

The Forgotten Admirals of Leigh

Rear-Admiral Charles Webber and
Rear-Admiral Thomas Lenox Frederick



The *Ça Ira* being attacked by the *Agamemnon* and *Inconstant*, 13 March 1795.

Including the Early History of the Leigh Park Estate
1665 to 1819

Steve Jones

Havant History Booklet No. 49



£3



STAUNTON

FARM • GARDENS • COUNTRY PARK

- Meet our friendly farm animals
- Explore our rainforest experience
- Discover our 1,000 acres of Country Park
- Let the Kids loose in George's Play Barn



www.hants.gov.uk/staunton



Hampshire
County Council

www.hants.gov.uk

The Forgotten Admirals of Leigh

Steve Jones

Preface

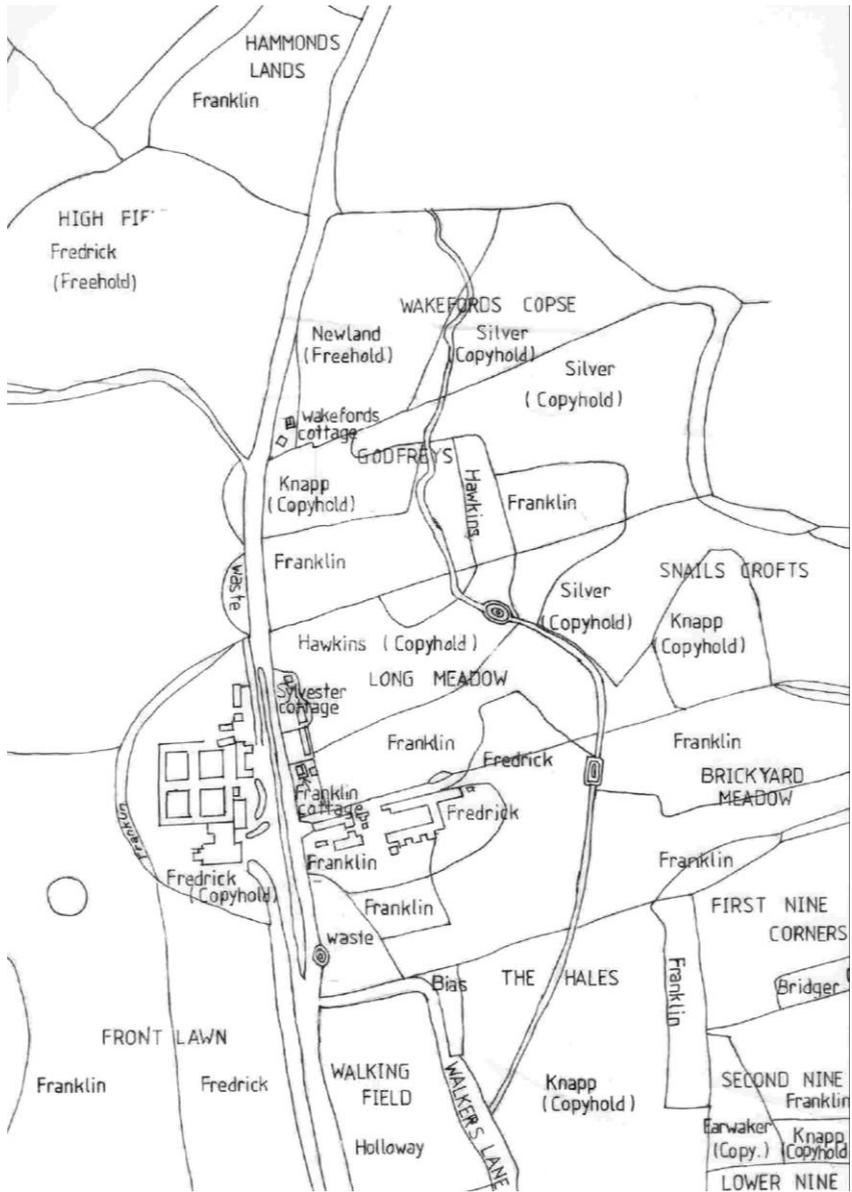
The later history of what became known as the Leigh Park Estate is well documented, the later owners Sir George Staunton, William Henry Stone, and Sir Frederick Fitzwygram, and to a certain degree William Garrett, are well remembered in the history of the Leigh Park Estate.

William Garrett can lay rightful claim to the title of 'father of the estate', it was he who from 1800 who started to acquire land around the small estate and build up the estate to well over 800 acres by the time he it sold to Sir George Thomas Staunton in December 1819.

It would be wrong in this booklet to go over the history of the estate after Garrett's acquisition as this is already well documented but what do we know of the estate before Garrett's period? We know for a fact that the Higgins family could be traced back to at least 1665 at the time of the Hearth Tax for the area around Leigh. In 1767 the Higgins family sold their holdings at Leigh for £340 to Captain Charles Webber R.N.

After Webber's death in 1783 the estate passed to Samuel Harrison, and it was Harrison who sometime between that year and 1792 built the house that became the home of William Garrett and later Sir George Staunton. But in 1792 the estate was acquired by the then Captain Thomas Lenox Frederick, a distinguished naval officer who fought alongside Nelson at the Battle of Cape St. Vincent and the Battle of Genoa in the French/Spanish wars.

It does seem inconceivable that these two fine naval officers, who both ended their days as rear admirals are almost forgotten in the history of Leigh Park, if not in history altogether. This booklet will aim to outline the lives of these two officers and hopefully also add to the early history of the Leigh Park Estate.



Map of Leigh, 1790-1800, showing the small estate of Leigh House under the occupation of Rear-Admiral Thomas Lenox Frederick. Some of the land owned by Frederick was copyhold to the Lord of the Manor of Havant whilst other land owned by Frederick at Leigh was freehold.

Rear-Admiral Charles Webber RN

Early Life and Family Background

Charles Webber was born on 29 August 1722 the son of Robert and Mary Webber and baptised on 11 September 1722 at St James', Westminster, London, one of his god-parents being Charles Lennox, 2nd Duke of Richmond and Gordon.

Charles's father, Robert Webber, a minor canon at Winchester Cathedral, was born illegitimate between 1690 and 1693. He was the son of Charles Lennox, 1st Duke of Richmond and took his mother's maiden name. Robert Webber married at St Paul's Cathedral on 19 December 1712 Mary Andrews. Robert and Mary went on to have four children, the youngest of three sons, Reverend William Webber, born 1724 and was Rector of Selsey, 1750 to 1790, Rector of West Stoke, 1766 to 1775, Rector of Birdham, 1775 to 1790, Prebendary of Selsey, 1761 to 1790, and a Canon Residentiary of Chichester Cathedral, 1773 to 1790. He was also Chaplain to the Duke of Richmond.

The then Captain Charles Webber RN married under licence at St Faith's Church, Havant, Anne Vining Heron, the daughter of Patrick Heron and Martha Bide, with Charles's brother William officiating. Confusion over the date of the marriage centres on the fact that the parish registers for St Faith's has two separate records for the marriage. One dated 27 July 1769 and another for 27 April 1770. It is likely that the date of 27 July 1769 is probably the correct date as the couple's eldest daughter Ann was baptised at St Faith's on 22 August 1770. Anne Vining Heron was also baptised at St Faith's on 17 March 1748. The Vining/Heron family had political connections with Portsmouth serving as Burgesses and mayor for the town.

On 20 April 1767 Captain Charles Webber acquired for £340 the 'Reversionary Rights of a Copyhold Estate' of a messuage, gateroom, barn and nine acres of land from Francis Higgins on the site that would eventually become the Leigh Estate. The Higgins family can be traced back a further 100 years from this date to 1665 when Robert Higgins was paying tax in that year on three hearths for a property in Leigh, making that particular house of modest size. The Higgins family can be traced in line certainly from the time

of Robert Higgins at Leigh to the time of Francis Higgins and Webber acquiring the small estate. Whether the house that Webber acquired was the same building that Robert Higgins was paying hearth tax on is unclear.

After settling at Leigh, Charles and Anne Webber went on to have five children, all of which, except James the last child, were baptised at St Faith's.

Ann Webber baptised 22 August 1770.

Charles Webber baptised 22 September 1773.

Robert Webber baptised 28 August 1775.

Susannah Webber baptised 15 January 1777 (born 10 January 1777)

James Webber born 19 November 1778 (privately baptised)

According to Charles Webber's last will and testament he also had another son Thomas Webber, born out of wedlock, who he left £1,000 to in his will.

Of the children of Charles and Anne Webber, Charles followed in his father's footsteps into the navy and served on board the East Indiaman *Halsewell* as a thirteen-year-old. Sadly he perished when the ship hit rocks in a storm near Portland on the Dorset coast on 8 January 1786 on its way to Madras and Bengal. His body was washed up close to Christchurch and buried in the town.

Susannah Webber, the youngest child of Charles and Anne Webber married the Hon. William George Smith, son of Chief Justice William Smith and Janet Livingston on 28 June 1804 in St George's, Hanover Square. Susannah Webber died on 26 January 1850 in Québec at the age of 73. William George Smith's father was a lawyer, historian and eventually Chief Justice of the Province of New York from 1763 to 1782 and Chief Justice of the Province of Quebec, later Lower Canada, from 1786 until his death. His son carried on a political career in Canada like his father and wrote the first English history of Canada.

Ann Webber, the eldest of Charles Ann Webber's children married on 21 October 1793 at St Martin in the Fields, Westminster, Lt. Col. John Blair. She died in 1825.

What happened to the other children is unclear as no further records relating to them can be found. It is possible that the two other sons died before their father as they are not recorded in his will.

Charles Webber, after reaching the rank of Rear Admiral of the White, died on 23 May 1783 in Bryanstone Street, London, at the age of 60. In his will he left his small estate at Leigh to his wife Anne, along with other land he held at Walderton and Harting in West Sussex and family land in Bromsgrove. The rest of his personal estate, apart from a legacy to his natural son Thomas, also went to his wife with and two daughters.

After the death of Rear-Admiral Webber the Leigh Estate was sold, being acquired by Samuel Harrison of Chichester. It was Harrison who built the house, sometime before 1792, that became known as the first Leigh Park House and the later the home for many years of Sir George Thomas Staunton Bt.

Six months after the death of her husband Anne married William Smith, the Secretary to the Duke of Richmond. The marriage took place on 24 November 1783 at St Mary's Church, Marylebone.

The Naval Career of Rear-Admiral Charles Webber RN.

Charles Webber reached the rank of lieutenant in the Royal Navy on 23 January 1744, he was aged 21 at this time and this promotion probably meant that Webber had joined the navy at an early age, probably as a boy under the patronage of his god-father the 2nd Duke of Richmond. He was promoted by Admiral Thomas Matthews to be lieutenant of the Elizabeth, a few days before the well-known encounter with the Spanish and French fleets, took place off Toulon, during the War of the Austrian Succession in February 1744.

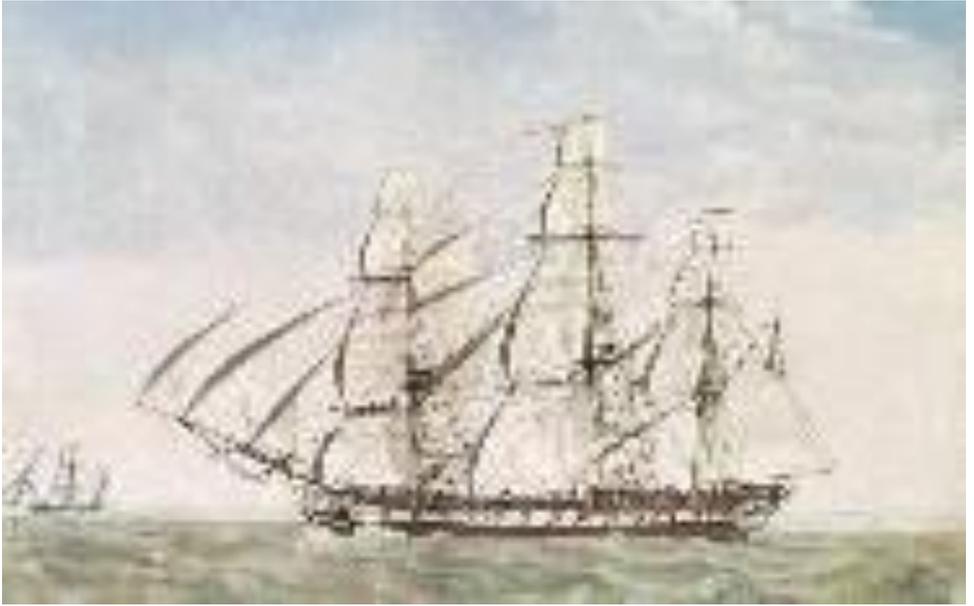
Admiral Matthews, commander-in-chief of the Mediterranean, had orders to prevent the French and Spanish fleets from leaving Toulon. A combined Franco-Spanish fleet, which had been blockaded in Toulon for two years, left port heading south. The blockading British fleet under Matthews was roughly the same size as the Franco-Spanish fleet, led by Admiral de la Bruyere de Court. Fearing that the enemy fleet movement was designed to force him out

of position and allow a troop convoy to reach Italy, Matthews ordered his fleet to attack immediately, before forming up into line as was the official practice. Admiral Richard Lestock, Matthews' second-in-command, appears to have deliberately misunderstood his orders, and the resulting battle on 11 February was indecisive, with the British taking more damage than they inflicted. Lestock survived the aftermath because of his political connections (although died soon after), while Matthews was dismissed from the Navy for failing to obey the official instructions for battle.

Lt Webber is not particularly noticed subsequent to that time, till his promotion on 5 April, 1756 to the rank of captain. On 21 January 1757 he was posted captain of the frigate *Rose*. The *Rose* was a newly built 20-gun sixth-rate post ship, the smallest class of ship that would be commanded by someone holding the rank of captain. In size, she was about the modern day equivalent of a destroyer. She would not have participated in major fleet engagements except perhaps to relay messages. The job of the frigate was to operate as a scout ship for the fleet or to patrol the coasts of any belligerent country.

It is unclear what exactly the duties the *Rose* carried out during the time Webber served on board, being principally employed as a cruiser, but on the 23 May 1758 he transferred as captain to the newly built 28-gun sixth-rate frigate *Cerberus*, built and launched at Cowes on 5 September 1758.

He remained in this ship until 1762 and was employed during the latter part of the time on the West Indies station. At the commencement of the British attack on Quebec (1758 to 1759), a pivotal event during the French and Indian War (1754 to 1763), *Cerberus* brought General James Wolfe, the commander of British forces, across the Atlantic to Quebec. The British attack was successful and Quebec fell under British control, but Wolfe was killed in action. The *Cerberus* then transported the deceased general's body back to England in September 1759. Between the end of the French and Indian War and the beginning of the Revolutionary War, the *Cerberus* made a number of trans-Atlantic voyages.



Rose. (Rose Foundation).ⁱ

Sometime between 7 June and 13 August 1762 Webber and the *Cerberus* joined Admiral George Pocock's fleet at the siege of Havana after the attack begun. Pocock had been appointed to command the naval forces in the combined expedition to take Havana during the Seven Years War.



The British Fleet closing in on Havana, 1762.

The siege, which began on 7 June, and lasted until 13 August, was rendered deadly by the climate. British forces besieged and captured the city of Havana, which at the time was an important Spanish naval base in the Caribbean, and dealt a serious blow to the Spanish navy. Havana was subsequently returned to Spain under the 1763 Treaty of Paris that formally ended the war. It may have been the case that the *Cerberus* was used to carry some of the 4,000 troops from America for the assault on Havana.

After his time on the *Cerberus* it is believed that Webber had no other command of any other ship. He nevertheless was highly esteemed as an officer of gallantry and ability, having been promoted to the rank of flag officer, and according to his seniority on the rank of captains. This advancement took place on 26 September 1780, he being the appointed senior on the list of rear-admirals of the white.ⁱⁱ

He never took up any command as an admiral before his death in 1783. Webber Cove and Webber Point on the Canadian island of Prince Edward Island are believed to have been named after him.

Rear-Admiral Thomas Lennox Frederick RN Early Life and Family Background



Sir Charles Frederick Knt. By Andrea Casali.

Thomas Lenox Frederick was born 25 March 1750, at Burwood House, Surrey, the second son of Sir Charles Frederick KB and the Hon. Lucy Boscawen. His father Sir Charles Frederick was Surveyor-General of Ordnance and MP for New Shoreham and Queensborough and was made a Knight Companion of the Order of the Bath in 1761.

The Frederick family can trace their lineage back to Sir John Frederick Knt, a merchant of great opulence and former High Sherriff and Mayor of London who died in 1623. Sir John's grandson Sir Thomas Frederick, the father of Sir Charles Frederick Knt, was formerly governor of Fort St David in the East Indies. Thomas's mother, Hon. Lucy Boscawen, was the daughter of Hugh

Boscawen, 1st Viscount Falmouth, comptroller of the Household of King George I and a privy councillor. His younger brother Admiral Edward Boscawen was a distinguished naval commander who received, on 6 December 1758, the unanimous thanks of the House of Commons for his eminent services in North America. He was also a Lord of the Admiralty.

Of the two brothers and two sisters of Thomas Lenox Frederick, the elder brother Charles became a Colonel in the Honourable East Indies Company Service and died in India in April 1791; Edward Boscawen Frederick, the younger brother, reached the rank of Colonel in his army career and became comptroller of the barrack department.

On 2 June 1773 at Stoke Damerell, Devon, Thomas Lennox Frederick married Anne Greigson, the daughter of Francis Greigson of Stoke Damerall, Plymouth, Devon. Thomas at the time of the marriage was a lieutenant on *Ocean*. Thomas and Anne did not go on to have any children. One report states that Anne Greigson came into a large fortune on the death of Mrs Marven, a linen-draper for a number of years in Plymouth Dock.

In 1792 the then Captain Thomas Lenox Frederick acquired the small Leigh Estate from Samuel Harrison.ⁱⁱⁱ Between 1783 and 1792 Harrison had built a new house on the site of a previous house, once the property of Rear-Admiral Charles Webber. The estate that Frederick acquired amounted to around nine acres of land at this time. It is probably the case that Frederick used Leigh House as a country retreat. Records show that at times tenants were in place during Thomas Lenox Frederick's ownership of the estate, one notably being John Allen. The will of Thomas Lenox Frederick does record his address as Leigh in the County of Southampton (Hampshire) and his estate at Leigh copyhold of the Manor of Havant, although certain other documents record his main residence as 24 Devonshire Street, Portland Place, London. He died at Nottingham Place, London, on 7 October 1799. Not a great deal of information is known about his tenure at Leigh although he was elected a member of the Hambledon Cricket Club during the years he was at Leigh.



Rear-Admiral Thomas Lenox Frederick, painted by Robert Bowyer, 1799.
National Maritime Museum.



Ann (Greigson) Frederick, wife of Rear-Admiral Thomas Lenox Frederick, painted 1783 by James Northcote. (Mrs Frederick was godmother to Charles Bayley, only son of William Bayley. On her death, having no children, this portrait passed to the Bayleys of Stoke Damerall near Plymouth. Northcote had painted Mary Bayley and Richard Bayley at the same time as he portrayed Anne Frederick.)

Some elements of the Leigh estate from Frederick's tenure still remain, the coach-house, stables and bothy and walled garden, all in a yellow brick, are still in good order despite the house being demolished and replaced with another house close by in the mid-1860s by the then owner William Stone. A map of Leigh dated between 1792 and 1800 clearly shows the mansion and other copyhold and freehold land belonging to Frederick at this date.

By the time of the death of Rear-Admiral Thomas Lenox Frederick in 1799 the estate at Leigh and other land close by had already been 'surrendered' to his wife Anne and it was Anne who in January 1800 sold the Leigh estate for the price of £480 to William Garrett of Portsmouth^{iv} It is unclear at what date Anne Frederick died.

The Naval Career of Rear Admiral Thomas Lenox Frederick RN

Thomas Lenox Frederick first went to sea in 1768 at the age of 18 under the patronage of Captains John Montagu and Sir Peter Parker and obtained the rank of lieutenant on 8 November 1770. The only known record of him as a lieutenant is at the time of his marriage to Anne Greigson is in June 1773 while he was on board the *Ocean*.

On 11 November 1776 he was given command of the 14-gun sloop *Spy* under his mentor Vice-Admiral John Montagu, commander-in-chief of the Newfoundland station. Here Frederick:

Displayed no ordinary degree of vigilance in protecting the trade and fishery from the united depredations of the American and French privateers, and picked up many of those of minor force; for which he received his high and unfeigned commendation of his admiral, together with the united applause of the British merchants at that settlement.^v

After this first taste of success Frederick was next given command on 18 March 1777, on a temporary basis, of the 14-gun sloop *Swift*, and attached to the North American station under Richard, Earl Howe, vice-admiral of the blue. This period being the early days of what became known as the War of American Independence. The *Swift*, being on a cruise in the company of a

small squadron, captured three American ships at the Delaware, the 32-gun *Washington*, the 28-gun *Effingham*, and the 18-gun *Sturdy-Beggar*.

Following this success under Howe Frederick returned to the *Spy*, on the Newfoundland station in early 1779, again under his old mentor Admiral Montagu. Unfortunately during this second stint on board the *Spy* he had the misfortune to encounter a gale whilst on a cruise close to the shore and together with fog and the currents the *Spy* foundered. Frederick was honourably acquitted by a court martial and on 14 July 1779 was promoted to post rank as captain.

His first command as captain was on board the *Unicorn*, a post ship of 20 guns, on the North American station. In August 1780 the *Unicorn* changed her station to that of Jamaica, this time under his friend and mentor Rear-Admiral Sir Peter Parker. The same year unfortunately disaster struck again when the *Unicorn* was captured by a superior force and taken into Martinique. A report states after *a most gallant resistance*.^{vi}

An exchange of prisoners soon took place and Captain Frederick again had to endure a court martial where he was given an honourable acquittal. After this bad luck Frederick was later in the year 1780 appointed acting commander of the 16-gun sloop *Fairy*.

Better luck favoured him during his time on the *Fairy* sloop as he soon after joining captured the French 18-gun sloop *Dunkirk*. Also, in conjunction with the 28-gun *Vestal* took the 16-gun *Phoenix*, an American privateer, and more importantly captured the *Mercury*, an American packet from Philadelphia. On board the *Mercury* was Henry Laurens, President of the Congress, bound on an embassy to Holland. Laurens was taken to England and placed in the Tower of London on suspicions of high treason due to a leather bag he had with him at the time of his capture, which contained papers of great importance to Britain.

Soon after this period Frederick appears to have gone on half-pay for a while until he was given command of the newly built 44-gun frigate *Diomedé* in October 1781. On 8 June 1782 he sailed to join the fleet on the North

American station under Rear Admiral Robert Digby, a station he was starting to know very well.



Capture of the American Frigate *South Carolina* by the British frigates *Diomede*, *Quebec* and *Astrea*. National Archives of Canada.

Towards the end of 1782 he sailed on a cruise of the *Delaware*, having under his orders the 32-gun ships *Astrea* and *Quebec*. On 19 December they encountered the formidable American 42-gun ship the *South Carolina*, commanded by Captain Joyner with a complement of 550 men. After an eighteen-and-half hour's chase and a fight of over two hours the *South Carolina* struck her colours. No men from the trio of British ships were killed while the American ship lost six men. On board the *South Carolina* were 50 German and eight British prisoners of General Burgoyne's army. The *South Carolina* was taken into British service and commissioned as a 36-gun frigate on the North American station.

Peace having taken place, the *Diomede* returned to England and was paid off in November 1783 with Captain Frederick again being placed on half pay. In total Frederick spent seven years on half pay and was not recalled to naval duties until 1790 when Britain was rearming in case of war with Spain. He was appointed to command the newly commissioned 36-gun frigate *Romulus*

in May 1790 and joined Admiral Earl Howe's fleet at Spithead. Hostilities between Spain and Britain were narrowly avoided and precluded by negotiations and for the time being Frederick's services were not required.

Europe at this time was a smouldering tinderbox ready to ignite; an unlikely partnership between Austria and Russia had sought to instigate the breakup of the Ottoman Empire in Europe, causing Britain to become wary of Russian access and expansion in the Mediterranean and causing concern over Russia's threat to Britain's trade in the Baltic, especially for the naval supplies the Royal Navy required.

After the narrow avoidance of war with Spain, the following year, 1791, Britain started to rearm again in what became known as the Russian Rearmament and Frederick and the *Romulus* was placed under the orders of Lord Hood at Spithead; but as before no hostilities took place and the *Romulus* was paid off in September 1791.

At the start of 1793 the French nation was in a state of anarchy and confusion; on 2 February the National Convention declared war on Britain and Holland. Fearing the worse the government put the navy on a war footing ready for any ensuing problems. Admiral Lord Hood had orders to assemble at Spithead a Grand Fleet of any available ships including guard ships, frigates etc. and to exercise them and make ready for war. In January Captain Frederick was appointed to the 74-gun third rate ship of the line *Illustrious*, his most important commission. On 1 April 1793 he arrived at Portsmouth and on the 16 April sailed, in company with a squadron under Vice Admiral Phillips Cosby for the Mediterranean. Shortly afterwards, Lord Hood sailed to take overall command in the Mediterranean.

The clear objective for Hood was to effect a co-operation with the Royalists in the south of France and to protect British trade in the area and also help relieve pressure put on the Sardinians by the French republicans. It was also vital for Hood to assert Britain's position in the Mediterranean and to blockade French warships and commerce into the two principal French Mediterranean ports of Toulon and Marseilles and to give battle if it came to it. At this time the south of France was in so much turmoil it would have willingly formed itself into a separate state under British protection, but alas

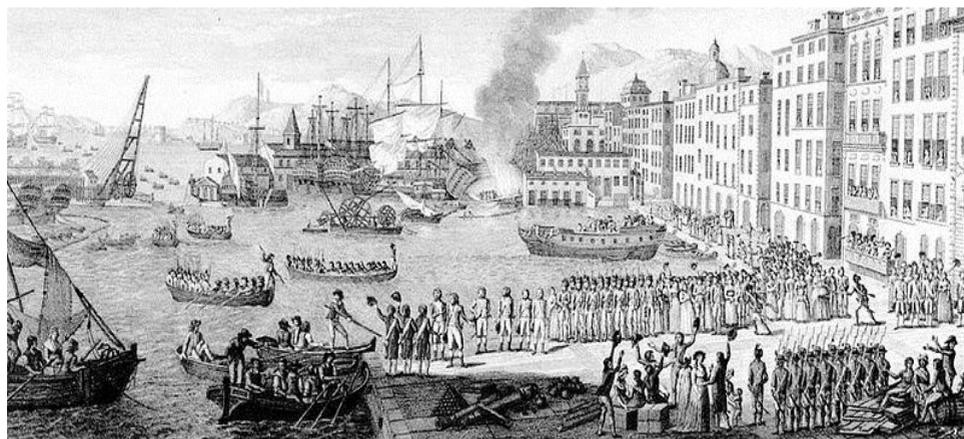
this was not to be. Further instructions charged Hood with cultivating intimate relations with the allies and to protect their coasts and to open *an intimate and confidential intercourse* with the commanders' of the fleets and armies of Britain's allies, namely, Portugal and Spain, who were already suspicious and hostile to any establishment of British naval supremacy in the Mediterranean, Sardinia and Naples.

After his arrival off of Toulon Lord Hood entered into negotiations with the commissioners and principal inhabitants for the delivery up of the town, arsenal, forts, and shipping, in trust for their legitimate sovereign. On 23 August 1793, Hood went further and issued a Proclamation to the 'Inhabitants in the Towns and Provinces in the south of France' highlighting the tyranny and injustices being carried out by the Republicans in France, and declaring his and the British Crown's support to the loyal Royalists of the south of France in their struggle.

Frederick recorded this historic event in his journal on board the *Illustrious*:

On the 23rd of August 1793, commissioners from Marseilles went on board the Victory (Hood's flagship), with full powers from the sections of the departments of the Mouths of the Rhone, to treat for peace; and declared a monarchical government in France to be the leading object of their negotiation. They were met by commissioners from Toulon, deputed by the sections of the department of the Var for the same purpose.^{vii}

The British fleet stayed off of Toulon for ten weeks with Hood starting to land men on shore on 28 August. After disembarking the troops the next day, Hood and his fleet sailed into the outer road of Toulon, followed by the Spanish, and anchored at noon without the smallest obstruction from the French. The taking of Toulon was considered a victory in itself but this was going to be a long drawn out affair with not everything going to plan.



The Anglo-Spanish Fleet capturing Toulon, 1793.

The siege of Toulon turned out not as smooth as the British first thought. Fighting around the town and neighbouring towns took its toll with Napoleon Bonaparte playing a key role for the French. Eventually on the 19th December 1793 the British evacuated Toulon but before they left it was decided to cause as much destruction to the harbour and the French fleet as possible. The inhabitants of Toulon, if they wished to do so, were given the option of accompanying the escaping allies. The British left Toulon harbour smouldering and set fire to as many French ships as they could before they left.

After Toulon Lord Hood turned his attention to the island of Corsica, and on 5 March 1794 anchored in St Fiorenzo Bay, close to the fortified town of Bastia. The French in the meantime had re-equipped many of their ships and put to sea. Hood gave chase with orders to attack the French fleet. The duty assigned to Frederick and the *Illustrious* was, with the assistance of four frigates, to engage five large French frigates and ensure the capture of the 74-gun ships *Censaur* and *Heureux*, but unfortunately due to unfavourable winds this plan was abandoned.

In some ways it must have been a frustrating time for Frederick as he could not get into any actual action with his ship, but as one account records: *Captain Frederick took an active part, displayed an indefatigable zeal, and was*

at all times received with the most cordial marks of attention by his distinguished chief Lord Hood.^{viii}

The taking of the fortress towns of Bastia and Calvi on Corsica were, like Toulon, long drawn out affairs with the British fleet aiding the army with its destruction of both towns as well as playing a cat and mouse game with the French fleet. After the taking of Bastia and Calvi Lord Hood returned to England in October 1794 and was replaced as commander-in-chief in the Mediterranean by Vice-Admiral Lord (William) Hotham.

In March 1795 Frederick at last did see some naval action when the French fleet, consisting of 15 sail of the line and six frigates, were discovered off the island of Margueritte. Its objective was believed to try and recapture Corsica from the British and secure shipping lines in the Mediterranean. The British fleet under Admiral Lord Hotham immediately, on 9 March, put to sea and headed towards the French fleet from their base at Leghorn.

The following action would be Frederick's first in a sail of the line ship in an engagement that would become known as the Battle of Genoa. The following morning on 10th March the British came in sight of the French fleet, now beating northwards back to Toulon against a south-west wind. The two fleets gradually closed over the next two days, hampered by light winds. Favourable winds on the evening of 12 March caused the British to form a line of battle, but the French bore away not interested at that time in a fight with the British fleet.

By dawn on 13 March, and with the French still declining an action, Hotham gave the signal for a general chase. As the British closed on the French, taking advantage of the fresh breeze, the third-most ship in the French rear, the 80-gun *Ça Ira*, collided with the ship in front of her, the 80-gun *Victoire*. The *Victoire* was slightly damaged, but the *Ça Ira* lost her fore and main topmasts as a result, causing her to lag behind. The *Illustrious* with Frederick in command led the centre squadron under the direct orders of Lord Hotham. Ships from the centre squadron, including the *Inconstant* and the *Agamemnon* under Captain Horatio Nelson, damaged the two French ships severely.

The next day with the French fleet now in view the *Illustrious* and *Courageux* were ordered to attack the now almost defenceless *Ça Ira* and the 74-gun sail of the line *Le Censaur*, which had the job of towing *Ça Ira*. The French line, led by the 74-gun *Duquesne* and the 80-gun ships *Victoire* and *Tonnant* came within range of the *Illustrious* and *Courageux* at 8 a.m. and commenced a heavy cannonade. After over an hour of fighting *Illustrious* had been hit a number of times in her hull, and had lost her foretopmast, mainmast and mizzenmast, and with her bowsprit and foremast badly damaged. *Courageux* had also lost her main and mizzenmasts. This was almost the extent of the fighting but the British did secure the *Ça Ira* and *Censaur* along with 2,300 men on board both ships, many destined for the recapture of Corsica.

The *Illustrious* came out of the whole conflict almost a complete wreck. She had to be towed back to port by the frigate *Meleager* under Captain George Cockburn, but even this did not go as planned. On the night of 17 March a strong gale blew up causing the tow rope to part. Leaking and shipping water through broken gun ports, the *Illustrious* lost her jury-rigged mizzenmast and had her sails ripped to shreds. Sighting land ahead at daylight on 18 March, the two ships headed east. *Meleager* parted company at noon, and at 1.30 p.m. the *Illustrious'* situation worsened when a cannon accidentally went off, destroying the gun port lid and causing water to flood in. The *Illustrious* wore round until the port could be secured, and attempted to head north, but made land to the east of the bay. Running into shoal water at 7.30 p.m. that evening Frederick, attempted to anchor, but the cables parted and she ran onshore. The wind increasing and changing direction, her rudder carried away. Attempts were made the following day to run a cable to shore, but without success, and in the evening *Tarleton* arrived, but no boats could be launched because of the heavy sea.

The following day *Lowestoffe* and *Romulus* arrived, as did the launches from the main fleet, and the crew and most of the stores were taken off and the hull was then burnt.^{ix} Frederick for the third time faced a court martial, again for the loss of his ship. In his defence Frederick narrated the final demise of the *Illustrious* as:

On the 29th March, the ship was cleared of all the stores and provisions, and such of the iron ballast as be got at: when I then removed the remaining part of the ship's company to His Majesty's ship Lowestoffe, and set fire to the Illustrious, in pursuance of an order from Vice Admiral Hotham, commander-in-chief of His Majesty's ships in the Mediterranean, in consequence of every effort having failed to get her afloat again. At 2 p.m. the ship was completely on fire, and continued to burn until 6 o'clock the next morning at which time I sailed in the Lowestoffe to join the commander-in-chief.^x

After a short deliberation, the court martial honourably acquitted Captain Frederick, his officers, and ship's crew and it is recorded that:

The President (of the court martial) delivered him his sword, with a high compliment upon his gallantry and unremitted perseverance under so many trying difficulties subsequent to the action.^{xi}

The *Illustrious* lost more men than any other British ship during the battle, 21 men were killed and 70 wounded out of a total complement on board of 590. The total British casualties were 74 killed and 284 wounded in a fleet of 24 ships.

No doubt Frederick came out of this affair with his reputation enhanced, even if unfortunately he lost his ship. A letter sent to the *London Chronicle* by an officer of the *Illustrious*, a day after the action, gives the following brief part in what Frederick and *Illustrious* played in the action:

The Illustrious yesterday distinguished herself by fighting two French men of war, one of 80 guns, the other of 74, for three hours and a quarter, having at intervals three more upon us; but we thrashed the two soundly. They have dismasted us, killed 20, and wounded 70 badly. All the fleet are singing our praises; we are now towed by a frigate, working like furies to get up juries masts. Frederick is a great hero, and allows that he was supported with spirit.^{xii}

Frederick after his court martial acquittal returned home to England, carrying despatches from Lord Hotham to the Admiralty regarding the state of hostilities in the Mediterranean. His reputation was now quite high and on

1 June 1795 he was appointed to command the 90-gun sail of the line ship *Blenheim*, once again under Admiral Lord Hotham. Lord Hotham, after the Battle of Genoa, had made his way, along with his fleet, back to Toulon and it was off of Toulon, on 16 August 1795, that Captain Frederick joined his new ship, replacing Acting Captain Ralph Willet Miller.

On 1 November 1795 Admiral Lord Hotham returned to England and was replaced in command by Vice-Admiral Sir Hyde Parker, who had served under Lord Hood at Toulon and Corsica and Lord Hotham at the indecisive action on the 13 March.

The British fleet at this time were in familiar territory, again blockading the French port of Toulon, an action which went on to 10 October 1796. By this time Vice-Admiral Sir John Jervis had replaced Sir Hyde Parker as commander-in-chief and the British presence in the Mediterranean had become untenable. Napoleon had beaten Britain's Austrian allies who were in disarray and in October 1796, Spain had surrendered and allied themselves to the French.

At Toulon the British exchanged shot with the enemy's batteries but a stalemate as far as the British fleet was concerned held sway. It was during this period that the Corsicans rebelled against the British authority on the island. To continue to hold Corsica was impossible and he received orders on 25 September to evacuate the island and withdraw from the Mediterranean.

The British fleet finally left Toulon and headed to Corsica where they brought off the garrison stores and destroyed the forts, magazines and guns and left Corsica for the last time.

Frederick and the *Blenheim* played their part at Corsica with the *Blenheim* and the *Victory* destroying the enemy's fort and guns. The *Blenheim* came away with the *Ça Ira* bower anchor, which seemed quite ironic, along with 410 shot, 70 barrels of powder, three gun carriages, a large quantity of ballast, and various kinds of provisions.

After leaving Corsica on 2 November 1796 the squadron of 15 sail of the line and other frigates, under Admiral Sir John Jervis, proceeded to Gibraltar. Jervis and the fleet reached Gibraltar on the 1 December, having been

delayed by storms and head winds, and having become seriously short of rations. A few days later a hurricane hit his weakened ships, wrecking one and badly damaging two others. Because the dockyard at Gibraltar was woefully short of stores he had his ships caulked and repaired at sea, a considerable feat. Unfortunately, Gibraltar was inadequate to the needs of the British squadron and by the end of the month Jervis had withdrawn the squadron to Lisbon, arriving there on 22 December.

After Spain had declared war on Britain in October 1796 France lost little time in using the naval resources of her reluctant ally. The combined Franco-Spanish fleet of 24 sail of the line and seven frigates left Toulon in December 1796. The French sailed through the straits for Lorient but the Spanish fleet put into Cartagena to refit. Undermanned, lacking experienced seamen, and short of supplies, it sailed on 1 February 1797, its task to escort four ships, carrying mercury for refining silver, to Cadiz. Blown by strong winds through the straits and further into the Atlantic than intended, the Spanish admiral, Córdoba, worked his way back towards Cadiz.

Admiral Jervis had left Lisbon on 18 January 1797 with a Portuguese convoy for Brazil and was patrolling off Cape St Vincent, having been joined by five ships under Admiral Sir William Parker on 6 February, making his force 15 sail of the line. Various sightings and news of the Spanish fleet in the days before the battle were confirmed on 13 February when the frigate *Minerve* joined the fleet. The British were confident that they would win the imminent engagement.

On the morning of 14 February the French and Spanish fleet were discovered through the haze, apparently in confusion and not in order of battle. As the Spanish fleet tried form order Jervis signalled his ships to pass through the gap. The *Culloden*, under Captain Troubridge, followed by the *Blenheim*, with Captain Frederick leading the van, reached it before the Spaniards could close the space, and this enabled the rest of the British ships to make their way through, effectively separating the Spanish force into two parts.

Just after midday Jervis ordered his ships to tack in succession towards the larger of the Spanish divisions. The smaller Spanish leeward division under Admiral Moreno attempted to prevent this, close range fighting took place

and the Spanish attacks were beaten off. But a gap had now opened in the British line, and a shift in the wind increased this. The five ships of Jervis's van, with the *Blenheim*, again in support of the *Culloden*, were heading north by west into the enemy. Jervis therefore altered course to north-west, possibly to enable the ships in his centre division to double the Spanish line, catching the Spanish ships between them and his van. He ordered his rearmost ships, among them Nelson in the *Captain*, to take up a suitable station and get into action as soon as possible.

The superior sailing of the van division enabled them with ease to take up the desired position. At 12.43 p.m. the *Culloden* and *Blenheim* again opened a heavy fire on two ships in the enemy's rear, ably supported by the *Prince George*, *Excellent* and *Irrestistible*.

The Spaniards abandoned their move towards the British rear and headed north-west, their line disintegrating as they went. By 2 p.m. a mêlée had developed as the British ships overtook and engaged the Spaniards. Nelson boarded and took the *San Nicolas* and the *San Josef*, while others captured the *Salvador del Mundo* and *San Ysidro*. At 4.22 p.m. Jervis gave the signal to break off the action. The Spaniards had lost four ships, four others were badly damaged, and it was impossible for them to renew the action on 15 February. The British fleet, guarding its prizes, made first for Lagos on 16 February for immediate repairs, and then for Lisbon where they arrived on 24 February 1797.

The loss on board the *Blenheim* that day was: 12 killed outright, six died of wounds, and 49 badly wounded out of a total for the battle of 73 killed and 227 wounded. Despite the capture of only four vessels, the Battle of Cape St Vincent became celebrated as an outstanding victory. News of the victory, which reached London on 3 March, was greeted with delighted relief. The preceding months had been filled with bad news and there was then a general fear of invasion.



The Battle of Cape St Vincent, 14 February 1797. *Robert Cleverley.*

The thanks of both Houses of Parliament were voted to the admirals, captains, officers, and crew of the squadron. The admirals and captains were also presented with gold medals, emblematic of the victory, to be worn with their uniforms. Sir John Jervis was created Baron Jervis of Meaford and Earl of St Vincent on 23 June 1797 with a life annuity of £3,000 and Captain Nelson was knighted as a member of the Order of the Bath for his services, not just for the battle, which he came out of with his reputation enhanced but for his service in the Mediterranean in general. A promotion of flag officers also followed and Captain Frederick, on 20 March 1797, was appointed to be Rear-Admiral of the Blue. Financially those who took part in the battle shared £140,000 from the taking of the four Spanish ships.

After the Battle of Cape St Vincent Jervis resumed his blockade of the Spanish fleet in Cadiz. The continuation of the blockade for most of the following three years, largely curtailed the operations of the Spanish fleet until the Peace of Amiens in 1802.

On 24 March 1797 Frederick struck his flag and returned to England and once again on half pay for the next eight months. He probably divided his

time between his London home and his small estate at Leigh, which he had acquired in 1792.

Of his character he appeared to have been a man of kindness and ready to help his fellow man if he could. The *Naval Chronicle* in a biographical memoir of him written in 1817 recorded that:

He was affable in his address, and mild in his demeanour; ever ready to oblige, and breathing habitual kindness to all his followers, who were always heartily welcomed at his hospitable board.^{xiii}

An example of his kindness and willingness to help others can be seen in a letter, written after he had returned to England, to one of his young officers who had served under him:

Dear W,

I would have answered your letter immediately, but have been out of town for a few days. Whenever you are inclined to leave your friends, you will come to town, as I have some business of importance to employ you about for a few days; after which I will procure you a situation on board some ship, with one of my friends; I see but little prospect of my being employed for some time to come. I do not think your being on board a gun-brig is by any means the service that will be either profitable or useful to you; therefore I advise you to decline it; let me hear from you, and say when you are likely to be in London, and I will take care not to be out of the way; be assured I will provide for you in some way or other that will be agreeable to you, until I may be employed, at which time I mean to take you with me again; and whatever it is in my power, I will render you some essential service, by getting you some permanent employment.

Very sincerely yours

Thomas Lenox Frederick

No. 24, Devonshire-street, Portland-place. 1st September, 1797.^{xiv}

On 3 November 1797 he hoisted his flag as Rear-Admiral of the Blue on board the 17-gun frigate *Flora* at Spithead. On 25 of November he sailed for Lisbon having a convoy under his charge and did not arrive at Lisbon until 15 January 1798. The *Flora* being required for other services, he hoisted his flag on 20 January on board the *Dolphin* hospital-ship with Josiah Nesbit, Nelson's stepson as captain.^{xv}

At this period, Rear-Admiral Frederick experienced a severe fit of sickness that probably he never fully recovered from. He had recovered sufficiently on 9 February to hoist his flag on his old ship, the *Blenheim*, as part of the blockade of Cadiz, again under Admiral the Earl of St Vincent (Jervis). The Blockade of Cadiz was a long drawn out affair, almost three years in length and curtailed the operations of the Spanish fleet until the Peace Treaty of Amiens in 1802 which allowed for the British to reassert its dominance in the Mediterranean.

Interestingly at this time the admirals and captains of the fleet under the command of the Earl St Vincent joined in a public purse to be offered to the King in aid of carrying on the war. Frederick put £100 per annum into the fund during the war. The amount put in by the flag officers and captains amounted to £3,000.

In December 1798 Frederick moved his flag to the *Princess Royal*, a 90-gun second rate ship of the line, with his nephew John William Taylor Dixon as captain,^{xvi} after the *Blenheim* returned to England for repairs. During this period Frederick still suffered from illness that according to his memoir in the *Naval Chronicle* baffled all medical aid. Because of his illness the *Princess Royal* was sent back to England with Frederick on board arriving at Torbay in September 1799.

Rear-Admiral Thomas Lenox Frederick died at his London home in Nottingham Place on 8 November 1799, aged 49.

In November 1800, Thomas Kennedy, believed to have been Rear-Admiral Frederick's secretary sent to the *Naval Chronicle* a letter and a poem dedicated to Frederick. It would be amiss not to include both the letter and the poem:

Mr Editor,

As an admirer of your work, I take the liberty to forward the following lines: I know not that they possess merit sufficient for insertion, but as they lend to some biographical memoir of the late worthy and gallant Admiral Frederick, who seems to have gone hitherto unnoticed, although he repeatedly distinguished himself this war, particularly when commanding the Illustrious at the capture of the Censaur and Ca Ira, and in the Blenheim on the ever memorable 14th February, with Earl St Vincent. To use the Noblman's emphatical and impressive words, he found Admiral (then Captain) Frederick such a man as he ever wished should serve him. I therefore submit the following lines to your inspection.

London, 6th November 1800

*Rest, gallant FREDERICK! rest in peace thy soul;
Tho' o'er thy hearse no hireling scribblers weep;
Britannia's fame records from pole to pole,
Her modest votary's valour on the deep.
Since early manhood mark'd thy blooming year, your glory shone by
conquest o'er the foe;
And shall such merit meet oblivions bier?
And all thy laurels fade in private woe?
There they will live while Memory holds her seat,
And probed affections mourn thee as a friend,
Where worth and honour find a blest retreat,
May guardian Angels round your bier attend!^{xvii}*

The Early History of the Leigh Park Estate

Leigh, a tithing within the parish of Havant, has its origins in the Medieval period, with the first mention of Leigh from 1236 when it was recorded as *la Lye*, probably meaning a clearance in the forest. At this period the overriding factor was the nearby Forest of Bere and as far as Leigh was concerned Havant Thicket to the north.

In 1288 Leigh, in the Manor of Havant, became part of the huge land holdings of the Bishops of Winchester. Archaeological excavations carried out around Leigh Farmhouse in 1992 found pottery dating from the 11th to 14th centuries, which suggests that a settlement existed here at that time. It probably covered the area which is now the Staunton Country Park, and close to the Havant and Horndean Roads.



Leigh Farmhouse after restoration, circa 2000.

This brief history is mainly concerned with the development of what became Leigh House and later known as the Leigh Park Estate so a good starting point is the Hearth Tax assessment of 1665 which records 24 households in the tithing of Leigh. Leigh at this stage was a large tithing within the Manor and Parish of Havant bordering on Bedhampton to the west, Rowlands Castle and Durrants to the north east, Warblington to the south-east and Havant to the south.

What is interesting to us is that Robert Higgins was paying tax on three hearths, meaning a house of modest size. Robert Higgins was also paying

hearth tax at his house at Leigh in 1673 and 1674. Unfortunately, apart from this description there are no further details of the house at this time. The house and land appears to have stayed within the Higgins family until 20 April 1767 when under a Bond of Indemnity a:

Messuage, barn, gateroom, and three closes (nine acres), parcel of one messuage and one yardland of bondland in Leigh, parcel of the Manor of Havant. The premises are to be purchased by Charles Webber, Leigh, Havant on the death of George Higgins, great uncle of Francis Higgins, butcher, St Anns Soho, Middlesex.^{xviii}



Leigh Farmhouse circa 1832. *Joseph Francis Gilbert.*

Not a great deal of information is known regarding the Higgins family at Leigh but a transcribed document for a Court Baron (dealt with affairs of the manor)^{xix} for the Manor of Havant, held 23 October 1756 gives a little more information on the Higgins family. The Court Baron had met to discuss the copyhold land at Leigh in the hands of the Higgins family after the death of

John Higgins in 1758. John Higgins had been admitted to the copyhold during the lifetime of his father Francis Higgins, Yeoman of Leigh, his father

12
20 Apr. 1767

John
Mr. Higgins }
Charles Webber Esq. } Bond of Indemnity
} on a Purchase of a
} Copyhold Estate.
} Being a Maple Row
No 12 Gatorrow c. 3 (Cores
by Est. on the whole
of acres within
Manor of Kaver

Bond of Indemnity for the purchase of the 'Reversionary Rights of Copyhold Estate' at Leigh from Francis Higgins to Charles Webber, 20 April 1767. Hampshire Records Office 102M86/196.

being appointed guardian as he was under age at a Court held on 25 October 1711. Francis Higgins died in December 1736 and at a Court on 21 October 1737 his widow Joan was admitted to her 'Freebench' (where a widow could retain tenure of her late husband's land) with the reversion to her son John Higgins at her death, which occurred in April 1742 The copyhold appears to be that held by Robert Higgins in the 1673 and 1674 Heart Tax Returns.^{xx} In the will of John Higgins he records:

I give my copyhold land and all the Buildings belong to the land to Francis Higgins son of my nephew Francis Higgins to him and his heirs for ever and never to be sold, he is not to have the rents of the said lands until he is one and twenty years of age. ^{xxi}



Leigh farm buildings, 2008.

The other interesting information regarding the Higgins family is that certain members followed the Catholic faith, including Francis Higgins who is recorded in an Enrolment Book containing the names and estates of papists registered under the Act of George I (1715), Easter 1717 – Michaelmas 1746.^{xxii} In the book Francis Higgins is recorded as of Leigh, Havant, yeoman: copyhold messuage, appurtenances, and 28 acres at Leigh, Havant. This is borne out in the record of the Bishop of Winchester's official visit to Havant 1725 that there are *50 papists of no great consequence*, said to meet frequently at Middle Leigh in the parish of Havant with several others.

Certainly members of the family were Catholics as records for the Brockhampton Roman Catholic Chapel testify but other members of the

family were either, baptised, married or buried, at St Faith's Church and other local churches.

When the 'Reversionary Rights of a Copyhold Estate'^{xxiii} at Leigh was surrendered to Captain Charles Webber in 1767 for the sum of £340 it is unclear if it was still the house first recorded in the Hearth Tax Assessment in 1664 or another house that had been built in the ensuing years. Certainly in the early years of his ownership it does appear that Webber made Leigh House his main residence as four of his children were baptised in the parish church of St Faith in Havant.

Webber died in London on 23 May 1783 and his estate at Leigh passed to his wife Anne who 'surrendered' the estate to Samuel Harrison of Chichester. It has to be mentioned that most of the land that made up the estate was copyhold to the Manor of Havant and under the ownership of the Bishop of Winchester or whoever he sub-let the manor to at the time, which meant that certain payments were made and the tenant 'surrendered' the land back to the lord who transferred it to the new tenant.

Samuel Harrison is a bit of an enigma when it comes to the history of the Leigh Park Estate. He certainly left his mark on the estate because between the years 1783 and 1792 he built a new house on the site, or very close to the site of the old house of the Higgins family and Charles Webber. The new house was built in a pleasing yellow brick, along with the requisite outbuildings and walled garden, of which some still survive. Apart from this, and he being elected in 1783 a member of the Hambledon Cricket Club, no further information on him can be found.

On 21 September 1792 Harrison surrendered his holdings at Leigh to the then Captain Thomas Lenox Frederick. Frederick also acquired further freehold land close to Leigh House at Upper Durrants and around Leigh Farm House. At this period the area around Leigh House was either under the tenure of small copyholders, in some cases many only holding an acre or two of land from the lord of the manor. The main landowner was Joseph Franklin of Qualletts Grove (later renamed Merchistoun Hall), Horndean, who held over 220 acres of land at Leigh, including Leigh Farmhouse.

The map of 1792-1800 clearly shows the land Frederick held. Interestingly, the land at Upper Durrants (measuring approx. 14 acres) acquired by Frederick later became part of the Leigh Estate under William Garret and then Sir George Staunton. Under Staunton the Beacon Folly, which still stands, was erected there. Further land acquired by Frederick was to the south of the mansion at Front Lawn. In total Frederick's holdings at Leigh amounted to 22 acres.

At the time of the death of Rear-Admiral Thomas Lenox Frederick in October 1799 the estate at Leigh and other land close by had already been 'surrendered' to his wife Anne due to his wishes. In his will he *devises his estate and, by his codicils, his reversionary interest in four copyhold estates, parcel of the Manor of Havant to his wife Anne*. It would appear that Frederick let the property rather than live there permanently, prior to his death the house was occupied by his tenant John Allan. It was Anne Frederick, who in January 1800 sold the Leigh House estate for the price of £480 to William Garrett.^{xxiv}



Leigh House, 1833, painted by Joseph Francis Gilbert for Sir George Thomas Staunton Bt.

The core of the house built by Samuel Harrison still remained but William Garrett and Sir George Staunton both made alterations and extensions to the house with the addition of a colonnade, conservatory, and the existing library.

The addition to the House since 1819 consist of a library, corridor, and bath room; a clock tower, a spare coach-house and harness room, with a servants' bed-room over; and several successive enlargements of the conservatory, the extent of which of which has been increased from thirty feet by thirty, to sixty feet by forty.

Notices of the Leigh Park Estate, 1836

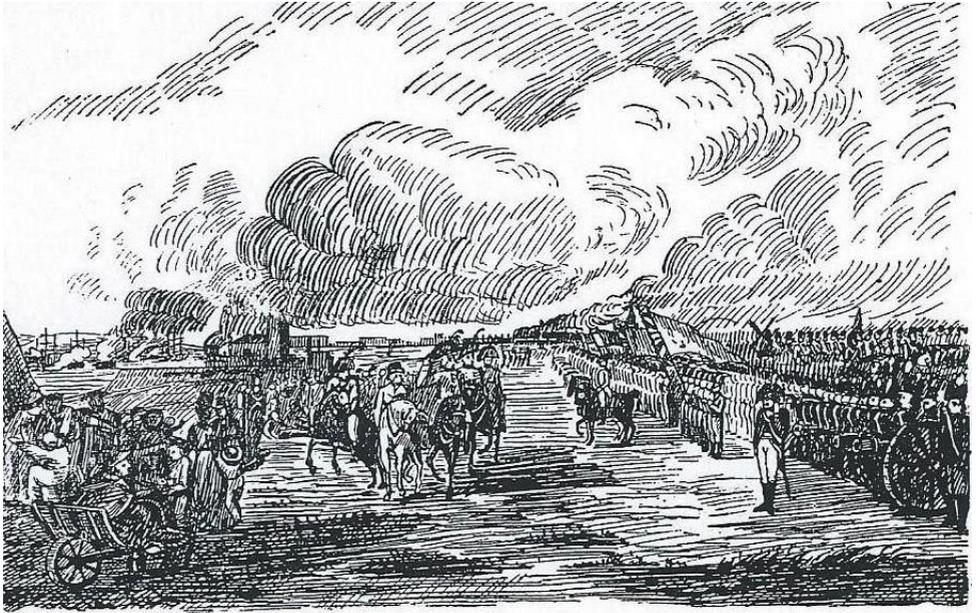
William Garrett and the Birth of the Leigh Park Estate

William Garrett came from a well-known Portsmouth family; his father was a Portsmouth brewer^{xxv} and owner of the Belmont Estate at nearby Bedhampton, while his brother Vice Admiral Henry Garrett was Governor of the Military Hospital at Haslar. Another brother, George, who was knighted in 1820, later inherited the family brewing business. William was baptised at St Thomas Church, Portsmouth on 22 August 1762, the eldest son of Daniel and Elizabeth Norris.

It was William Garrett, together with his father Daniel, who formed the 'Loyal Portsmouth Garrison Company of Volunteer Infantry' in June 1798, at a time when passions were running high due to the French and especially Napoleon Bonaparte's intentions of invasion. The British Government at the end of the eighteenth century was concerned by the very real possibility of a French invasion. The events in revolutionary France in 1792 caused concern and war with France was inevitable. We have seen earlier the part Captain Thomas Lenox Frederick played at Toulon and at the battle of St Vincent and further tensions in Britain were running high.

In April 1794 an Act was passed, limited to the duration of the war, authorising the formation of Voluntary Corps for the defence of the kingdom. As a result two Companies were raised in Hampshire, one in Havant, the 'Havant Company of Volunteers'. Modification of the Act in 1798 resulted in a

larger number of Volunteer Corps being created, including the 'Loyal Portsmouth Garrison Company of Volunteer Infantry' under William Garrett.



REVIEW OF VOLUNTEERS AND REGULARS ON SOUTHSEA COMMON, 1799.

Certainly the Garrett men-folk played their part with the volunteer corps, William's brother, Sir George Garrett, was also a captain in the Portsmouth Royal Garrison Volunteers. William also later played a large part as a Major in the formation of the 'Loyal Havant Volunteers' (1803 - 1809) after his move to Leigh.

The Garrett's took their involvement with the Volunteer corps seriously; soon after their formation on the 16 August 1798, the volunteer corps was inspected by Major General Thomas Murray of the Town Garrison. In Murray's report he stated that under Major William Garrett there was dignity of this elevated office, with the highest credit to himself, and the most essential service to the county... The report went on to say:

The whole have the complete use of their Arms, March, Wheel and Fire well. Much merit is due to Major Garrett not only for his having brought his company in so complete a state of discipline in the short space of ten weeks; but also for having furnished good clothing and accoutrements

at his sole expense; besides Major Garrett will not accept from Government any of the usual pecuniary allowance for the Daily Exercise. The whole company appear to be very zealous and attentive; and may be of great use should their services be required.^{xxvi}

Two other episodes regarding the volunteer corps stand out; firstly on 29 May 1799, corps under the command of Major William Garrett, attended service at the Garrison Church, after which they were drawn up in front of the Governor’s house and presented with colours by Mrs Amelia Garrett. These colours now hang in the chancel of St Thomas’s Church, now Portsmouth Cathedral.

The second report shows the patriotic fervour of the time. On 4 June 1801 some six to eight thousand men from the 23 volunteer corps assembled on Portsdown Hill on the occasion of the King’s birthday. The troops formed a line over two miles in length and included the following local volunteer corps with their respective commanders:

Portsdown Cavalry	Hon. Col. Henry Hood
Petersfield Cavalry	Capt. Catery
Bere Forest Rangers	Capt. Moody
Havant Volunteers	Capt. John Butler
Emsworth Volunteers	Capt. Robert Harfield
Finchdean Volunteers	Hon. Col. Henry Hood
Hambleton Volunteers	Col. Palmer
Portchester Volunteers	Capt. Holmwood
Gosport Artillery Volunteers	Capt. Goodeve
Gosport Volunteers 1st Corps	Capt. T. Whitcomb
Gosport Volunteers 2nd Corps	Capt. T. Whitcomb
Gosport Riflemen	Capt. March
Portsmouth Volunteers	Col. Arnaud
Royal Artificers	Col. Eveleigh
Portsmouth Artillery Volunteers	Capt. Mottley
Portsea Volunteers	Capt. Baker
Royal Portsmouth Garrison Volunteers ..	Major William Garrett ^{xxvii}

The spectacle of the different volunteer units spread out along Portsdown Hill must have been a sight to behold; Major General Whitelocke, Lt Governor of the Garrison in Portsmouth, inspected the troops and an extract from his report, printed in the *Hampshire Telegraph* records:

Major General Whitelocke had so much reason to be satisfied with the conduct of the Regiments and Volunteer Corps that composed the line on Portsdown Hill yesterday, that he feels it incumbent on him to express in this way, not only his warm approbation of their military appearance, and quickness in performing the business of the day, but also of their animated zeal to manifest their attachment to the best of king.^{xxviii}

On 25 September 1787 at St Faith's Church, William Garrett married Amelia Newland, the daughter of James Newland, an attorney of Havant and Ann, his wife. It is believed the couple made their home in Portsmouth until moving to Leigh House in 1800. William's marriage and his connections to the Bingham-Newland family would help enormously in his future dealings with the development of the Leigh Estate. Amelia's brother, Richard Bingham Newland, inherited the lease of the Manor of Havant due to the connections with the Moody family who held the lease from the Bishops of Winchester for many years.^{xxix}

In January 1800, William Garrett acquired from Ann Frederick, the wife of the late Admiral Thomas Lenox Frederick, Leigh House and the freehold land held by Frederick at Leigh for £480. At the same time his brother-in-law Richard Bingham Newland conveyed the copyhold land at Leigh to him.

In February 1801 Garrett was made Sherriff for the County of Southampton, as Hampshire was known as at that time. The *Hampshire Telegraph* announced the appointment in their edition for the 16 February:

We are as much pleased to observe the name of Major Garrett, of Leigh House, and who is commander of the Royal Garrison Volunteers, announced as Sheriff of this county for the ensuing year. The loyalty of his principles, and the firm attachment he has ever evinced to our constitution, joined to the liberality and patriotism he has, in all

instances, shewn in support of the Voluntary forces, are unequivocal pledges of his maintaining the honour and dignity of this elevated office, with the highest credit to himself, and the most essential service to the county, in guarding all its criminal, civil, and municipal laws, from abuse in their execution, and most vigilantly protecting its place, social order, and property, at this very important crisis.

In 1802 Garrett had Leigh House substantially rebuilt and enlarged, employing the Southampton architect John Kent. It is unclear what exactly the work was that was carried out to the house that differed from the house that Harrison built between 1783 and 1792, certainly later maps show the house much larger than the building on the plan of 1792-1800. The only description of Leigh House during the occupation of William Garrett is from the sales particulars of 1819 when the estate was acquired by Sir George Thomas Staunton. In the sales particulars an overview is given of the house as:

The House is most judiciously planned, substantially built, the architectural decorations chaste and highly finished, marked by peculiar elegance in the design, and a particular attention to unite comfort and convenience, in the higher, as well as the subordinate arrangement of every domestic office, and in every respect calculated for a large or moderate Establishment.

As well as enlarging the house Garret set about acquiring the land in the vicinity of the house, and by 1807 he had acquired all of Franklin's land, over 200 acres, reputedly for the large sum of £4,600. Over the next few years he acquired further land in the area turning the Leigh Estate into one of the largest in the neighbourhood.

It must be remembered that most of the land around Leigh at this time was in the hands of the Bishop of Winchester, who granted the lease of the Manor of Havant to a succession of Havant worthies. These included Richard Cotton of Warblington Castle (in 1553) and later the Moody family. In April 1784 a new lease was granted to Richard Bingham Newland, who as Lord of the Manor began to dispose of parts of the manor. In 1812 Newland conveyed the lease of the Manor of Havant to his brother-in-law William Garrett for the

sum of £2,878. This connection with the Lord of the Manor held Garrett in good stead in his plan to acquire the copyhold land around the Leigh Estate.

It was Garrett who played a major part in developing the estate; certainly parts of the estate bear his mark today. He landscaped the grounds and parkland around the house, fenced off the park and extended it to 400 acres; converting the farm to a '*ferme ornée*' (ornamental farm) and laid the framework for the landscaping by Staunton that was to follow. By the time of the sale to Staunton in December 1819, along with other land purchases, the estate had grown in size to comprise 828 customary acres.^{xxx}

The farmhouse and buildings were incorporated into the estate by William Garrett after he acquired the land close to Leigh House. The present farmhouse site was much altered by first William Garrett and later by Sir George Staunton after he acquired the estate in 1819. The farmhouse itself dates from about 1800 to 1833 and is probably one of the oldest buildings remaining on the estate and is a Grade II listed building along with the farm buildings which pre date this back further. The plan of 1792-1800 records the farmhouse on an east-west alignment but later maps from 1833 show it on a north-south alignment suggesting that a new farmhouse was built or the old one much altered by either William Garrett or Sir George Staunton. A watercolour painting commissioned by Staunton in around 1833 shows the farmhouse in its new position. Unfortunately, no recorded evidence of a new farmhouse being built during Garrett or Staunton's ownership exists. Staunton was meticulous in recording all the new building work carried out during his tenure at Leigh Park and no record of a new farmhouse can be found suggesting that alterations were possibly made to the old farmhouse building.

By September 1803, Garrett had relinquished control of the Royal Garrison Volunteers and was now in command of the 'Loyal Havant Volunteers', which in October 1803 the *Hampshire Telegraph* reported:

The Havant Volunteers commanded by Major Garrett have completed their clothing; they are a fine body of men and will attend divine service at the parish church on Wednesday in their regimentals.^{xxxi}

Interestingly Garrett himself put £100 towards the clothing for the corps and many from the town contributed subscriptions towards the cause.

The Loyal Havant Volunteers by December 1803 had three companies of 63 men each, one field officer, two captains, six subalterns, three staff officers, nine sergeants, nine corporals, and three drummers. Originally the Havant Volunteers were under the command of Captain John Butler and were one of the two oldest companies in Hampshire. In 1804 the Loyal Havant Volunteers and the Emsworth Infantry Volunteers were united under the title of the 'Havant and Emsworth Loyal Volunteers' under the command of Major William Garrett. On 21 August 1809 the volunteers paraded for the last time and the corps disbanded. The Loyal Havant Volunteers colours were repaired in 1957 and can be seen in St Faith's Church in Havant.

In May 1817, due to possibly family matters, his mother and unmarried sister Elizabeth had moved to Bath where he eventually died, Garrett negotiated the sale of the Leigh Estate to John Julius Angerstein (1735-1823). Angerstein, of Russian extraction, came to England when he was 15 and eventually became influential in the establishing of Lloyd's of London. He also became a financial advisor to William Pitt, the Prime Minister. Legend has it that Angerstein was the natural son of either the Empress Anne of Russia or Elizabeth Petrovna, the illegitimate daughter of Peter the Great.

It appears that Angerstein quickly moved into Leigh House and in October 1817 even applied for permission to erect a gallery in St Faith's Church for himself and his family. In November 1817 Angerstein even obtained opinion upon the right of sporting over the Havant Thicket:

The qualified copyholders have no right to enter on the Lord's waste, except for the purpose of driving their cattle to and from pasture; and if, in so doing, they go one step out of their way for the purpose of sporting, they commit a trespass; and if they do so after notice, they will be liable to him in action, as wilful trespassers.^{xxxii}

By the summer of 1818 a contract had finally been signed for the purchase of Leigh House and estate for the astronomical sum of £47,350. Unfortunately things began to go wrong; Angerstein brought a case against Garrett for not



John Julius Angerstein, 1790, by Thomas Lawrence.

disclosing dry rot in the house. The case was heard in London in February 1819 and the charges dismissed, but Angerstein was not compelled to complete the purchase. He was an avid art collector and after his death in 1823 the Government paid £57,000 for 58 of Angerstein's pictures and a further £3,000 for the continued tenancy of his London home in Pall Mall, so it could be opened as an art gallery. This was the beginning of what would become the National Gallery.

LETTERS

ADDRESSED TO

WILLIAM GARRETT, *Esq.*

RELATIVE

TO THE STATE,

OF

Leigh House.

Habant Press:

PRINTED BY HENRY SKELTON, WEST-STREET.

1819

Cover of the pamphlet produced in 1819 on the sound condition of Leigh House.

Unfortunately for the ruling of the court case it still left Garrett with Leigh House and later in the year of 1819 he again put the estate up for sale. This time Garrett, with the aid of Chichester land agent and auctioneer Samuel Weller, had a pamphlet published entitled: *Letters addressed to William*

Garrett, Esq., Relative to the state of Leigh House. This pamphlet, as well as asserting the sound condition of Leigh House has letters from 20 worthy gentry, builders, and local craftsmen of the area; signatories to the letters included Revd M.A. Norris (Rector of Warblington), Charles Longcroft, Admiral Sir Henry Leeke of West Leigh House, Sir Samuel Clarke Jervoise of Idsworth, Admiral Sir Lucius Curtis of Gatcombe House, all stating to the sound condition of the property.

HAVING, by permission of William Garrett, Esq. minutely examined the timbers and other wood-work of Leigh House, we the undersigned do most solemnly declare, that we did not discover any symptoms whatever of the dry rot in any of them, that the floor boards, skirtings, and story posts, (as supports to the girders in the cellars) were as sound and perfect as when new, and the decay perceptible on the under surface and edges only, of some of the joists and girders, was occasioned for want of a circulation of air, usual in all cellars where the air is excluded, and that it did not proceed from the disease called the dry rot.

That we took particular notice of the roof, and found that it was most substantial and firmly fixed, not only upon the outer and inner walls, but upon two strong middle or party walls, which carry the chimnies, and that from the nature of its construction it must be a remarkable dry house.

As witness our hands, this 16th day of June, 1819.

RICE SHARPLEY,

RICHARD SHARPLEY,

Builders, Purbrook, Hants.

Example of one of the letters by Local Builders and Craftsmen on the state of Leigh House, 1819.^{xxxiii}

A fine description of the house and estate at this period was recorded by Walter Butler, possibly the Steward to the estate, in 1817, in his *Topographical Account of the History of the Hundred of Bosmere*:

Leigh House has always attracted the notice of strangers from the peculiar neatness of its appearance, its forest scenery, and its rich and interesting views of the sea. It stands upon a gentle eminence in a park of four hundred acres of hill and dale, ornamented with timber and plantations. All that wealth could command, or art supply, has contributed to embellish the beautiful domain. The house is substantially built, neatly finished, and comprises every comfort and conveniency in its domestic arrangements. The shrubberies are laid out with taste; and from its numerous wood walks, at different points, are seen many interesting objects of the neighbourhood. The view of Havant Thicket from the hermitage, clad with ivy, upon the mount is of a more sedate kind, highly interesting from its deep shade in summer, its beautiful tints in autumn, and serving as a contrast to the more brilliant views of the sea and its islands. The gardens are planned with great judgement, and furnished with pinery, hot-house, green-houses and stoves, and surrounded with shrubberies and walks communicating in all directions. The farm buildings, dairy embellished with old china, and pheasantry adjoining, are detached from the mansion, and contribute by their nice arrangement to render the estate one of the most delightful residences in the country.

The above description of the estate shows how far Garrett had transformed the house, park and garden from its smaller origins under Harrison and Frederick. It also shows that Garrett was certainly a man of wealth because creating one of the most delightful residences in the country as he did did not come cheap. So what do we know of Garrett's park and garden? Certain elements survived under Staunton, it is clear that the Dutch Garden and Swiss Wood House, survived under Staunton, as did the Cone House, painted by Joseph Francis Gilbert in 1832. It has even been suggested that an Indian Temple was in existence at the time of the sale to Staunton in 1819. Certainly greenhouses and hothouses survived under Staunton but it is difficult to gauge what survived under Staunton's re-development of the park and

gardens as he appeared to start from a fresh canvas in creating his own 'masterpiece'.

Certainly one feature which did not survive under Staunton is Garrett's Hermitage. Butler describes it as clad in ivy from the mount and giving a view from it of Havant Thicket. The location of it we can only surmise; one possible site could have been the Temple site overlooking Leigh Water, the highest point of the estate with Havant Thicket in the background. This location later became the site of William Stone's new Leigh Park House. Other suggestions have included High Lawn or High Field which again would give views towards Havant Thicket.



The Cone House, built by William Garrett after 1800 and incorporated into Staunton's garden design. *Painted by Joseph Francis Gilbert, 1832.*

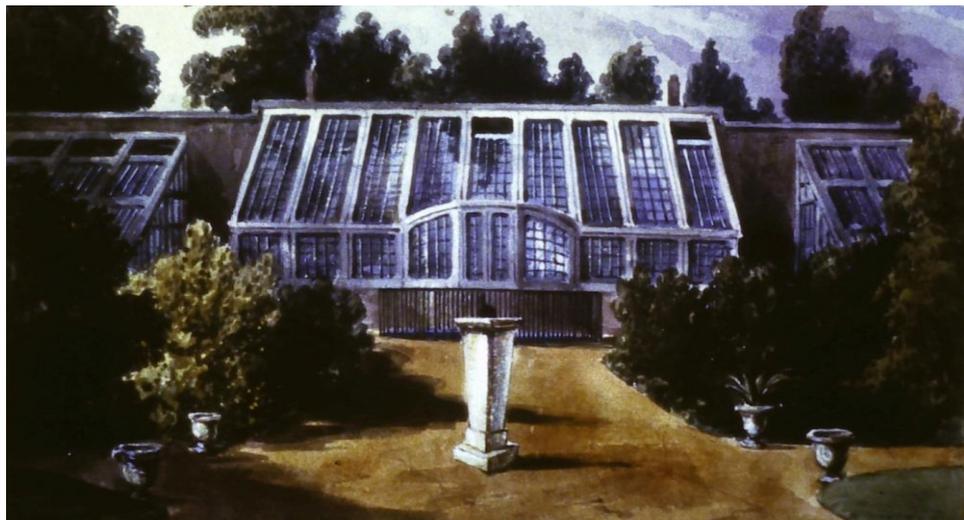
The 1819 sales particulars leave us with a good description of the estate under Garratt and hold testimony to the work he put into creating his own early nineteenth century pleasure ground, they included:

Productive Gardens, Green, Pinery and Succession Houses, Melon Grounds, with pleasant and extensive shrubberies. A Baliff's House, an

ornamental Dairy, with seventeen cottages. The Agricultural Buildings are peculiarly complete, and the whole of the Lands present a perfect ferme ornée. This singularly unique and delightful House is situated on a pleasing eminence, in a paled park of upwards of 420 acres, commanding a peculiar richness of home landscape and forest scenery, with a fine view of Spithead, the Isle of Wight and St Helens; most delightful drives and walks through all the coppices, of considerable extent, with seats, and many of the enclosures are margined by walks. The Stables are inclosed all round, a spacious Yard, a two stalled stable, a six stalled Stable etc. Harness Room and two Carriage Houses, for five Carriages, with other stabling for Post Horses, and Horses at Grass.

It is also recorded in the local press that Garrett lived *in considerable state and that he entertained parties of cricketers, being himself a cricketer of some fame besides being thoroughly well versed in field sports of all sorts.*^{xxxiii} It was probably on the common at Stockheath that cricket was played, certainly the Havant team played matches there. Later of course Leigh Park had its own pitch at Front Lawn. With reference to field sports Havant Thicket was frequented by deer, woodcock and snipe and Walter Butler records a grouse being shot there in 1800. Garrett also kept a pheasantry at Leigh which, in November 1813 was broken into and as the *Hampshire Telegraph* reported *nine handsome pheasants were stolen*. It must be said that the culprits were taking a chance as by this time Garrett was also acting as a magistrate for the Fareham District of Hampshire which in judicial law at this time Havant was part of.

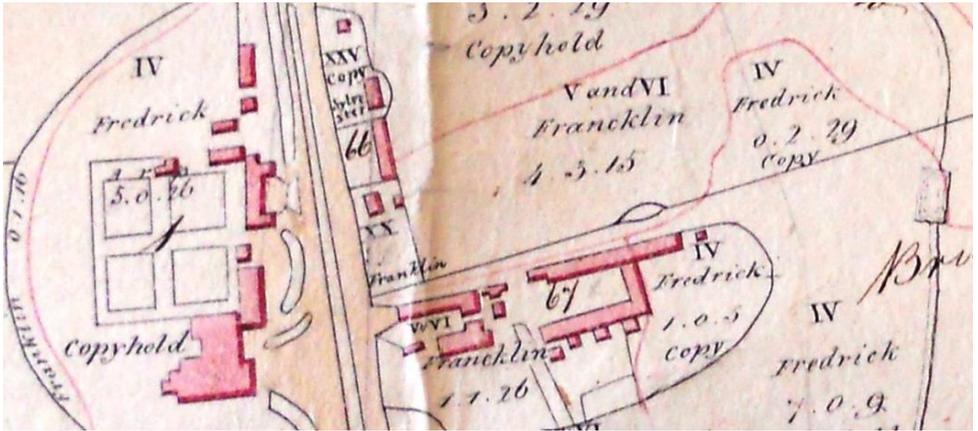
At the end of July 1819, Sir George Staunton paid his first visit to Leigh Park with the view of buying the property and was conducted around the estate by Garrett. The only disappointment that Staunton found was that the road from Havant to Horndean passed close to the front of the house, but Staunton was duly impressed enough to agree to the purchase. In September 1819 agreements were formally signed for Staunton to become the next owner of the estate and on 30 December of that year the ownership of the estate was finally sealed for the purchase price of £22,000.



The Old Stove House and Greenhouses, built by William Garret, 1800-19. This Stove House was later demolished and replaced with a larger structure by Sir George Staunton. Painted by Joseph Francis Gilbert in 1832.



The Head Gardener's Cottage, formerly Silvester Cottage, a building which stood on the former main road from Havant to Horndean. It was taken into the estate by William Garrett after 1800. *Painted by Joseph Francis Gilbert, 1832.*



Map of Leigh and Leigh House, 1792-1800, showing the small Leigh Estate and the land held by Frederick at this time. The land held by Frederick close to Leigh Farm and the farm buildings still survive. Also shown is the walled garden, later realigned by Sir George Staunton, the coach-house, stables and bothy which all still remain. The road from Havant to Horndean can be seen dissecting Leigh House from the farm. In 1828 Sir George Staunton had the road moved to the other side of the farm buildings as shown below.



Portion of the 1842 Tithe Map of the Leigh Park Estate showing Leigh Park House and Farm under Sir George Staunton.

William Garrett and his wife, Amelia moved permanently to Bath after the sale of the Leigh Estate, Garrett dying their aged sixty-nine on 28 December 1831. His address was given at the time as The Crescent, Bath, and Marine Parade, Brighton. Amelia died in 1847. The Garrett's were never blessed with any children; a child had been stillborn in August 1804.

In conclusion, the Leigh Park Estate went through substantial changes after the sale by William Garret to Sir George Staunton, Staunton enlarged and embellished the estate and under him it became one of the foremost gardens and parkland in this part of the country. Staunton even acquired the Manor of Havant outright from the Bishop of Winchester for the sum of £2,075 1s. 9d. (£2,075.09) in 1826. Later, after the death of Staunton, William Stone built another house overlooking the lake and demolished the earlier house, and with this the whole of the aspect of the estate changed again. But what remains is enough evidence of the early estate under Harrison, Frederick and Garrett, with even glimpses of what was there before them when we look at the fine farm buildings that remain.



Side view of the former coach house and stables to Leigh House, built sometime around 1783.



Sir George Staunton rebuilt Garrett's Stove House and Greenhouses to the replica design seen today in the walled garden. ^{xxxiv}



The stables and Bothy Cottage



The Bothy and stables.

A MODERN VILLA,
With PARK and LANDS of 828 CUSTOMARY ACRES.

WITH
Valuable Manors.

To be Sold by Private Contract,
BY MR. WELLER,

A TRULY DESIRABLE

ESTATE

In the Hamlet of LEIGH, of 828 Acres, of Park, Meadow
Arable and Coppice Land, together with the capital
Manors of Havant and Flood,

With all Royalties, Rights and Immunities,

A considerable Waste for Hunting and Shooting.

The HOUSE is most judiciously planned, substantially built, the architectural decorations chaste and highly finished, marked by peculiar elegance in the design, and a particular attention to unite comfort and convenience, in the higher, as well as the subordinate arrangement of every domestic office, and in every respect calculated for a large or moderate Establishment; and comprises the following apartments:

Basement.

A complete Wine Cellar, fitted up with catacombs, and a small Wine Cellar at the approach for the Wine in use—A Cellar to receive pipes of wine, strong beer, ale, and general Cellar, strong closet and iron door.

Ground Floor.

A very handsome Entrance into a circular Hall, with niches, 21ft. 6in. by 21ft. 6in. with elliptic arches, stuccoed and coloured a French grey with white mouldings, opens to a Vestibule, 21ft. 6in. by 15ft. a Geometrical staircase handsomely stuccoed with fluted doric columns, which is warmed by a Musser's stove.

Front Page of the 1819 Sales Catalogue for the Sale of the Leigh House Estate.

Endnotes

- ⁱ A replica of the *Rose Webber* served on is now based at Bridgeport, Connecticut. The replica *Rose* was built in Lunenburg, Nova Scotia in 1970 by Newport Historian John Fitzhugh Millar, using original construction drawings from 1757 which were obtained from the National Maritime Museum in Greenwich, England.
- ⁱⁱ *Biographia Navalis – Lives & Characters of Officers of the Navy of Great Britain*. John Charnock, 1797.
- ⁱⁱⁱ Three closes with a house and barn (9 acres), house and land (two yardlands) at Leigh near the road from Havant to Durrants Bridge. H.R.O. 102M86/167/1-4.
- ^{iv} In the will of Thomas Lenox Frederick he had already ‘surrendered’ his reversionary interest in four copyhold estates, parcel to the manor of Havant to his wife Anne. This included a further 14 acres at Leigh called Upper Durrants. H.R.O. 102M86/193-195.
- ^v Biographical Memoir of the Late Thomas Lenox Frederick, Rear-Admiral of the Red – *The Naval Chronicle*. Vol. 37, 1817.
- ^{vi} The French took the *Unicorn* into their service and rated her a 24-gun ship with a complement of 181 men. She was afterwards retaken, in April 1781 by Commodore B.S. Rowley. *The Naval Chronicle* Vol. 37, 1817.
- ^{vii} Journal on board the *Illustrious*. *The Naval Chronicle* Vol. 32, 1817.
- ^{viii} *The Naval Chronicle*, Vol. 37, 1817.
- ^{ix} *The Naval History of Great Britain*, Vol. 1, 1793 – 96, published 1837.
- ^x *The Naval Chronicle*, Vol. 37, 1817.
- ^{xi} *The Naval Chronicle*, Vol. 37, 1817.
- ^{xii} *The London Chronicle*, 16th April 1795.
- ^{xiii} Biographical Memoir of the Late Thomas Lenox Frederick, Rear-Admiral of the Red – *The Naval Chronicle*. Vol. 37, 1817.
- ^{xiv} Biographical Memoir of the Late Thomas Lenox Frederick, Rear-Admiral of the Red – *The Naval Chronicle*. Vol. 37, 1817.
- ^{xv} This ship would have originally been a 44-gun fifth rate ship launched in 1781 and broken up in 1817.

^{xvi} On 26th March 1824 the *Apollo* of 36 guns was with Captain John William Dixon ran aground on the coast of Portugal during a severe storm. Captain Dixon was among the 62 men who died.

^{xvii} *The Naval Chronicle*, Vol. 5, Jan – July 1801.

^{xviii} HRO 102M86/196.

^{xix} A manorial court which enforced the customs of the manor. It was the property of the lord and a private jurisdiction.

^{xx} *The Court Book of Havant*, No. 8, 1754 – 99 HRO 124/M71/M7. (transcription)

^{xxi} HRO 124/M71/M7.

^{xxii} HRO 1758P/17.

^{xxiii} Reversionary Rights – The return of the rights of possession to the lessor, in this instance to the lord of the manor, at the expiration of a lease.

^{xxiv} William Garrett (1762-1831) in 1787 married Amelia Newland (1769-1847), daughter of James Newland and brother of Richard Bingham Newland (1768-1826), lord of the manor of Havant. Richard Bingham Newland inherited the lease of the manor of Havant in 1765 after the death of his brother James who died aged nine in that year. Further leases were granted to Richard Bingham Newland on 6 April 1775 and 14 April 1784. The manor had been passed to the young boys by their great uncle John Moody at the time of his death in 1864.

^{xxv} The original walled garden was probably laid out by Samuel Harrison when he built his house, 1783-92. The garden was later realigned by Sir George Staunton and the large stove house built by Staunton replaced an earlier hot house which stood there.

^{xxvi} Daniel Garrett was taken into partnership by his father-in-law William Norris. Of William Garrett's siblings his eldest sister Mary Longhurst Garrett (1763-98) married Admiral John Child Purvis in 1790. This was Admiral Purvis's second marriage. Daniel Garrett (1766-1839), a Customs Officer married Eleanor Martha Raikes, the daughter of Robert Raikes, a newspaper proprietor and advocate of Sunday Schools, in 1797. Vice Admiral Henry Garrett (1762-1831) married Mary Raikes, the daughter of Robert Raikes and sister of Eleanor Martha Raikes, in 1796. Sir George Garrett (1772-1832)

married in 1796 Louisa Harriett Pierce. Elizabeth Garrett, baptised 1768 died unmarried at Bath in 1818.

^{xxvii} *Leigh Park – A 19th Century Pleasure Ground*, Derek Gladwyn

The Volunteer Corps consisted at this time of 1 Captain, 1 Lieutenant, 1 Ensign, 1 Adjutant, 6 Sergeants, 6 Corporals, 9 Drummers and Fifers, and 120 Privates.

^{xxviii} *Illustrated History of Portsmouth*, W.G. Gates, Portsmouth, 1900.

^{xxvix} *The Hampshire Telegraph*, 9 June 1800

^{xxx} The Manor of Havant was in possession of the Bishops of Winchester till 1553 when it was leased out to Sir Richard Cotton. It was leased out until 1826 when it was acquired outright by Sir George Staunton and subsequently owned by the owners of the Leigh Park Estate. The Manor of Flood lies wholly in the Parish of Havant, extending from the borders of the Thicket into the town of Havant.

^{xxxi} A customary acre – a measure of land, often used in early documents, which could vary from one manor to another. In Havant, as in a number of other manors in South-east Hampshire, the customary acre was about two-thirds of a statute acre.

^{xxxii} *The Hampshire Telegraph*, 17 October 1803.

^{xxxiii} Letters Addressed to William Garrett, Esq. Relative to the State of Leigh House, 1819. A footnote in the letters reads: Mr Rice Sharpley, having been 60 years a practical builder, thirteen of which he was chief foreman to the late Sir Robert Taylor, and built Purbrook House, and several other mansions, under that eminent Architect, is well acquainted with the state and condition of houses and buildings, and particularly with the nature and character of the disease in timber called dry rot. Mr Sharpley came to Leigh, without being sent for, accompanied by his son, who has also had above a 30-year experience as a builder.

This book has been printed by:
Park Design and Print



pdp@pcs.hants.sch.uk 023 9248 9840

Educating and Inspiring Young People

Park Community Enterprises trading as Park Design and Print