

No.	Service:	Rank:	Names & Service Information:	Supporting Information:	
11.	Mar. 1866	Mar. 1871	Captain Robert Hall, C.B., R.N. B. 1817. Kingston, Upper Canada. D. 11 Jun 1882 Kensington, London. B. Mount St Bernard Abbey, Leicestershire. [unconfirmed] <u>27 May 1833</u> Entered Navy, after serving for some time as Mate, in the Pacific and at the Nore, the Nore is a sandbank at the mouth of the River Medway. The command was established at Chatham in 1752 and became responsible for sub-commands at Chatham, London (less the Admiralty), Sheerness, Harwich and Humber. From 1827 the Commander-in-Chief was accommodated in Admiralty House, Sheerness, built as part of the renewal of Sheerness Dockyard. In 1907 he moved to a new Admiralty House alongside the naval barracks (HMS <i>Pembroke</i>) in Chatham, the Sheerness house being given over to the Commander-in-Chief, Home Fleet. Robert served on the " Dublin " 50 guns, launched on 13 February 1812 at Rotherhithe as a 74-gun third rate ship of the line of the Royal Navy. In 1826 " Dublin " was reduced to a 40-gun ship. She became the flagship of Commander-in-Chief of the Pacific fleet Admiral Sir Graham Hamond, 2nd Baronet from 1835 to 1838, and Rear Admiral Richard Darton Thomas (1777–1857), from 1841 to 1845. Robert also served on the " Camperdown " 104, a 1 st rate ship, built as " Trafalgar " and launched from Chatham 26 Jul 1820, [7 years on the stocks], renamed 22 Feb 1825, carrying 104-106 guns. Flag-ships of Rear-Admiral Richard Thomas and Sir Edward Brace. <u>3 Jun 1839</u> Robert successfully passed his naval examinations. <u>28 Nov 1843</u> he was promoted to the rank of Lieutenant, serving in	Son of Captain Sir Robert Hall, R.N., (B.1778, County Tipperary (Republic of Ireland. D. 7 Feb. 1818. Kingston, Upper Canada) [aged 40] and his wife Miss Mary Ann Edwards. (??). At his death 7 Feb. 1818, although named Miss Mary Ann Edwards was named with Mary Roche, who was his " <i>residuary legatee</i> " [the <i>one designated to receive the residue of an estate</i>]. Robert Hall's (Snr) early years have not attracted the attention of naval biographers. It is known, however, that he was gazetted a lieutenant in the Royal Navy on 14 Jun 1800 , a commander on 27 Jun 1808, and a captain on 4 Mar 1811. He attracted attention for sterling service in the defence of a fort on the Gulf of Rosas, Spain. Nov 1808 while in command of the bomb-ketch " <i>Lucifer</i> ". 28 Sep 1810 he enhanced his reputation when, as commander of the 14-gun " <i>Rambler</i> ", he captured a large French privateer lying in the Barbate River, Spain. Sept 1811 Hall was appointed to command a flotilla entrusted with the defence of Sicily against naval forces operating from French-occupied Naples. He achieved success at Pietrenera (Italy) on 15 Feb 1813 in a raid on a convoy of about 50 armed vessels, French supply ships escorted by many Neapolitan gunboats. With only two divisions of gunboats carrying four companies of the 75th Foot he neutralized the enemy's shore batteries and captured or destroyed all 50 ships. In recognition of this feat he was made a knight commander, Sicilian order of St Ferdinand and of Merit. Permission to accept this honour was granted by the Prince Regent on 11 Mar, at which time Hall was described as a post-captain and a brigadier-general in the service of Ferdinand IV of Naples. 27 May 1814 Hall was designated acting commissioner on the lakes of Canada, to reside at Quebec; his actual headquarters would be the naval dockyard at Kingston as commander of the naval squadron on the Great Lakes. 29 Sep 1815 Robert Hall (Snr) was named as the Naval commander on the lakes and resident commissioner at Quebec, thus combining the two senior naval appointments in the Canadas. Hall returned to England, and remained in England for more than a year, during which time the British government was engaged in negotiations with the United States which eventually led to the Rush–Bagot agreement of Apr 1817 to demilitarize the lakes. He was knighted on 15 Jul 1816 and, distinguished with the additional honour of a companionship in the Order of the Bath , returned to Kingston on 9 September 1816 . The last seven months of (Snr) Hall's life were devoted to the administration of the peace establishment devised for his command, to the unending task of keeping the fleet in repair, to plans for improvements to the yard, and to arrangements for strengthening subsidiary bases on the Upper Lakes. He was seriously ill with a lung infection in Oct, recovered sufficiently to return to duty for a few weeks at the end of the year, but died of this disease at his quarters at Point Frederick on 7 Feb. 1818 . An affable, gallant, and cultivated officer, Hall in his Canadian posting had proved himself a conspicuously fair-minded, innovative, and efficient administrator. Although Robert Hall (Jnr) date of birth is given as 1817, the only real evidence is that he was (son), baptized on 2 Nov 1818 by George Okill Stuart, rector of St George's Church in Kingston. Robert's (Jnr) actual return to the UK has not been identified. He entered the navy on 27 May 1833, and did his early service largely in the flagships of his father's old friends. Marriage: 20 Aug 1844 to Teresa Bridget (Birgitta) Tunstall (B. 12 Feb 1816. Preston Le	
	<i>Mason</i> 23 <i>Mar</i> 1866	<i>31 Feb</i> 1871			

			<p>the Pacific and on the west coast of Africa.</p> <p>2 Feb 1844 he was reposted to the "Camperdown" again, for a limited period.</p> <p>15 Jul 1844 he was reposted to the "Queen" 110, a 1st rate wooden sailing ship of 3140 tons, launched 15 May 1839 (later to be converted to screw propulsion 5 Apr 1859), carrying 110 guns.</p> <p>20 Aug 1844, Marriage Robert aged 27 years (see opposite).</p> <p>30 Jan. 1845 he was transferred to the "Trafalgar" 120, a 120-gun first rate ship of the line of the Royal Navy, launched on 21 June 1841 at Woolwich Dockyard. "Trafalgar" was the last ship to complete the successful <i>Caledonia</i> class. She was fitted with screw propulsion in 1859. As training ship at Portland, she was renamed HMS <i>Boscawen</i> in 1873. The above ships bore the flags at Sheerness of Sir John Chambers White and Sir Edw. Durnford King.</p>	<p>Skerne, Darlington, Durham, England. D.29 Nov 1894, Earls Court, Middlesex, London)[28], daughter of Thomas Tunstall(1775-1840) and Maria Isabella Trappes(1778-1850); at St. John the Baptist, Park Road, Toxteth Park, Peel, Liverpool, Lancashire, England.</p> <p>Issue: Together they had one son, Edward Brace Turville Hall (1858. Portsea Island, Southsea, Hampshire). He was later to become the head of the London Salvage Corp, married 04/1883, Isle of White, later with 4 children.</p>
			<p>19 Nov 1845-1848 Lieutenant in "Grampus", she was a 3rd rate wooden sailing vessel, of 1656 tons, launched as the "Tremendous" carrying 74 guns 30 Oct 1784, she was rebuilt at Chatham Jan 1840. In 1845 she renamed "Grampus" and reduced to 50 guns. She was finally recommissioned 15 Nov 1845, commanded by Captain Henry (Byam) Martin (Woolwich) reconfigured for Pacific service.</p> <p>6 Sep 1852 William was promoted to the rank of Commander.</p> <p>27 Sep 1852 as Commander (second in command "2ic") in "Agamemnon", commanded by Thomas Maitland, Sheerness. "Agamemnon", was a 91-gun battleship ordered by the Admiralty in 1849 in response to the perceived threat from France by their possession of ships of the <i>Napoléon</i> class vessels. She was the first British battleship to be designed and built from the keel up with installed steam power, although, due to the inefficiency of steam engines of the period, it was expected that she would spend much of her time travelling under sail power. "Agamemnon", therefore carried a full square rig on three masts, in common with large sailing warships of the period. She carried an armament of muzzle loading smooth-bore cannon, as usual for warships at this time, on two decks. She was completed in 1852. She was not the first British battleship to be completed with steam power; HMS <i>Sans Pareil</i>, a pre-existing square-rigged second-rate, was converted to ancillary steam power (retaining her rig) and completed in 1851. She was attached to the Mediterranean Fleet and served in the Crimean War as flagship of Rear-Admiral Sir Edmund Lyons. She participated in the bombardment of Sevastopol on 17 Oct 1854 and the shelling of Fort Kinburn, at the mouth of the Dnieper River, in 1855.</p> <p>23 Aug 1853 he was appointed Commander in "Stromboli". She was a 1st Class wooden paddle sloop, of 970 tons, 1283 tons displacement, carrying 6 guns, launched 27 Aug 1839, commissioned at Portsmouth, operating in the Baltic, then Mediterranean and Black Sea during the Russian "Crimean" Wars.</p> <p>1854 he was continued as Commander of the paddle sloop "Stromboli" operating in</p>	

the Baltic and the end of the season to the Mediterranean and the Black Sea.

May-June 1855 he took part in the expedition to Kerth and the Sea of Azof, under the command of Captain Lyons, and on Lyons's death was promoted to be acting Captain of the "*Miranda*", a 14-gun (15-gun from 1856) wooden screw sloop of the Royal Navy, launched in 1851 and sold for breaking in 1869. Two of her crew were awarded the Victoria Cross for their bravery during the Crimean War. "*Miranda*" was laid down at Sheerness Royal Dockyard in September 1848 and launched on 18 March 1851. She was fully commissioned at Sheerness on 25 February 1854.

May 1855-June 1855 Acting Captain in "*Gladiator*", a 2nd class wooden Paddle frigate, of 1190 tons, displacement 1960 tons, carrying 6 guns, launched 15 Oct 1844, again operating in the Sea of Azov during Russian Wars.

24 Jun 1855-21 April 1857 Appointed as full Captain in "*Miranda*" 14 guns, (until paying off at Sheerness), Mediterranean (and Black Sea during the Russian War, senior officer in the Strait of Kertch)

27 Jan 1859-9 Jan 1863 Robert was appointed as Captain of the "*Termagant*". She was one of seven ships of the Royal Navy have bearing the name HMS "*Termagant*", after Termagant, a god that Medieval Europeans believed Muslims worshipped, and that later came to be popularised by Shakespeare to mean a 'bullying person'. She was a wooden screw frigate, 1560 tons, displacement 2403 tons, carrying 24 guns, launched from Deptford Dockyard in 1847 and sold-off in 1867. (She was commissioned at Portsmouth until paying off at Portsmouth), as part of the Channel squadron, then (Aug 1859) then operated in the Pacific, especially off of Mexico.

1861 Census shows Robert as Captain of the "*Termagant*", at anchor at Faro Mazaltán, off the west coast of Mexico. His wife **Teresa Hall** (1817) [54] and their son Edward Brace T Hall (1858)[3] was a visitor at the home of Cowper Phipps Coles (captain in the R.N.) & his family at Somerset Cottage, Grove Road, Ventnor, Isle of White. Hampshire>Newchurch>Godshill>Dist.5.

27 Apr 1863-20 Mar 1866 He was appointed to be private secretary to Duke of Somerset, First Lord of the Admiralty

21 Mar 1866-22 Mar 1871 Robert was then appointed as Superintendent of Pembroke dockyard, also in command of "*Saturn*", at Pembroke Dockyard, for a limited period. "*Saturn*" was a 4th rate wooden sailing ship of 1646 tons, carrying 58 guns, launched 26 Nov 1786 as a 3rd rate carrying 74 guns, but changed in Dec 1813; she was put into Harbour service Sep 1825. She was the quarantine service ship at Milford, **Jan 1840**. She had been commanded and captained by *Thomas Sabine Pasley*, (Oct 1849-Jun 1854); *Robert Smart* (May 1854-July-1857); *George Ramsay* (May 1854-Jul 1857) and later *William Loring* (9 Sep 1862-21 Mar 1866). She was finally broken up at Pembroke Dock **1st Feb 1868**, on the watch of Captain Robert Hall.

Jun 1869 he was awarded a *C.B.* (Companion of the Bath)

16 Apr 1870 Robert was appointed "naval aides-de-camp" to the Queen.

1871 Census shows **Robert Hall**(53)[1818], Captain R.N. on Active List, on his own in the Wellington Hotel, 6, George Street, Gloucester. Gloucestershire>St Catherine>Dist 7. **Lady Teresa Hall** (1817) [54], visitor at the Morgan's home. Head>Lieutenant Colonel, Royal Artillery, family, children and 3 other visitors + 3 servants. Saint Helen's House, 4, Gower Lane, Swansea, [entry 236>Glamorgan>Swansea>Swansea>Dist 29.

1872 Robert was reappointed and became naval secretary to the Admiralty.

9 Feb 1871-4 May 1872 Commissioner of the Admiralty (Third Lord).

8 May 1872-8 May 1882 Naval Secretary of the Admiralty (until the office was actually abolished).

30 Apr 1873 he was appointed to the rank of Retired Rear-Admiral.

21 Mar 1878 he took up the rank of Retired Vice-Admiral.

1881 Census shows Robert Hall (1816) [65] wife Teresa (1816) [65] 3 visitors Barbara Martin (1851) [30] Daughter of Capt. R.N.; Jemead Nugent (1818) [63] Daughter of Commissary from Portugal; Edith Johnson (1836) [45] widow of Vice admiral; and 4

			<p>servants; living at 28 Craven Hill, Paddington. London>Paddington>St John Paddington>Dist. 21b.</p> <p>April 1882 having held the above position he resigned; but a few weeks afterwards, his successor was sent to Ireland as under-secretary, Hall was requested to resume his old post. He had barely done so when he died suddenly of heart disease, on 11 June 1882.</p> <p>15 May 1882-11 Jun 1882 Permanent Secretary of the Admiralty (actually died in office).</p> <p>11 June 1882 Died (London), suddenly of heart disease at 28, Craven Hill Gardens.</p> <p>14 Jun 1882 <i>The Times</i> newspaper contained his obituary written by O'Byrne's Nav. Biog. Dict.; Navy Lists.</p>
			<p>1 May 1863 the Cardiff Times, reported the following:-</p> <p style="text-align: center;">“.....GENERAL NEWS.</p> <p>“Two of the senior flag officers on the list will (says <i>the Globe</i>) be immediate promoted to the rank of admiral of the fleet. This act will necessitate the advancement of Captain the Hon. G. F. Hastings and Captain the Hon. S. T. Carnegie to flag rank, and will render vacant the desirable posts of Captain-Superintendent of the Royal Clarence Victualling-yard and the controllership of the Coast Guard. Captain Ryder, private secretary, will succeed to the latter, owing to the state of Captain John Moore's health not permitting him to serve at present, and Captain Harry Edgelt is nominated to perform the duties at the first-named establishment. Captain Robert Hall is to be the new private secretary.” ...”</p>
			<p>2 May 1863 the Wrexham and Denbighshire Advertiser and Cheshire and the Monmouthshire Merlin (Supplement) 2 May 1863 both reported the following:-</p> <p style="text-align: center;">“.....MULTUM IN PARVO. [<i>“Much in life”...</i>]</p> <p>Admirals Sir F. Austen and Sir W. Parker have been appointed Admirals of the Fleet, and in consequence a number of promotions have taken place. <i>The Globe</i> says: - This will necessitate the advancement of Captain the Hon. G. P. Hastings and Captain the Hon. S. T. Carnegie to flag rank and will render vacant the desirable post of Captain Superintendent of the Royal Clarence Victualling Yard and the Controllership of the Coast Guard. Captain Ryder, private secretary, will succeed to the latter, owing to the state of Captain John Moore's health not permitting him to serve at present, and Captain Harry Edgell is nominated to perform the duties at the first-named establishment. Captain Robert Hall is to be the new private secretary.”</p>
			<p>12 Jan 1866 the Cardiff Times, reported the following:-</p> <p style="text-align: center;">OUR LONDON CORRESPONDENT.</p> <p>Lord Clarence Paget, it is said, has long desired a more active post than that of the Admiralty, and he is now to have the post of the Commander of the Mediterranean squadron. Lord Clarence entered the navy at a very early age, and it is said he is never so happy as when afloat. I am not aware that he has shown any great administrative capacity as Secretary of the Admiralty. His predecessor, Mr. Stansfeld, no doubt did good service in the matter of the Admiralty accounts when he was a Junior Lord; but it is difficult to understand why, if his complicity with Mazzini was such as to demand his retirement from office, he should now return to it. No one accuses Mr. Stansfeld of having altered his opinions. The Admiralty office is now quite in a commotion. The retirement of Rear Admiral Drummond, one of the Junior Lords, is probable, and Captain Robert Hall, private secretary to the First Lord, will, it is said, succeed Capt. W. Loring, C.B., as Captain Superintendent of Pembroke Dockyard. The latter vacates this appointment, as well as that of Aide-de-Camp to the Queen, on becoming Senior Captain in the Fleet. Sir William Host, the second Senior Captain in the Fleet, is not expected to live.”</p>
			<p>13 Jan 1866 the North Wales Chronicle and Advertiser and the Potter's Electric News of 17 Jan 1866 reported the following:-</p> <p style="text-align: center;">“.....PEMBROKE-DOCK.</p> <p>Captain Robert Hall, R.N., at present Private Secretary, to the first, of the Admiralty, will probably succeed Captain Loring, C.B. as Captain Superintendent of the Pembroke Dockyard. Captain Lorin. is now senior Captain and also the Aide-de-comp to the Queen will vacate both appointments on promotion. “</p>
			<p>14 Sep 1866 the Pembrokeshire Herald and General Advertiser and Potter's Electric News of 19 Sep 1866 both reported on: -</p> <p style="text-align: center;">PEMBROKE-DOCK.</p> <p style="text-align: center;">“.....THE ADMIRALTY VISIT TO PEMBROKE ROYAL DOCKYARD.</p> <p>On Saturday last the Lords of the Admiralty arrived at Pembroke Dock from Queenstown, in the Admiralty yacht, “<i>Osborne</i>”. They were received with the usual salutes from H.M.S. “<i>Revenge</i>”, and the Fort. They landed the same morning, and inspected the dockyard. Their Lordship's received deputations from the various workmen in the afternoon, reactive to an advance of wages. On Sunday they attended divine service in the Dockyard Chapel. They left Pembroke Dock on Monday by rail for London.</p> <p>The correspondent of the <i>Standard</i> writes as follows: - After a rough and unpleasant passage the</p>

Admiralty yacht, "*Osborne*", entered Milford Haven early on Saturday morning, arriving off Pembroke about half-past eight, under a salute of 10 guns from the t guard-ship, "*Revenge*". The weather had changed, the sky was clear, and a calm succeeded the storm. The haven runs inland from St. Ann's to Pembroke from ten to twelve miles, the scenery on either side is picturesque, and the capacity of the harbour unbounded; indeed all the fleets in the world could ride at ease and swing at pleasure in these waters. This harbour must be the ideal of Sir Morton Peto, who recommended the government some years ago to sell Portsmouth Dockyard to the highest bidder, because of its exposed situation, contending that all Royal dockyards should be beyond range of modern artillery discharged from the enemy standing off the coast. Pembroke being so many miles from the haven's mouth is just the kind of dockyard Sir Morton Peto desired to maintain, for no enemy can attack the works at this establishment from the seaboard. The town of Pembroke rises on a hill to the south. New and Old Milford, being situated on the opposite side of the harbour, which is crossed by small steamers and ferry boats. The town of Pembroke consists of an incongruous mass of irregular houses, many being coloured a dirty yellow, with roofs washed white. The place is unsightly, and much behind the times - a fact the inhabitants themselves frankly acknowledge. The dockyard is one of the prettiest and compact establishments in the United Kingdom, and all the departments are in thorough working order. About 1,700 artisans of all classes are employed here, and after the Admiralty visit on Saturday a report was circulated that the present number of hands would most likely be doubled. There are twelve capacious building slips abutting on the harbour, and one noble dock capable of receiving any one of our largest iron-clads. A tramway runs round the entire dock, for travellers and steam cranes, affording facilities for armour-plating. The various departments of this yard will be noticed in detailing the inspection. Curious y enough, a party of soldiers marched into the yard on Saturday morning as a guard of honour to their lordships, and then marched our again! Stranger still, after the board had arrived some two hours, and had actually commenced the annual inspection, the guns of a battery on a hill commanding the dockyard boomed slowly forth a salute of 19 guns, which appeared to last as many minutes. This singular proceeding, coupled with the march-in and march-out, provoked much merriment. At half-past ten o'clock Captain Robert Hall, the Superintendent of the Dockyard awaited the arrival of the Board at the landing-place and about a quarter to eleven their lordships boat pulled alongside. The Board comprised the Right Hon. Sir John Pakington, M.P, Vice-Admiral Sir Alexander John Pakington, M.P, Vice-Admiral Sir Alexander Milne, K C.B; Mr C. Ducane, accompanied by Lord Henry Lennox, secretary, and Captain Clark, R.E. The dockyard officials in attendance were Mr Fincham, master shipwright; Mr F. Chevallier, storekeeper and cashier; Mr Churchward, civil engineer; Mr Burdwood, accountant; and Mr Scott, timber inspector and store-receiver. During the morning Mr Barnaby, assistant constructor of the navy, joined the board.

The Admiralty first proceeded to the Captain Superintendent's Office, where several letters awaited them. Having transacted business, and arranged the day's programme, their lordships started on their tour of inspection with **Captain Hall** as their cicerone. The mould-loft was the first department visited, and here the Lords Commissioners inspected an interesting skeleton model of the stern part of the "*Penelope*", building in this yard, showing the twin-screw principle. The advantages afforded by twin screws are manifold, and have been frequently referred to in these columns. The double screws give greater facilities for turning; they are an additional protection, and are secured from shot or accident to a greater degree than the single propeller in short, the excellence of the system is generally acknowledged. Large broadened models of the "*Penelope*" and "*Inconstant*" were exhibited, and very carefully inspected. Having overhauled the models and plans in this department, the board walked to the building slips, two-thirds of which are empty. In No. 4 slip the "*Inconstant*" is about to be constructed on the last and most approved principles. She is to be a swift iron corvette, unarmoured and sheathed with wood, in order that she may be coppered in the same manner as ordinary wooden vessels. By this arrangement she will be able to keep at sea during a commission, thus avoiding the necessity of frequent docking, to relief her bottom of the weeds, barnacles, and polyps that foul iron ships below water-line, and considerably diminish their speed unless cleaned. It was stated that the speed of iron ships is frequently diminished two or three knots per hour on this account alone, and to prevent any such inconvenience the "*Inconstant*" is to be coated with wood and sheathed with copper. It might have been more economical, perhaps, had Mr Daft's invention been applied to the vessel. This "crack ship" will be 333 feet long, 50 feet 1in beam, 3,078 tons burden, and 1,000-horse power. She was designed by Mr E. J. Reed, the chief constructor, and I am credibly informed will be an improvement upon any ship of her class that gentleman has ever produced. She will be armed with a few guns of very heavy calibre, the intention being that she shall plant a shot where she pleases, and get away with marvellous rapidity. The "*Inconstant*"'s bow is the U, carried well forward, the plough being dispensed with in this instance. Her speed will, it is anticipated, exceed 16 knots per hour. Having inspected the fine dock already referred to, the Board went on board the "*Penelope*", iron twin-screw armour-plated corvette, designed to carry eight 300-pounders. This ship is also designed by Mr Reed, and is viewed as a most effective broadside ship of her class. The "*Penelope*" was designed with the projecting prow, but since its construction a mock knee has been added, to lessen the abrupt projection, similar to the bow of the "*Bellerophon*". This alteration has not in the least degree interfered with the original ship, but is merely an addition, the primary design remaining intact. Her sides are indented like those of the "*Pallas*" and "*Research*", and like those ships, she will carry a formidable central battery. Her plating is of six inches amidships, tapering slightly at the fore and after ends. Before and abaft her central battery she will be strengthened by a belt of thick armour plates, to protect the water line. The construction of this ship is so perfect, that, premising the upper portion to be shot away or destroyed, the ship would still float-the belt at the water line being extremely strong, and the bottom double. In addition to all these precautions, she is fitted with watertight compartments. Thus it will be seen that the "*Penelope*" would stand much pounding and knocking about ere she could be sent to the bottom in an action at sea. The construction of this corvette was commenced on the 2nd of November

			<p>last, and she will be launched next June, having been only nineteen months in hand. I should state an important fact in connection with the building of this ship, which was communicated to me by one of the dockyard officials, with no small satisfaction. The plating has been all done by Pembroke shipwrights, under an experienced foreman, thoroughly acquainted with iron ship building. The plates were bent by the local artisans, who exhibited much zeal, ability, and tact in entering upon the novel task of building an iron-clad, and it is only fair to state that they proved themselves as capable of handling iron as they were to shape and fashion wooden hulls in days gone by. Having gone over the "<i>Penelope</i>", the Admiralty passed the "<i>Daphne</i>", wooden sloop of war 4 guns, 300-horse power, almost ready to launch. This ship is a similar vessel to the, "<i>Dryad</i>", at Plymouth, and the "<i>Danae</i>", at Portsmouth, having the projecting bow, similar to that of the late "<i>Amazon</i>", although not quite so protected against mishap at sea by a water tight compartment, which will enable her to maintain almost the same line of flotation, supposing her bow to be twisted and stove in. This ship will be sent in the water during this month, according to present arrangements. The board walked to the western end of the dockyard, and inspected the site of additional coal stores, from whence they visited the timber ponds, and examined the stock on hand, which is considerable. What the government will do with the vast quantities of timber in the various yards is a question of some importance.</p> <p>At present, very little timber is used, and to allow large stacks to rot is certainly not the intention of the present Board. Timber under cover may be safe enough, but thousands of loads are unprotected, and the question crops up, will it pay to build sheds, or would it not be more economical to sell? In this dockyard there is a large quantity of the best timber, stacks of Honduras mahogany, and other expensive woods, exposed to the weather, and it will be for the board to decide whether this property shall be projected at some cost or disposed of in a manner to be hereafter determined. Passing the saw mills the Board returned to the sheds, and examined a quantity of steel plates, to form the bulk heads of the "<i>Penelope</i>". For some time the Admiralty were engaged in the slip where the "<i>Inconstant</i>" is to be built, and where every preparation has been made for a beginning. Some of the "<i>Penelope</i>"s iron plates attracted considerable attention they bear the name of Cammell and Co. (Limited), Sheffield. At the end of the shed was a quantity of angle iron which bore the condemned mark. This iron had been twisted, and the defects were shown by the iron breaking in the rounds. The Board from hence proceeded along the sea wall facing the slips, which, I regret to state, appears to be in a very unsafe and deplorable condition. Stones have become loosened, cement has failed to bind, and the faulty construction has shown itself on all sides. The serious attention of the board was directed to this very defective sea wall.</p> <p>The iron corrugated roofs of some of the slips were observed to be very defective, daylight showing only too clearly through the crevices, cracks, and apertures. This was also noticed by the Board, and will doubtless be repaired. In the last slip was the frame of the "<i>Newport</i>", screw gun vessel, designed to carry five guns. This vessel has been in her present condition for some years, and it has yet to be determined whether she will be demolished or completed. I should assume her demolition to be most probable. From thence the board returned to the yard, and inspected fresh stores of timber stacked for use. In this yard there are 3,248 loads of oak plank, and 15,295 loads of rough oak and sided timber of varied descriptions. The total quantity of timber stored in this yard is 22,151 loads of all sorts. The saw-pits were passed, but here again no timber was being used. What will Mr Seely say when he learns that four walls, enclosing a space for old iron, are actually built of pigs of iron ballast! Doubtless the hon. member will be astonished, also, when he learns that your correspondent counted more than 100 of these pigs, lying pell-mell in the mud under the wall fronting the building slips like so many lumps of stone. When I asked an officer how it was they were permitted to remain there, he replied very coolly, "What, Mr Seely's pigs? Oh, they are put there for breeding purposes!" The smithery was next visited, also the new beam shop, where ship's beams are bent and bracketed with much skill. Returning to the slips the Board walked the rounds again, minutely examining a quantity of armour-plated bolts ready for use. It was here remarked that an invention to prevent the displacement of the nuts - as occurred on board the "<i>Royal Sovereign</i>" when her turret was fired at-would be hailed as a great boon.</p> <p>Having completed a very minute inspection, the Board returned to Captain Robert Hall's residence [<i>Admiralty House</i>], and from thence proceeded to their yacht, returning again during the afternoon to receive deputations of workmen, praying for increase of pay, &c.</p> <p>The business of the day having been satisfactorily concluded, the Board separated, the majority of the members returning to London. Sir John Pakington is still here, and will not leave for a day or two, as he intends visiting his colliery, some short distance from Pembroke. I regret to state that illness prevented Rear Admiral Seymour's attendance in the dockyard on Saturday. The gallant officer is getting better...."</p>
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			<p>24 Mar 1866 the Illustrated Usk Observer and Raglan Herald, reported: - ".....POLITICAL GOSSIP. CAPTAIN CAMPBELL, nominated Private Secretary to the First Lord of the Admiralty, has arrived in London and entered upon his duties, in succession to Captain Robert Hall, now Superintendent of Pembroke Dockyard, and in the room of Captain W. Loring, C.B., who has received flag promotion. ..."</p>
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			<p>19 Nov 1868 the Tenby Observer Weekly List of Visitors and Directory commented, thus: - ".....PEMBROKE-DOCK. LAUNCH OF HER MAJESTY'S SHIP "INCONSTANT" UNARMoured COMPOSITE SCREW FRIGATE, 1000-HORSE POWER - This magnificent ship, the construction of which adds another laurel to the well-known fame of the skilful artisans of this yard, was launched from slip No. 4, on Thursday, at 3.25 p.m., in the presence of Captain Robert Hall, R.N. the Superintendent of the yard, who was accompanied by a most distinguished party, including the Earl and Countess of Cawdor and family, and Mr. Scourfield, late M.P. for Haverfordwest, but now the unopposed Conservative candidate for the</p>
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			<p>county of Pembroke. There were also present the principal and other officers and clerks of the yard, and an immense concourse of people, a great number of whom came from a considerable distance to witness the interesting event. The ceremony of naming the ship, and severing the cord by which she was launched; was performed in the most graceful manner by Lady Muriel Campbell, daughter of the Earl of Cawdor, the whole assembly giving three hearty cheers, and the excellent band from the "Revenge", coast-guard ship, playing the National Anthem, as the noble vessel descended majestically down the slip. Prior to the launch, the distinguished party, invited by the Captain Superintendent partook of an elegant <i>dejeuner a la fourchette</i>, [a luncheon or light meal, especially one at which eggs, meat, etc., are served], provided by the gallant captain at his official residence, [Admiralty House] at which also were present, the military commandants and other officials of the garrison. The master shipwright and other officers of the establishment also entertained their respective friends on the occasion. The "Inconstant" has been built according to a design by E. J. Reed, Esq., chief constructor of the navy. In her present form she combines finer lines than any ship of her size or tonnage in the navy; in fact, in appearance she looks like a monster yacht. It is therefore expected that with the enormous engine power she will possess she will excel in speed any man-of-war afloat. The following are the dimensions and armament of this ship: - Length between perpendiculars, 337 feet; breadth, extreme, 50 feet; depth of hold, 17 t feet; burden 2 in tons, 4066. Armament - main deck, ten 9-inch muzzle-loading rifle guns (side) upper deck, two 7-inch muzzle-loading rifle guns (revolving) four 7-inch ditto (side)."</p>
			<p>16 Apr 1870 the Monmouthshire Merlin (Supplement) "...The following appointments have been made: - To be naval aides-de-camp to the Queen Captain Robert Hall, C.B. vice Wilmot, C.B.; Captain Oliver John Jones, vice Stewart, C.B. Captain Rowley Lambert, C.B. vice F.A. Campbell; Captain George O. Willis, C.B. vice F. Beauchamp Seymour, C.B. Captain John Corbett, C.B. vice Hon. J. W. S. Spencer. To be marine aide-de-camp to the Queen Colonel Charles W. Adair, C.B. vice Lambrich, promoted."</p>
			<p>25 Nov 1870 the Pembroke Herald and General Advertiser, the Western Mail of 25 Nov 1870 and the Tenby Observer Weekly List of Visitors and Directory of 1 Dec 1870, reported the following: - "...PEMBROKE DOCK. THE DOCKYARD. - It is said that, according to I present arrangements, Captain Robert Hall, C. B., the respected superintendent of this dockyard, will succeed Vice-Admiral Sir Spencer Robinson, K.C.B., as Controller of the Navy. Captain Hall has been superintendent at this establishment since the 21st of March, 1866. He is an officer of vast experience in all things pertaining to naval matters, and we do not believe that a more judicious selection could be made."</p>
			<p>21 Dec 1870 the Western Mail reported the events of a vessel launch, thus: - ".....PEMBROKE DOCK. LAUNCH OF HER MAJESTY'S YACHT "OSBORNE". - This very handsome specimen of marine architecture was successfully launched from this dockyard on Monday afternoon. The weather was exceedingly unpropitious, as it blew strongly, with misty rain however, notwithstanding this drawback, a goodly number of spectators were present to witness the event. This is the third sea-going yacht that has been built at this dockyard for her Majesty. The "Osborne" has been constructed under the immediate supervision of Mr. Robert Saunders, master shipwright, and Mr. Sutton, chief foreman. She is an exceedingly handsome vessel in every respect, and from her tonnage will make a very commodious marine palace for her Majesty and suite. Her principal dimensions are as follows: - Length, extreme, or feet; breadth, 35 feet; depth in hold, 23 feet; burthen in tons, 1,541; horse-power, 450 and when her machinery, stores, &c., are on board she will draw a mean draught of some 16 feet of water. The interesting ceremony of christening was most gracefully performed by the Countess of Cawdor. A very elegantly-carved and chaste box had been constructed, lined with blue silk velvet, containing a handsomely chased mallet and a chisel formed of burnished steel, with carved box-wood handle. This unique specimen of native workmanship was handed to the fair lady by Mr. Saunders, the master shipwright, who also assisted her ladyship to open the box. Her ladyship dexterously severed the cord that suspended the weights with the chisel and mallet, when the dog shores went down, and the beautiful vessel glided out into the waters of the Haven, amidst great cheering, the band of the 13th Regiment, which was in attendance, playing "Rule Britannia." The gallant Superintendent of the Dockyard, Captain Robert Hall, entertained a distinguished company of visitors at his residence, [Admiralty House] including the Countess of Cawdor and party; Mr. J. H. Scourfield, N.P., and party; Mr. T. Meyrick, M.P., and party; Lady C. Allen, Creacelly; Mr. M. A. Saurin Orielson Mr. Wedgewood, Woodfield; Mr. F. l'Estrange Clark, Pembroke; Captain H. Leach, Corston; Colonel Maunecll, 13th Regiment, &c., &c. Immediately at the conclusion of the launch the rain came on heavily, and the people very quickly dispersed. The "Osborne" was afterwards safely moored in the stream off the dockyard. Not the slightest hitch occurred in the proceedings."</p>
			<p>11 Feb 1871 the Western Mail reported the following: - ".....GENERAL NEWS. THE <i>Daily News</i> is officially informed that Captain Robert Hall, C. B., will succeed Vice-Admiral Sir Spencer Robinson as Controller of the Navy and third Lord of the Board of Admiralty. "</p>
			<p>17 Feb 1871 the Western Mail reported the following: - ".....PEMBROKE. - TOWN COUNCIL. - A meeting of this body was held at council chambers, Town-hall, on Tuesday afternoon, under the</p>

			<p>presidency of Alderman S. Jenkins, the worthy Mayor, there being a full attendance of the members of the council. The first business was to consider a memorial relative to the Bill legalising "The Marriage with a Deceased Wife's Sister", a resolution was carried unanimously in favour of the Bill, and the petition was signed. - A letter was read from the manager of the Pembroke Dock and Pembroke Gas Works, asking the Corporate Board to grant him a testimonial as to the manner in which he had conducted the works since he had been manager, and his request was ordered to be complied with. - On the motion of Mr A Long, seconded by Mr. W. G. Phillips, it was resolved that an address be presented to Captain Robert Hall, Superintendent of H.M.S Dockyard, congratulating him upon his appointment as Comptroller of the Navy. The address to Captain Hall will be presented to the gallant and respected officer by the following members of the Council, viz.: - Alderman Jenkins (mayor), Alderman William Thomas (deputy mayor), and two of the aldermen. This concluded the business of the occasion."</p>
			<p>17 Feb 1871 the Monmouthshire Merlin, reported the following: - ".....The Queen has directed letters patent to be passed under the Great Seal, appointing Mr. Childers, Admiral Sir Sydney Dacres, Captain Robert Hall, Lord John Hay, and the Earl of Camperdown to be Her Majesty's Commissioners for executing the office of Lord High Admiral."</p>
			<p>18 Mar 1871 the Cardiff Times, commented upon the following, thus: - ".....MISCELLANEOUS. The new Board of Admiralty is gazetted as consisting of Mr. Goschen, Sir Sydney Dacres, Captain Robert Hall, Lord John Hay, and the Earl of Camperdown. Mr. Stansfeld's appointment as President of the Poor-law Board is also gazetted."</p>
			<p>23 Mar 1872 the County Observer and Monmouthshire Central Advertiser, both reported: - ".....EPITOME OF NEWS. THE <i>Army and Gazette</i> says it is believed by many people, both within and without the doors of the Admiralty, that Captain Robert Hall, R.N., C.B., now Controller of the Navy, will shortly be called upon to hold some other appointment in connection with the new Board of Admiralty."</p>
			<p>29 Mar 1872 the Merthyr Telegraph and General Advertiser, reported on the following: - ".....NAVAL AND MILITARY INTELLIGENCE. ...The <i>Army and Navy Gazette</i> says: - It is generally- believed in naval circles that Captain Robert Hall, R.N., C.B., will be the new Naval Secretary, and that Rear- Admirals A. C. Cooper Key, C.B., and W. H. Stewart C.B., will have the opportunity of going to Whitehall, one is Controller of the Navy, and the other as a "Lord." These appointments on the part of Mr. Goschen would be most judicious, as the breath of slander cannot taint the reputations, either official or private, of any of those gentlemen. They are all able, popular, and in the vigour of manhood. - We have been informed, on good authority (not on that of the officer mentioned), that Captain Hood, Director of Naval Ordnance, has refused the post of Controller of the Navy. - We have before us a sad tale of the sufferings of the officers and men of her Majesty's ship "<i>Chanticleer</i>", lately paid off at Sheerness. It is stated that she sailed from England with a crew of 175 all told. She lost by desertion 1 officer and 74 men 5 officers were tried by court martial, 12 officers left by exchange or other causes, 30 petty officers and men left owing to their time having expired; but most of them would have volunteered afresh if they had not berral glad to get away, and 32 men and boys contrived to get into other ships. Surely this state of affairs demands an inquiry, and it is to be hoped that the Admiralty will not permit such a scandal to pass unnoticed. The account is too long for publication, but we may return to it next week. - The Naval Committee on the claims arising from the depredations committed by the Alabama is still sitting at the Admiralty, Whitehall; but in the present economical fit of the House of Commons it is doubtful if its proceedings will be allowed to be published."</p> <p>The <i>United Service Gazette</i> says: - The idea strongly prevails in naval circles that Admiral Sir Alexander Milne. G.C.B., is to be the "coming man" at the Admiralty. The Admiralty have. we learn, notified their approval of the <i>employees</i> in the Royal Dockyards keeping as a holiday the Saturday following Good Friday, provided the time is made up, which the men commenced doing on Friday. A rumour has gained some credence in semi-official circles that Mr. Scott Russell is the gentleman likely to be selected by the Government to fill the important post of Deputy Controller or Director of Dockyards. We need not add that such a rumour will require official confirmation before it is likely to be generally accepted. - We have been given to understand that a medical officer attached to a distinguished regiment has received an intimation from his Royal Highness the Field-Marshal Commanding- in-Chief that he does not think the entry of horses for steeplechases in his name at all consistent with his position in the regiment, and that he will have to choose between the turf and the service."</p>
			<p>29 Mar 1872 the Monmouthshire Merlin (Supplement), commented as follows: - ".....MULTUM IN PARVO. [<i>"Much in life"</i>] It is generally believed in naval circles that Captain Robert Hall, R.N. C.B. will be the new Naval Secretary, and that Rear Admirals A. C. Cooper Key, C.B., and W. H. Stewart, C.B., will have the opportunity of going to Whitehall, one as Controller of the Navy, and the other as a "lord". These appointments on the part of Mr. Goschen would be most judicious. <i>Army and Navy Gazette.</i>"</p> <p>THE HEALTH OF THE NAVY. - The annual report of the health of the Navy was issued on Monday. It embraces the period from the 1st of July, 1870, to the 30th of June last. Compared with the</p>

			<p>preceding twelve months, there was a trifling reduction in the ratio of cases of disease and injury entered on the sick-list in the total force but there was a slight increase in the invaliding rate, and the death-rate was increased to the extent of 8 6 per 1,000, the total death-rate being 18-9 per 1,000. This high ratio of mortality was altogether attributable, says the Deputy Inspector General of Hospitals and Fleets, to the loss of Her Majesty's ship Captain. But for that catastrophe, the death-rate of the total force would have been only 8 8 per 1,000, and would have been lower than that of the preceding twelve months by 1 5 per 1,000. During the period embraced in this abstract, small-pox and other zymotic diseases were very prevalent throughout the United Kingdom. It was doubtless owing to the prompt and energetic measures that were adopted for the protection of the crews of the vessels on the home station that they suffered so little from these causes. The comparative absence of yellow fever from the North America and West Indies station had the effect of reducing the death-rate of the squadron stationed there, as compared with the preceding twelve months, to the extent of 15 16 per 100. Although the sick-rate was higher on the West Coast of Africa and the Cape of Good Hope station than on any other, it was only a trifling extent higher than that of the previous twelve months, when it was the lowest on record. The short-service which is now adopted with reference to this station continues to work most advantageously and, but for the necessity which occasionally arises of ships companies to malarious influence in river service, the station under the system would lose much of the notoriety for sickliness with which it has been credited. There was little or nothing in the medical history of the other stations, or of the irregular force, to of the call for any particular comments.”</p> <p>....A SUGGESTION FOR THE ADMIRALTY. - In the first number of Mr. E. J. Reed's quarterly, "Naval Science", the editor, in an introduction in which he defines his position towards the Government, the service, and the public, says he will consider it his duty to recommend to the Admiralty from time to time certain suggestions by the adoption of which they may confer great advantages upon the Royal Navy. Mr. Reed goes on: As an example of the kind of suggestions we here have in view we mention one, viz., the great desirability of furnishing the captain and officers of every important ship with a short description of her principal features. At present the tracing of the pumps and fire service is furnished to every man-of-war; but this is nearly or quite all the information that is given. There is many captain at this moment in command of an important iron-clad, costing from a quarter to half a million sterling, who is ignorant even of the thickness of his ship's armour, or if he knows it, has had to pick the information up where he could. This ought not to be; it hurts the spirit and the sense of responsibility of our officers; it lowers their respect for the Sea Lords of the Admiralty, who ought, as they reasonably think, to understand the value and necessity of such knowledge to those in command of ships and it would impose needless risks-nay, may we not say certain disadvantage? - upon us in the hour of battle.”</p>
			<p>20 Apr 1872 the County Observer and Monmouthshire Central Advertiser both reported, thus: - ... “.....EPITOME OF NEWS</p> <p>THE Army and Navy Gazette announces that Rear-Admiral W. H. Stewart, C.B., at present Superintendent of Portsmouth Dockyard, has accepted the post of Controller of the Navy, vice-Captain Robert Hall, C.B., who has been called to the discharge of other important duties at Whitehall.”</p>