

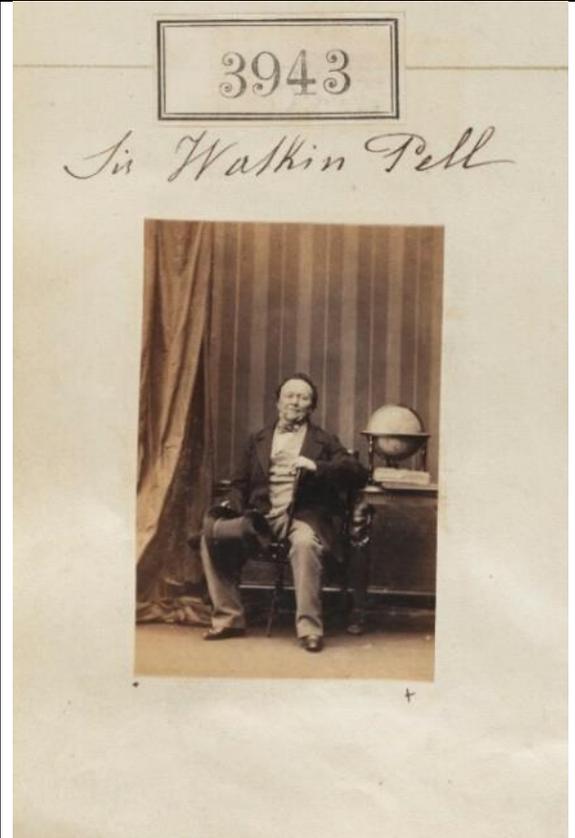
No.	Service:		Rank:	Names & Service Information:	Supporting Information:
4.	17 th Dec. 1841	18 th Feb. 1845.	Captain	<p>Sir Watkin Owen Pell, R.N.</p> <p>B. 24 Jun 1788. Overstone, Northamptonshire, England. D. 29 Dec 1869, aged 82. Greenwich, London. B. 05 January 1870- Charlton cemetery.</p> <p>Apr 1799 entered the navy in on board the "Loire", as a Midshipman; she was a 44-gun frigate of the French Navy. She was captured following the Battle of Tory Island by a Royal Navy frigate squadron and subsequently taken into British service as HMS "Loire"</p> <p>6 Feb 1800 he lost his left leg in the capture of the French 38-gun Frigate "La Pallas", supporting by a battery on one of the Seven Island (James, iii. 6), (in company with the "Danaé" 20 guns, "Fairy", "Harpy", and "Railleur" sloops, under the heavy fire of a battery on one of the Seven Islands.. The Pallas was a Pallas class frigate (1808) The Pallas class constituted the standard design of 40-gun frigates of the French Navy during the Napoleonic Empire period. Jacques-Noël Sané designed them in 1805, as a development of his seven-ship Hortense class of 1802, and the French government ordered in total 62 frigates to this new design.</p> <p>1802 as a consequence of the lost leg he was obliged to leave his ship, he did not again go afloat until Jan. 1802. After 4.5 years on the Home and West India stations in the "ACASTA" 40, "VETERAN" 64, and "VANGUARD" 74, "POMPÉE" 74, "VIRGINIE" 38.</p> <p>1806 He re-joined "LOIRE" under Capt. Newman as a Midshipman.</p> <p>11 Nov 1806 – he was promoted to the rank of Lieutenant, on "Mercury" 28, employed at first at Bermuda and Newfoundland, and afterwards in the Mediterranean.</p> <p>1808 – 1813 fought in the</p>	<p>Son of Samuel Pell (1753, Overstone, Northamptonshire, England.-1823, Sywell Hall, Northampton), Esq., of Sywell Hall, co. Northampton. And Mary Owen (1751, Of Hwyn or Henpluss, Denbigh, Wales ,-1814, Sywell Hall, Northampton) by the daughter of Owen Owen, Esq., of Llaneyher, co. Denbigh.</p> <p>Watkin was the 3rd child of 2 girls and 3 boys.</p> <p>Watkin was grandson of Owen Owen of Llaneyher, Denbighshire, on his mother's side.</p> <p>21 Apr 1847 At aged 60 years, Watkin married Sarah Dorothea Owen, aged 34; (B 1813, Bodfairy, Denbigh, Wales. D. 14 Feb 1897,</p> <p style="text-align: right;">Sywell Hall, Northampton.</p> <p>Issues:- Although reported as having two children, It is actually believed that they actually had three: -</p> <p style="padding-left: 40px;">Sarah Maria Pell, (B. 1848, Greenwich, London. D.25 Dec 1935.</p> <p style="padding-left: 40px;">Watkin Owen Spencer Pell, (B.1853 at Greenwich, Kent, England. D.1907, at Smallburgh, Stalham, Norfolk, England. And</p> <p style="padding-left: 40px;">Dorothea Frances Pell, (no further info).</p> <p>It is recorded (<i>by Mrs Peters</i>) that Captain Sir Watkin Owen Pell was a very quaint character and rather a martinet (<i>Tyrant</i>). He had a wooden leg, and as this to a certain extent impeded his progress in getting about, he used to ride from one place to another in the Yard on a very intelligent pony called Jack. It was commonly said among the men that 'Jack is as good as his master.' This pony was trained to walk up over a bridge made for the purpose, reaching from the side of the slip to the deck of the vessel under construction. Another of this Captain's habits was to ride up to the Barrack Hill, and from there with a spying-glass to see whether the men were not idling.</p>
	<i>Mason</i> Jan 1838	<i>March</i> 1845			

Napoleonic Wars, led several actions resulting in the capture of enemy ships and participated in the defence of Cadiz and Tarifa. He repeatedly distinguished himself in cutting out gunboats or small armed vessels on the coast of Spain or Italy.

4 Apr 1808 – Pell with “*MERCURY*”, “*GRASSHOPPER*” 18, and “*ALCESTE*” 38, captured 7 Spanish tartans, under the gun batteries of Rota, and numerous armed barges, pinnaces sent from Cadiz to assisting in their defence. The Prizes formed part of a merchantmen fleet originally under the protection of 20 gunboats, whom “*MERCURY*” 28, with “*ALCESTE*” had defeated in the teeth of 11 French/Spanish ships-of-the-line.

1 Apr 1809 he was severely wounded in the right arm by ball and shot (*ib.* v.37).

“*La Leda*”, lying in Rovigno harbour, “More bravery,” says Capt. Duncan, “I do not think was ever displayed than by the officers, seamen, and marines employed. Commanded and led on in gallant manner by the **First-Lieutenant, Watkin Owen Pell**, who received **two severe wounds** in boarding, and had already, **lost his left leg** in the service of his country.” The wounds alluded to **were inflicted**, while Pell was endeavouring to get through “*La Leda’s*” boarding-nettings – he **received the contents of a blunderbuss** in his **right hand and arm**, and had it perforated by at least **seven balls**.



Watkin Owen Pell 27 May 1861.



Admiral Sir Watkin Owen Pell (1788-1869).

Aug. 1809 – The Patriotic Society provided finance for the purchase of a sword, subsequently presented by Capt. Duncan to Watkin Owen Pell.

7 Sept 1809 - at night, off Barletta harbour, Pell took command of the boats of the “*MERCURY*”, and, in the most gallant style, boarded and carried, near that place, the French schooner-of-war “*La Pugliése*”, commanded by an “*Enseigne de Vaisseau*”, containing on board 31 from a complement of 50 men, who were so prepared for the attack as to be able to fire twice before the boats got alongside, “It gives me sincere pleasure,” Capt. Duncan reports in his official account of the affair, “to add, that this service has been performed without a man being hurt on our side; and as, besides her own means of defence, the vessel was moored with eight cables inside, and almost touching a mole lined with musketry, and within musket-shot of a castle mounting 8

guns, and two armed feluccas, from under which fire she was towed without rudder or sails, I must principally attribute this good fortune to the judicious and prompt manner in which the attack was made, which strongly marks the judgment and gallantry of the 1st Lieutenant, Pell, who directed it." For his conduct on the two occasions last mentioned Lieut. Pell had the satisfaction of receiving the thanks of his Commander-in-Chief.

29 Mar 1810 – he was promoted to the rank of Commander.

22 Oct 1810 - appointed to "**THUNDER**" bomb-vessel ship, Capt. Pell was in that vessel actively employed at the defence of Cadiz from 11 of the following month until **5 Dec. 1811**. During his command of the "**THUNDER**", Pell received the thanks of the Admiralty for his services at Cadiz and Tarifa, and also for the capture of "**Le Neptune**".

5 Dec 1811 - detached to "**STATELY**" 64, frigate "**DRUID**", and several gun-boats, to cooperate with the garrison of Tarifa, besieged by 10,000 French troops under Marshal Victor. Pell afterwards resumed his former station before Catalina; and continued to protect Isla de Leon until the whole of the enemy's works were abandoned in **Aug. 1812**.

Jan 1813 - Duke of Wellington addressed a letter to Lord Melville, from which the following is an extract: – "I enclose a letter from General Cooke, in regard to the services of Capt. Pell of the "**THUNDER**" bomb-vessel during the late blockade of Cadiz. I assure your Lordship that when I was at Cadiz all descriptions of persons concurred in their praises of that officer, and of those under his command; and I therefore take the liberty of drawing your attention to his merits during a most harassing service of nearly three years' duration."

9 Oct 1813 - returned from the coast of Valencia, and while proceeding from Portsmouth to Woolwich for the purpose of being paid off, the "**THUNDER**" was attacked and boarded by "**Le Neptune**" privateer, of 16 guns and 65 men; the enemy, however, were driven back, and their own vessel boarded in return and captured. he fell in with and, after a sharp engagement captured the "**Le Neptune**" privateer, of much superior force, for which, and other good service

1 Nov 1813 - Capt. Pell's Post commission bears this date. Appointed Captain, "**Thunder**" bomb-ship, for 2nd time.

4 Oct 1814 – he was appointed to and commanded the "**Mena**" a frigate on the coast of North America. prior to being paid off in **Feb. 1817**, he served on the Irish station, cruised with a small force under his orders in the Bay of Fundy, and was employed off the Chesapeake and in visiting different American ports. "**MENAI**" was a 6th rate vessel; armed with 26 guns, she was launched on the 5 Apr **1814**; She was approximately 449 tons.

6 May 1833 he commissioned the "**Forte**" and in her acted as senior officer on the Jamaica station until Mar **1837**. She was a 44-gun *Seringapatam-class*, fifth-rate frigate built for the Royal Navy during the 1820s, one of three ships of the Andromeda sub-class. After completion in **1833**, she was ordered to be converted into a steam-powered ship in 1845, but this did not happen for another decade. Whilst attached to "**FORTE**" 44, fitting for the West Indies, where Pell command of the Jamaica station from **Dec.** following until ordered home in **March, 1837**, a period rendered important by the emancipation of the slaves.

1833 whilst on sea-trails- as commander of the "**FORTE**", Capt. Pell had the honour of receiving on board Her present Majesty, then the Princess Victoria, together with the Duchess of Kent, and the Earls of Yarborough and Durham, and making an excursion with them to view the Eddy-stone lighthouse off of Plymouth.

1833 – Appointed Commodore of the Jamaica Station, West Indies. (An example of Pell in this station is given below, in the form of a newspaper article).

1837 Apr - Capt. Pell received from Sir Herbert Taylor a notification of his late Majesty's intention of conferring upon him the honour of Knighthood and the insignia of a K.C.H. The King's illness and subsequent death prevented the royal wish from

			<p>being carried into effect; but upon the accession of Queen Victoria to the throne, Capt. Pell had the gratification of being the first naval Knight created by her Majesty, Queen Victoria. He was the first Naval Officer to be Knighted. The K.C.H. was also conferred upon him by the King of Hanover.</p> <p>1 Oct 1840 - attached to "HOWE" 120, she was a 1st rate ship of 120 gun ship of the line, equipped especially for Mediterranean service.</p> <p>24 Aug 1841 - Superintendent of Deptford Victualling Yard – from which he was moved to be superintendent of Sheerness Dockyard.</p> <p>17 Dec 1841–18 Feb 1845 – "Royal Sovereign" Yacht Commanded by Captain Watkin Owen Pell, Pembroke, and Superintendent of Pembroke dockyard.</p> <p>18 Feb 1845 - resigned his appointment at Pembroke and appointed a Commissioner of Greenwich Hospital.</p> <p>5 Sep 1848 – he was appointed Rear-Admiral.</p> <p>1851 Census shows Watkin [rea admiral] with Wife Lady Sarah Dorothea, daughter Sarah Maria and 6 servants @ Greenwich Naval Hospital, London.</p> <p>28 Dec 1855 –he retired as Vice-Admiral.</p> <p>11 Feb 1861 – Appointed as "retired from active service" promoted Admiral and Commander of the Royal Naval Hospital, Greenwich, London.</p> <p>1861 Census shows Watkin [Admiral] (Commander of Hospital) with wife Lady Sarah Dorothea, daughter Sarah Maria and son Watkin Owen Spencer Pell and 6 servants @ Greenwich Naval Hospital, London.</p> <p>Sir Watkin Pell upon retirement received a pension of £300 per annum for the loss of his left leg, with additional sums for each ball wound and other wounds received "in action". [This would be an equivalent of approximately £34,000, today]</p> <p>29 Dec 1869 he died at Greenwich, and was buried in Charlton.</p> <p>During his life Pell achieved much to suppress slavery in the West Indies.</p>
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			<p>20 Feb 1835 The Welshman Newspaper reported the following:-</p> <p style="text-align: center;">IMPORTANT NAVAL COURTMARTIAL IN THE WEST INDIES.</p> <p>...".It will no doubt be in the recollection of some of our readers that, a few weeks since, we announced that a Court-martial had been ordered by the authorities of Jamaica, to be held on Capt. John M'Causland, commander of his Majesty's sloop-of-war the "Cruizer" (16 guns) in consequence of certain charges which had been made against him. We now present our readers with the following particulars of the result of the Court-martial, which have been forwarded to us by the proprietor of the <i>Devonport Independent</i>, and which he received from a correspondent at Kingston by the West India packet just arrived. The court-martial board which assembled at Kingston, was composed of the following Officers:-</p> <p>Captain Charles B. Strong, of the "Belvidera", (President.)</p> <p>Captain William Jones, of the "Vestal".</p> <p>Captain Thomas Bennett, of the "Rainbow".</p> <p>Commander Peter M'Quhae, of the "Fly".</p> <p>Commander William A. Herringham, of the "Forte".</p> <p>Captain Watkin Owen Pell, the Commander on the station, was public prosecutor.</p> <p>The following were the charges preferred against Captain M'Causland:- 1st. That he had exacted passage money from certain passengers whom he had conveyed on board the "Cruizer" from one island in the West Indies to another. 2nd. That he had caused certain female passengers to be searched in an improper manner. Witnesses were examined on the part of the prosecution in proof of the charges, at the close of which several witnesses were called by Capt. M'Causland, to speak to his character. They all did so in the highest terms of approbation. Amongst the latter were his Excellency the Marquis of Sligo, Governor-General of Jamaica Major-General Sir Amos Morcott, Commander of the Forces, and several merchants of Kingston.</p> <p>It appears that the object of Captain M'Causland in examining witnesses to his character was to do away with the second charge made against him. The truth of the first charge, as far as the act of receiving the passage-money was concerned. Captain M'Causland, we understand, did not deny, but he contended that he was not answerable for having done so, being entitled as he conceived, to receive the passage-money from passengers conveyed by him in the "Cruizer", she at the time being employed for the conveyance of the mail.</p> <p>This was the question in dispute, and was one of no small import to Naval Gentlemen, Commanders of sloops of war, used, as they often are, for the conveyance of the mails.</p> <p>The Commanders of the packets used for the conveyance of mails have always received passage money from passengers, but it was contended that the case in question was quite different - the vessel being a sloop-of-war, and in commission as such.</p> <p>After the respective parties had closed their case, and the Court had deliberated for a short time, the Court unanimously declared they were of opinion, as regarded the first charge, that Captain M'Causland having,</p>
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			<p>at the time of the receipt of the passage-money, the conveyance of the mail, was perfectly justified in receiving the same and that, with respect to the second charge, they were of opinion that the same had not been proved.</p> <p>The President, in re-delivering to Captain M'Causland his sword, passed a high eulogium on his former services, and warmly congratulated him on the result of the inquiry.</p> <p>The trial, which lasted for three days, excited considerable interest amongst the merchants of Kingston.”...</p>
			<p>21 Feb 1845 The Pembrokehire Herald and General Advertiser reported the following.....</p> <p style="text-align: center;">PEMBROKE DOCK. –</p> <p>.....Captain Sir Watkin Owen Pell, on Wednesday evening last, received his appointment of Superintendent of Greenwich Hospital, <i>vice</i>-Captain Huskisson, deceased. Although this situation is only £600 per annum, while that of the Superintendent of Dockyards, which is held only for five years, is £1000 per annum; yet the Hospital being a life appointment will more than compensate for the deficiency. Captain T. G. Falcon succeeds Sir W. O. Pell, at Pembroke - Commander Steward is to succeed Commander Watkin in the Coast Guard at Pembroke - the term of the latter officer's service having expired. - Captain Pascoe, R.M., has succeeded Captain Rea in garrison duty at Pembroke Dock. It is hoped the new barracks will be ready for the troops at that place the latter end of the ensuing summer. Five thousand pounds additional have been asked for to complete the fortification.</p>
			<p>28 Feb 1845 The Welshman Newspaper reported.....</p> <p style="text-align: center;">PEMBROKESHIRE.</p> <p>....The Pembrokehire Hills were early this week covered with snow three or four feet deep.</p> <p>PEMBROKE DOCK . - The experimental steam squadron, consisting of the Royal “<i>Yacht Victoria and Albert</i>”, Capt. Lord Adolphus Fitzclarence, the “<i>Black Eagle</i>”, Admiralty Yacht, and her Majesty's ship “<i>Rattler</i>”, fitted with the Archimedean screw, anchored off the Dock- yard on Monday morning, during their passage from Portsmouth to Milford Haven; the Royal Yacht has been found first in the order of sailing, the “<i>Black Eagle</i>” second, and the “<i>Rattler</i>” last. By recent alterations the speed of the Royal Yacht is much increased, and her steerage improved she was taken into dock on Tuesday for the purpose of altering her rudder. A Russian Admiral, Captains Codrington, Austin, Sparshott, and several other amateur naval officers accompanied the squadron, and also Sir William Symonds, Surveyor of the Navy. These vessels will be ready for sea in a day or two, when they will proceed westward on a trip to the Atlantic to make a further trial of their sailing qualities. The influx of visitors to see the Royal Yacht was very great, and, through the kindness of Lord Adolphus Fitzclarence and his officers, everyone was permitted to go over her.</p> <p>Captain Sir Watkin Owen Pell, Superintendent of the Dock Yard has been appointed one of the four Captains attached to Greenwich Hospital, in the room of Captain Huskinson.</p> <p>PEMBROKE DOCK YARD. - Ten boys, the sons of old and meritorious servants of the Crown, have been just entered (according to annual custom) as shipwrights' apprentices in the Dock Yard. Mr. Samuel A. Goode has been appointed schoolmaster to the apprentices in the Dock-Yard, at a salary of £80 per annum, with an addition, of £40 per annum in lieu of a house, coals, and candles.</p>
			<p>1 Jan 1870 The Western Mail Newspaper , announced the following:”The death was announced yesterday morning of Admiral Sir Watkin Owen Pell. “.....</p>
			<p>1 Jan 1870 The Cardiff and Merthyr Guardian Glamorgan Monmouth and The Western Mail Newspaper , announced the following:”The death was announced yesterday morning of Admiral Sir Watkin Owen Pell. “.....</p> <p>8 Jan 1870 in its “EPITOME OF NEWS” section announced the following: -</p> <p style="text-align: center;">DEATH OF ADMIRAL SIR W. O. PELL. –</p> <p>....The death is announced of Admiral Sir Watkin Owen Pell, of Sigwill-hall, Northamptonshire. He was born in 1788, and at eleven years of age entered the Royal Navy. He was at the taking of the French frigate <i>La Pallas</i>, where he lost his left leg, and commanded the “<i>Thunderer</i>” at the siege of Tarifa and Cadiz. From 1833 to 1837 he was commodore in the West Indies - was made a rear-admiral in 1818, and an admiral since 1861. He was a commissioner of Greenwich Hospital. He was knighted in 1837, being the first naval officer who was knighted by Queen Victoria. The late admiral was married in 1817 to a daughter of Mr. Edward Owen, of Maesmyunyn, Denbighshire.....</p>
			<p>31 Jan 1870, The Western Mail reported the following:-</p> <p style="text-align: center;">WILLS AND BEQUESTS.</p> <p>....”The will of Admiral Sir Watkin Owen Pell, Knight, R.N., Commissioner of Greenwich Hospital). was proved on the 12th inst., and the personally sworn under £30,000. The executors appointed are Lady Pell, the relict; Sir Joshua Rowe, Knight, late Chief Justice of Jamaica; and John Ward Nicholls, Esq., of Greenwich. To the two last named he leaves a legacy of £50 each as a trifling acknowledgment for the trouble they will have.- “.....</p>