lediard's NAVAL HISTORY OF ENGLAND. Corbett, p.96, lists this vessel as being commanded by '...Jacob, a Scotchman'.

<sup>116</sup> Admiral Rooke's list of ships present at Malaga tallies nicely with the list below, the only anomaly being his inclusion of a hospital ship, *Content*, which other reports denote as a 'hulk'. 'List of the Fleet in the Mediterranean...', Rooke to the Admiralty, National Archives, State Papers, ref. SP42/7/66.

<sup>117</sup> The *Albemarle* blew-up whilst taking on powder on 16<sup>th</sup> August (N/S) en-route to Gibraltar - '...Only 9 men sav'd...'

<sup>118</sup> The various reports of casualties to be found appear to differ, so in this study I have used the most current (and perhaps best-researched) figures available, which are to be found in: Nerzic, *Chronique d'Histoire Maritime*, p.41-54

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<sup>119</sup> Amongst the many scraps of information gathered about the French Fleet, two ships - *L'Oriflamme* and *Mercure* - cannot be allocated their correct positions in the order of battle. Captains M. de Poulett and Kerbernard Du Plessis likewise cannot be allocated their respective vessels.

<sup>120</sup> This in fact is the only figure that is consistent in all casualty reports, including Jean Yves Nerzic's recent article.