

No.	Service:	Rank:	Names & Service Information:	Supporting Information:	
13.	Jan. 1872	9 th Mar. 1875	Captain	<p>Richard William Courtenay, R.N.</p> <p>B. 11 March 1820, Beckenham, Kent, England, D. 4 May 1904 Kensington, London, England, Aged 84, Unmarried . B. May 1904 West Brompton, Royal Borough of Kensington and Chelsea, Greater London, England.</p> <p>1833 Entered Navy and served for nearly five years in the Mediterranean, including operations on the coast of Syria in 1840, mainly as Mate of the "Edinburgh" 74, under Captain William Wilmott Henderson, 25 Jul 1837-14 July 1841, until paying off at Portsmouth. "Edinburgh" was a 3rd Rate wooden sailing ship, approximately 1772 tons, launched 26 Jan 1811, constructed by Samuel & Daniel Brent, Rotherhithe, carrying 74 guns. She was converted to a screw <i>Block-ship</i>, where she increased in displacement to 2598 tons, and her guns reduced to 60, she became a part of the <i>Blenheim</i> class.</p> <p>1838 Richard was posted on board the "Malabar" 72 was 3rd Rate wooden sailing ship of 1715 tons, launched 28 Dec 1818, carrying some 74 guns. Up to 14 Feb 1838 she was commanded by Captain Edward Harvey, North America and West Indies, from 19 Aug 1841-1844 she was commanded by Captain George Rose Sartorius, operating in Mediterranean.</p> <p>4 Sept. 1839 passed his naval examination.</p> <p>30 Nov 1844 was promoted to the rank Lieutenant when on the point of sailing for the East Indies in the "Osprey" 12. "Osprey" was a wooden Brig, of 425 tons, launched 2nd Apr 1844, carrying 12 guns, under Captain Frederick Patten 7 Sep 1844 <i>Osprey</i> was commanded by Commander Frederick Patten, in 1844 she became part of the "experimental brig squadron", then on East Indies station. 11 03 1846 –</p>	<p>Ninth child, 6th Son of Thomas Peregrine Courtenay (B.31 May 1782. Exeter, Devon, England. – D.8 Jul 1841. Torquay, Devon, England) and Anne (nee Wynell-Mayow) Courtenay (B.1785. London, England.–D. 1860. Newton Abbot, Devon, England.). They were married 5 Apr 1805,</p> <ol style="list-style-type: none"> Anne Mayow Courtenay (B. 10 Feb 1807, St Giles in the Field, London.-D. 14 Jul 1837, Dublin, Ireland.). Married Edward Ross, 31 Mar 1833. Elizabeth Howard Courtenay (B. 1 Aug 1808, St Giles in the Field, London.- D. 23 Dec 1883, Longcot, Berkshire, England.). Married John Hughes, 18 Aug 1853, Newton Abbot, Devonshire, England.). Thomas Peregrine Courtenay (B. 24 Feb 1810, London, England.-D. 7 Jun 1861, St Thomas, Devon, England.) Mary Courtenay (B. 27 Aug 1811, Beckenham, Kent, England. - D. 8 Feb 1902, East Preston, Sussex, England.). Married Agnew, post 1861. Reginald Courtenay (B. 26 Feb 1813, Beckenham, Kent, England. - D. 13 Apr 1906, Paddington, London, England.) later Rt. Reverend. Married Georgiana Beresford, 23 Jul 1842. 1856 made Bishop of Kinston, Jamaica. Resigned 1879. George Henry Courtenay (B. 23 Dec 1814, Beckenham, Kent, England. - D. 2 Jan 1910.,St Thomas, Devonshire, England.) later Major. Married Laura Samuda, 22 Sep 1852. Francis Courtenay (B. 1816, Beckenham, Kent, England. - D. 25 Dec 1850., Newton Abbot, Devonshire, England.). Later Reverend. Edward Courtenay (B. 26 Jul 1818, D. 7 Dec 1848., London, England.) Richard William Courtenay (B. 11 Mar 1820, D. 4 May 1904.) Later Vice Admiral. Henry Reginald Courtenay (B. 11 Mar 1823, Beckenham, Kent, England. D. 9 Mar 1911. Chelsea, London, England.). Later Major General. Married Elizabeth Booth, 1893, Norwich, Norfolk, England. Josceline Courtenay (B. 22 Dec 1824, , Beckenham, Kent, England. - D. 7 Feb 1908, Weybridge, Surrey, England.) Catherine Courtenay (B. 17 Feb 1827, Tunbridge Wells, Kent, England - D. 12 Jun
	Mason 22 Jan 1872	4 Mar 1875			

			<p>"Ospray" was wrecked off Hokianga, New Zealand; [luckily for Richard he was posted prior to the event.]. [The <i>Times</i> reports of the "wreck" have been included below].</p> <p>24 Dec 1844- 4 Jun 1846 was posted as Lieutenant in the "Fantome" 16. She was a wooden Brig-sloop, of 483 tons, launched 30 May 1839, carrying 16 guns, commissioned out of Chatham. She was commanded 14 Dec 1844- 4 Jun 1846 by Frederick William Erskine Nicolson, operating in the Mediterranean.</p> <p>4 Jun 1846 was reposted and re-attached as Lieutenant in the "Fantome" 16, commanded by Thomas Philip Le Hardy, again operating again in the Mediterranean.</p> <p>13 Nov 1854 was promoted to the rank of Commander.</p>	<p>1914, Torquay, Devon, England.). Married George Carter 3 Jul 1851, Newton Abbot, Devonshire, England.</p> <p>13. Caroline Wynell Courtenay (B. 26 Oct 1829, Italy.-D. 4 Mar 1898, Hendon, Middlesex, England).</p> <p>In his Probate 1904, Richard, being unmarried, left his whole estate to Elizabeth Frances Courtenay, spinster 6th child 3rd daughter of George Henry Courtenay, his brother, above.</p>
			<p>1 Feb 1855 as Commander was posted, second in command (2ic) in "Queen" 110, commanded by Frederick Thomas Michell, who had commandeered her since 3 Jul 1852, operating in the Mediterranean. "Queen" was a 1st Rate wooden sailing, Twin deck, ship, launched 15 May 1839, carrying 110 guns, from Portsmouth Dockyard. She had been laid down as the Royal Frederick. She was converted to screw on the 5 Apr 1859, at Sheerness Dockyard, and her armaments were upgraded and reduced to 860 guns in number.</p> <p>11 Jul 1855 Richard was re-assigned as Commander, second in command (2ic) in "Queen" 110, commanded by Robert Fanshawe Stopford, operating in the Mediterranean, until being paid off in Portsmouth 15 Aug 1856.</p> <p>29 Aug 1857-13 Dec 1859 Richard was appointed as Commander in the "Conflict" (from re-commissioning at Plymouth until paying off at Plymouth), west coast of Africa. "Conflict" was a wooden, screw Sloop, of 992 tons, displacement 1628 tons, carrying 8 guns, launched from Pembroke Dockyard. On Tuesday 15 Sep 1846, as reported in the <i>TIMES</i> newspaper, the Conflict steam-vessel was brought round from Pembroke to be fitted with her engines at the East India Docks. In 1848 she was rebuilt (stern modifications) at Wigram, Blackwall, lengthened to 192 ft. carrying 175 men. She was re-commissioned 1849 Plymouth and from 1851-52 she served off the south east coast of America. In 1854-55 she was involved in the Baltic and Russian Crimean War.</p> <p>28 Jun 1859 Richard was promoted to the rank of acting Captain.</p> <p>13 Dec 1859 Richard was promoted and increased in rank to full Captain.</p> <p>1861 Census shows Richard William Courtenay (1820) [41] (Captain R.N.) living as a lodger at 13, Cavendish Street, Marylebone. Middlesex>St Marylebone >Cavendish>Dist.10.</p> <p>24 Aug 1859-4 Apr 1860 he was appointed as Commander of the "Archer", operating off west coast of Africa (until invalided). Archer was a wooden screw Sloop; re-classified in 1862 as a Corvette, of 971 tons at construction, displacement 1337, length 186 ft. carrying 12 guns and 170 men. She was constructed and launched 27 Mar 1849 at the Deptford Dockyard.</p> <p>7 Aug 1867 Richard was appointed Captain in the "Scylla" (until paying off at Sheerness), operating on the China station. Scylla was a wooden screw Corvette, of</p>	

			<p>1467 tons, displacement 2189 tons, length 200 ft., carrying 21 guns, launched 19 Jun 1856 out of Sheerness Dockyard.</p> <p>1 Dec 1869-1872 Richard was reappointed as Commodore in "Aboukir", Receiving ship, in Jamaica. Aboukir was a 2nd Rate wooden, 2 decker, unarmoured sailing ship, length 204 ft., when constructed was 3080 tons, launched from Devonport Dockyard on the 4 Apr 1848, carrying 90 guns. She was converted to screw propulsion on the 1 Jan 1858, with a crew of 830 and her guns increased to 91. When converted she was part of the Albion class. In 1872 Richard was replaced as Commodore on the Aboukir in Jamaica, by Commodore Algernon Frederick Rous De Horsey</p> <p>22 Jan 1872-9 Mar 1875 Richard was appointed as Captain Superintendent of Pembroke Dockyard.</p> <p>12 Nov 1876 Richard was made Retired Rear Admiral.</p> <p>He gained the rank of Vice-Admiral in the service of the Royal Navy. He was decorated with the award of the Knight, Order of the Medjidie (5th Class). Fifth Class Order (Silver) - 6,000 people. Mecidiye Nişanı, August 29, 1852–1922 is the name of a military and knightly order of the Ottoman Empire. The Order was instituted in 1851 by Sultan Abdülmecid I. It was instituted in 1851; the Order was awarded in five classes, with the First Class being the highest. The Order was issued in considerable numbers by Sultan Abdülmecid as a reward for distinguished service to members of the British Army and the Royal Navy and the French Army who came to the aid of the Ottoman Empire during the Crimean War against Russia. In Britain it was worn after any British gallantry and campaign medals awarded, but before the Turkish Crimean War medal. The Order was usually conferred on officers but a few enlisted soldiers also received it in a lower class. During World War I it was also awarded to a number of German, Austrian and Bulgarian officers. The Order was often conferred on non-Turkish nationals.</p> <p>19 Jan 1881. Richard was made Retired Vice Admiral.</p> <p>1891 Census shows Richard William Courtenay (1820) [71] living at 28 Ovington Square, London, Middlesex, with 2 female servants (both from Pembrokeshire, believed mother [50] and daughter [35]. London>Kensington>Brompton>Dist. 02.</p> <p>1901 Census shows Richard William Courtenay (1820) [81] living at 28 Ovington Square, London, Middlesex, with 3 female servants (from Pembrokeshire, believed mother [58] and daughter [47]. London>Kensington>Brompton>Dist. 03.</p> <p>4 May 1904 Richard Died at age 84, Unmarried.</p>
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Haere-kino, or False Hokianga. The guns were instantly hove overboard, and the masts cut away, which falling, with the sails set towards the shore, dragged the vessel still higher on the beach. On the tide receding, the vessel being about half-way between high and low water mark, the officers and crew were enabled to land about 2 o'clock on Thursday morning, with their small arms and some dry ammunition, which had been fortunately saved on deck, the greater part having been thrown overboard. The vessel stands upright on her keel, in the sand, and is but slightly injured, the heel of the keel only being knocked away. The stores are being landed, and the crew are assisted by 150 natives, who are well disposed, and behave very friendly and peaceably. Two of them had been caught pilfering, and had been taken into custody. After the stores are all taken out of the "*Osprey*", there is no hope of her floating without a number of empty casks to raise her, or of hauling her off. The shore on that part of the western coast is extremely shallow for a long distance outwards, with a heavy surf and breakers continually rolling in, even when the wind is off the land: so that no vessel of proper size and power could approach with safety sufficiently near to render the "*Osprey*" efficient assistance in hauling off. This untoward circumstance has arisen, it appears, from mistaking the headlands; and likewise from being misled by the hoisting of the red flag, similar to the practice at the true Hokianga, to apprise vessels that there is sufficient water for them on the bar. From information we have received we learn that this little harbour of Haere-kino is precisely a miniature of Hokianga, and the principal native chief has adopted the plan of the pilot at the latter place, to announce high water to the smaller vessels that may approach his settlement. We consider that some measures should be taken to prevent the future recurrence of similar disasters to large vessels. The harbour of Hokianga itself, although a bar harbour, can be approached and entered with proper precautions; therefore the accident should not, in any degree, tend to the detraction of it. If some wooden beacon, or some other landmark, was erected at Haere-kino, and public notice given, the access to Hokianga would be more easily ascertained, and the strand of Haere-kino more certainly avoided. The "*Aurora*" schooner, of Hokianga, is employed to convey the stores of the "*Osprey*" to that port, and the "*Adelaide*" brig has sailed from here to take them on board for their ultimate destination. Her Majesty's ship "*Racehorse*" likewise sailed on Thursday morning, for the Bay of Islands, to be in communication with the officers and crew of the "*Osprey*".

Friday 30 October 1846

On the 21st of April last, Lieutenant Octavius Benthall, R.N., drowned in endeavouring to cross the bar of Hokianga Bay, New Zealand, in the pinnace of Her Majesty's ship "*Osprey*".

Monday 23 November 1846

FALMOUTH, . 21, 9 p.m. **21 November 1846**

The "Penguin" packet, Lieutenant Leslie, came in this evening at about 7 o'clock from the Brazils, bringing mails and dates from Rio Janeiro to the 3d of October; Bahia, the 15th; and Pernambuco, the 22d.

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The hired bark "Palestine", from New Zealand, having on board Sir George Gipps and lady, as also Lieutenant Wharton, and part of the crew of Her Majesty's late brig "*Osprey*", touched at Bahia on the 15th of October; and the hired bark Posthumous, having on board Commander Patten and the remainder of the crew of the *Osprey*, arrived at Rio on the 30th of September.

The "Penguin" has made a quick passage home, but experienced very bad weather the last three days.

Thursday 17 December 1846

Portsmouth, Wednesday **16 December 1846**

Commander Patten, of the "*Osprey*", arrived here yesterday. The other officers and part of the crew are on their passage to this port, where the court-martial upon them for the loss of the brig will take place.

Tuesday 22 December 1846

Portsmouth, Monday **21 December 1846**

The "Palestine" freight ship arrived last evening with the remaining portion of the crew of Her Majesty's late brig "*Osprey*", from New Zealand. The men were removed from her to the "*Victory*" this afternoon by the Echo.

Tuesday 29 December 1846

THE LOSS OF THE "OSPREY".

PORTSMOUTH.

This morning at 9 o'clock, by signal gun and previous order, a court-martial, comprising Rear-Admiral Hyde Parker, C.B., "*President*"; Captain Pasco, of the "*Victory*"; Captain Chads, of the "*Excellent*"; Captain Lushington, of the "*Vengeance*"; Captain Henderson, of the "*Sidon*"; Captain Milne, of the "*St. Vincent*"; Captain Giffard, of the "*Penelope*"; and Mr. George L. Greetham, Deputy-Judge Advocate of the Fleet, assembled on board the "*St. Vincent*", 120, flag-ship of Admiral Sir Charles Ogle, Bart., Commander-in-Chief, to try by order of the Lords of the Admiralty, on the information of Rear-Admiral Sir Thomas Cochrane, Commander-in-Chief on the East India and China station, Commander Frederick Patten, of Her Majesty's late sloop "*Osprey*", 13 guns, and the officers and ship's company of that vessel generally, for the loss of the said vessel on the western coast of New Zealand, in March last.

Commander Patten was not assisted by any "friend."

It is quite unnecessary for us to give the evidence adduced: the whole case rested upon this fact - the waters where the ship was wrecked had never been surveyed, and False Hokianga to closely resembles True Hokianga that mistaking one for the other was most natural under the circumstances detailed before the Court; but the whole of the circumstances are comprised in the excellent and highly interesting defence of the prisoner, which he was called upon to make about [blank] o'clock this afternoon, and which

was as follows:-

"Mr. President and Gentlemen of this Hon. Court, - In appearing before you to account for the loss of Her Majesty's sloop "Osprey", under my command, on the western coast of New Zealand, I would earnestly engage your attention to the peculiar circumstances attending the unfortunate wreck of that beautiful vessel; trusting the evidence submitted for your judgment will have convinced this Hon. Court that the much-to-be-lamented loss of the sloop did not occur through inattention, want of judgment, due precaution, or un-seamanlike proceedings, but from the extraordinary fact of two places, 15 miles apart, so strongly resembling each other in every feature and bearing, that the one is called 'False' and the other 'Real' Hokianga, with (apparently) the established flag, "to take the bar - there is no danger," hoisted by a native chief, on observing the "Osprey" in the offing. In the fullest confidence that we were about to enter the river, from the landmarks and compass bearings being precisely the same at Real Hokianga as those we had on board, and having ascertained my position by latitude at noon the previous day, when off it the same evening we fired two guns to draw attention, and stood off for the night, during which period the weather became very boisterous, with much rain, a current also setting to the northward. I was not aware that two places so strongly resembling each other existed, until after we were wrecked; no mention whatever being made of it when at Real Hokianga two months previously. On approaching the land the following day, the officers and ship's company were at their stations to shorten and trim sails, and they were under the same impression (as shown in evidence) as the master and myself, or there was ample time to have drawn my attention to any feature in the land unlike Hokianga, when standing off or on looking out for the signal - 'to take the bar' which signal was answered on its being observed; the time of tide also being most favourable, with regular soundings from 14 to 5 fathoms, with the lead constantly going at the time we grounded fully three miles off the shore. Every effort was instantly made by bracing the yards round to extricate Her Majesty's sloop from her dangerous position. This, unfortunately, could not be accomplished, as the rudder soon became unshipped and the main boom carried away, which rendered the vessel unmanageable. The after-part of the upper deck was also knocked up from striking the bottom with much force. Four feet of water being in the well, and the heavy rollers pouring down, I directed the mast to be cut away, the guns thrown overboard, and hatches secured down, which was most promptly and ably done, reflecting the greatest credit on the officers and ship's company, by whose energy the lives of all were saved at that critical period; and the "Osprey" being a new vessel, and very strong, fortunately held together. Being relieved from this important weight, and by keeping the lower stays fast, it assisted very much in dragging the hull nearer the shore, the heavy rollers forcing the mass of yards, masts, and sails before it. The starboard bulwark was then cut away, and with the assistance of the spare topmasts, the pinnace was launched overboard with safety through a heavy surf. I opened a communication with the shore, which enabled the crew, with their arms and ammunition, to land in detachments from the bowsprit on the following morning. Not knowing whether the wreck would fall over on her broadside the following tide, or a gale of wind knock it to atoms from the exposed position, as much ordnance material and provisions as could possibly be got was saved that night, guarding against the numerous natives that assembled near us (the country being in a very unsettled and excited state), but fortunately they were amicably disposed, although previous to our departure thence a large tribe at night plundered a quantity of lead for warlike purposes, which with some difficulty I compelled them to return on making preparations to attack them.

"I trust, Mr. President and gentlemen of this hon. court, that the evidence laid before you will have shown that every exertion was made to save the vessel, also to heave her keel out of water to ascertain the extent of damage sustained, and to save nearly everything belonging to Her Majesty's service, including shot, tanks, ballast, and nearly all the copper off the ship's bottom, and 1,800 copper bolts drawn from the hull, and transporting them through a deep sand of more than a mile in extent, which the surveys laid before you (taken by the officers of Her Majesty's ship "Castor" at Auckland) will certify. Having accomplished everything that could be effected during two months of the most indefatigable labour by the officers as well as the ship's company, and the provisions being expended, I proceeded with them to the Bay of Islands, 110 miles overland, with their arms, ammunition, and three days' provisions, crossing a country little known, through forests and rivers, where we embarked on board of Her Majesty's ship "Racehorse", after a most severe march of five days during the most inclement weather; in addition to which various circumstances have transpired since the unfortunate wreck, a period of 10 months; their conduct has been so exemplary that I feel it my duty to state it to this hon. court, eight months of which time they have been victualled at two-thirds allowance, agreeably to the Queen's regulations.

"I would now call your attention, Mr. President and gentlemen, to the importance of the orders which I received from Rear-Admiral Sir Thomas Cochrane, Commander-in-Chief in India, China, and New Zealand, he having placed me in command as senior officer of the last-named station, and, previous to my departure, was pleased to say that he had selected me for this service as being an officer of some experience, as he anticipated the country was in an unsettled state. On my arrival at New Zealand, after an unparalleled quick passage of 28 days from India, the country proved to be in the situation anticipated by the Commander-in-Chief, as shown in his orders. Extensive reinforcements, at the urgent application of his Excellency the Governor of New Zealand, arriving from South America, Sydney, England, and India, and Captain Charles Graham, C.B., of Her Majesty's ship "Castor", arriving at that important period, and assuming the naval command on the station, I became the junior officer. And I would earnestly solicit the attention of this hon. court to the several complimentary documents which I received at various periods from that officer whilst under his command, expressive of his Excellency the Governor's and his own entire approbation of the various important and delicate duties which had devolved on me. And I would remark that Her Majesty's brig had been most actively employed for some time previous to the arrival of reinforcements on the station, and had more officers, seamen, and marines engaged on shore co-operating with the united forces, for some weeks, than any other vessel, in comparison to the number of her complement, transporting heavy guns and *materiel* to attack the enemy's pah, and were only withdrawn

			<p>from it, after the heavy work was accomplished, a few days previous to its being taken possession of by the united forces during the temporary absence of the enemy outside their pah at their devotions. And on the detachment belonging to the “<i>Osprey</i>” returning on board, the senior officer was pleased to express to me his and Commander <i>Hay</i>'s, of Her Majesty's sloop “<i>Racehorse</i>”. (now Captain <i>Hay</i>, C.B.), marked approbation of their general good behaviour. His Excellency the Governor requiring Her Majesty's brig under my command, at that juncture, for immediate important service to-keep the enemy in check pending the result of the contemplated attack, and to protect the British settlers, their wives and families, from being plundered, murdered, &c., which they anticipated, this service I successfully accomplished, and much to the satisfaction of his Excellency the Governor, and the senior officer, as shown in the letters laid before you. And I was subsequently employed on that dangerous line of coast so little known, not surveyed, and where no other vessel of war had been previously sent, to visit various places (without either guide or directions), which I fortunately accomplished, but not without great risk and anxiety attending it, previous to the “<i>Osprey</i>” being wrecked, And I cannot but feel painfully sensible how my misfortunes have been followed up, where my standing and experience caused my being selected for important service, and losing my promotion in India: also at the favourable result of hostilities in New Zealand, and employed on most dangerous service, which occasioned the loss of Her Majesty's brig.</p> <p>"Mr. President and Gentlemen, I would respectfully submit that although I may have been so unfortunate as to have lost Her Majesty's brig under my command in the anxious performance of my duty, circumstances have occurred which I trust will show it was not occasioned through neglect or want of any possible precaution being taken by me, or in any way bearing on the 26th article of war. And permit me to observe that during my command of Her Majesty's brig on several occasions squadrons of Her Majesty's sloops, varying from four to seven in number, have been placed immediately under my orders in England, and once in India, and the duties intrusted to me were accomplished to the entire satisfaction of the several Commanders-in-Chief. And I beg further to trespass on the indulgence of this hon. Court in reference to my services, having been upwards of 30 years actively employed in Her Majesty's navy principally on foreign stations, 24 years of which time a commissioned officer, meeting the approbation of the undermentioned, and several other distinguished officers under whom I have had the honour to serve: viz. Admiral Sir R.W. Otway, Sir F.L. Maitland, Sir Fleetwood Pellew, and Captain G.W. Hamilton. I feel conscious that I have on every occasion discharged my duties to the utmost of my ability, which I trust my testimonials will certify. When first-lieutenant of Her Majesty's ships “<i>Gannet</i>”, “<i>Ranger</i>”, and “<i>Briton</i>”, I was not fortunate enough to be employed on stations at a period when promotions occurred. I was consequently 14 years a lieutenant, and when commanding Her Majesty's brig “<i>Rapid</i>” on the South American station for three years, the Commander-in-Chief, Rear-Admiral Sir G.E. Hammond, Bart., was pleased to approve of her effective state and discipline at all times, and the manner in which I performed the various responsible duties assigned to me, and very kindly made a favourable representation to the Right Hon. the Lords Commissioners of the Admiralty on my behalf. The Earl of Minto and Vice-Admiral Sir William Parker, then presiding at that department were pleased to express to me personally their favourable commendations, and in consequence gave me my promotion; and with some delicacy I engage your attention, that when a lieutenant I had the happiness at three different periods to save the lives of three men by jumping overboard after them - twice, when belonging to Her Majesty's ship “<i>Cambrian</i>”, in the Mediterranean; and once when first lieutenant of Her Majesty's ship “<i>Briton</i>” off Oporto; and when Commander of Her Majesty's brig “<i>Rapid</i>”, I received a serious injury on duty, which since the unfortunate wreck of the “<i>Osprey</i>” has caused me much pain, brought on by two months' great exertions, and followed up by a most tedious march. And I should ill reply the indulgence of this Hon. Court, did I not express my most grateful acknowledgments for the patient attention you have given to the various evidence and my defence. In the earnest hope that the peculiar circumstances attending the unfortunate loss of Her Majesty's brig will meet with the favourable consideration and judgment of this hon. Court, I rely with confidence upon your decision," &c.</p> <p>The prisoner then handed in two or three certificates from captains under whom he had served, all which were highly creditable and honourable.</p> <p>The court was then cleared, and remained closed upwards of an hour. On our re-admission the members had put on their cocked hats, and the Judge Advocate delivered as the finding that the Court fully acquitted Commander Patten as well as the officers and ship's company of the “<i>Osprey</i>” from all blame in her loss; and further the Court were of opinion that every exertion had been made by Commander Patten, and the officers and ship's company under his command, in the endeavour to save the said ship.”</p> <p>The President then returned Commander Patten his sword, and the Court was dissolved.</p>
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for the fourteenth time I never met with officers more cautious and gentlemanly than those associated with you.

Believe me yours faithfully and obliged,
JOHN KENT,
 At Highclere Castle, Newbury.
 Milford Haven, 14th May, .1860.

To **Captain Courtenay.**

SIR, - We, the undersigned passengers by the Steamer "Portugal" from Madeira to Milford Haven, beg to thank you for your courtesy and kindness during the voyage, and particularly for your caution and vigilance in the heavy fogs which have prevailed during the latter part of it. We wish to include Capt. de Boiuro and your officers in the expression of our thanks.

Sir C. Ibbitson.	Frederick M. Mills,
J. R. Race Godfrey,	G. H. Ranger,
John Kent,	L. R. Thomas,
S. G. Quicke	Agatha Henryson,
James Sutton,	Jane Hill,
Frederick Finch,	T. A. Wilkinson, R.N.

....."

20th September 1872 the Welshman newspaper wrote: -

".....**MILFORD HAVEN REGATTA.**

This annual event came off on the 12th inst. in front of the town of Old Milford, under the patronage of Mr J. H. Scourfield, M.P. for the county, Mr T. Meyrick, M.P. for the Pembroke boroughs, Admiral Stokes, Haverfordwest; **Captain Courtenay**, Superintendent of the Dockyard; Captain T. T. Jackson, Neyland Mr R. P. Davies, and Mr W. Walters, banker, under whose auspices a capital day's programme was gone through. The weather presented in the early morning a very threatening aspect, but as the day advanced it became fine."

21st March 1873 the Pembrokeshire Herald and General Advertiser

".....**PEMBROKE DOCK.**

TRIAL TRIP OF THE "THUNDERER". - The trial trip of this large iron turret-ship took place on the 14th inst. The weather was exceedingly fine, with a three-knot breeze blowing. The huge leviathan left her moorings about half-past seven o'clock, and proceeded down the haven, and for 15 miles out of sea, returning to her moorings about half-past seven o'clock. The result of the trial, both as to the ship and her machinery, was extremely satisfactory in every respect, the vessel, taking into consideration her vast weight, being exceedingly buoyant. The engines, made by Messrs. Humphreys and Tenant, of Deptford, were nominally of 800 horse-power, but able to work-up some 2,000 and worked like clock-work, making 61 revolutions, with a pressure of 25lbs to the square inch, the average speed attained being 11 decimal 8 knots, the ship's draught of water being 20 feet 2 inches forward, and 24 feet 4½ inches aft. The propellers were two in number, with four blades to each. The "**Thunderer**", when fully equipped for sea, will carry 1,400 tons of coal, but upon this occasion she only had on board 350 tons. It is fully anticipated that the ship will attain to her estimated speed of 14 knots. The engines were in charge of Mr Humphrey, and, as we have already observed, worked, splendidly, as did also the steam steering apparatus, in charge of Mr Bourne, for the makers thereof, Messrs. Forrester, of Birkenhead. There were on board **Captain Courtenay**, Superintendent of the Dockyard, Mr F. Martin, master shipwright; Earl Cawdor, Captain Scadamore (in charge navigating), Captain W. N. W. Hewett, H.M.'s turret ship "**Devastation**" and Commander Bradley, H.M.'s ship "**Nankin**"."

27th March 1872 the South Wales Daily News and the Cardiff Times newspapers of the **30th March 1872** wrote: -

"....**THE LAUNCH OF H.M.S. "THUNDERER".**

[**BY OUR OWN REPORTER.**]

This event which has been long looked forward to and anxiously anticipated was successfully accomplished on Monday evening at 6.40. In consequence of the magnitude of the undertaking involved in launching such a vessel end on, completely armour plated as she is (with a slight exception), a considerable amount of scientific interest has been awakened in the operation, as well as curiosity from sight-seers generally. The different rail- way companies, ever ready to avail themselves of traffic, have for some time past encouraged the feeling of interest by announcing special trains for the day of the launch. And notwithstanding the unsettled state of the weather for the past week, and the frequent fall of snow during the last few days, such an influx of visitors to Pembroke Dock was never known before. Special accommodation had been provided for the privileged classes, who had been most eager to obtain tickets for the booths. The elite of Wales were present, and to give additional éclat to the scene the splendid regimental bands of the battalion stationed at the Hut Encampment were in attendance. In consequence of **Captain Courtenay** not yet having taken up his appointment at Pembroke, the honours of the occasion had to be performed by Mr. R. P. Saunders, master shipwright. To say that every precaution was taken to ensure success that science and experience, could suggest, would be only to say what all our readers would expect from the professional reputation of the respected master shipwright. But it will probably be interesting to state a few of the particulars pertaining to the event. The launch or perhaps we shall be best understood when we say the "cradle" in which the ship was resting, was unusually strong, the poppets being quite close together, in fact, and a solid mass. Special care also had to be taken to protect the bottom of the ship by fortifying arrangements instead, so that the great strain should not be localized in

the line at launch. The third longitudinal was selected as the strongest and best position, and so well were the strains distributed that it was impossible for the vessel to sustain injury. But these precautions were far from unnecessary, as the bottom of an iron vessel is comparatively the weakest portion, whereas it has to withstand the thrust of the ship during the launching operation. This is most severely felt upon the five pop-pets, as upon this the ship will pivot when the after end is water-borne. It was estimated that the great pressure of 2,600 tons would revolve on the five poppets so it must be apparent great strength was necessary. That simple contrivance to the uninitiated, the "dog-shores", were doubled, and much curiosity and speculation have been rife for some time past with the mechanical visitors respecting them - whether they would all be knocked down together, or if one pair would be released first. But the same gentle tap from Mr. Meyrick's chisel knocked down the four dog-shores at once. A heavy shore was also placed to abut against the dog-shore cleat, that a shock might be communicated to the ship, to disturb the adhesive force of the grease between the "ways". Last Saturday the operation of "setting up" was performed, and the huge mass of nearly 5000 tons was actually lifted 3-16ths of an inch by maul and wedge. After this fact the power of the wedge must never be despised, even if his mechanical neighbour, the "screw" is sometimes strongly commented upon. As the construction of the "*Thunderer*" has been watched with great interest in naval circles, and by scientific men, for some time past, a brief description will not be out of place, Committees have sat upon its designs and compelled alterations to be made during its construction, while, from the day it was first laid upon the stocks, its peculiarities have given rise to many debates in the House of Commons. It is the sister vessel to the "*Devastation*", and is the second of the three mast-less vessels proposed by Mr Childers for improving our means of coast defence, the adoption of which was so strongly and energetically opposed by the Conservative party. It is a monitor in every respect, constructed upon the principle of the *Glatton*, *Hotspur*, and American monitors, but with special differences, which give it a special character. The discussions which were raised about; the stability of our ironclads, and upon the advisability of having such vessels as the *Devastation* at all, induced the Government to delay the construction of the "*Thunderer*", and to post-pone altogether proceeding with the "*Fury*". But the Committee upon ships' designs, under the presidency of Lord Dufferin, has confirmed the views of Mr. Reed, who designed these vessels, that they are safe and the most powerful vessels yet known. In fact, the committee could hardly have given a higher certificate of efficiency to these vessels than Mr. Reed could have claimed and Mr. Goschen, in quoting last year the following passage from this report, was, we think, fully justified in completing the "*Thunderer*", and proceeding with the "*Fury*". The committee are of opinion, he said, that whether completed as originally designed, or with the superstructure subsequently suggested by the Constructor's Department, the "*Devastation*" will prove a formidable and efficient war ship, a safe and stable vessel, and a valuable addition to her Majesty's Navy." These remarks apply with equal force to the "*Thunderer*". It will be remembered, that the great doubt raised about the value of these vessels had reference to their stability, and serious suspicions were entertained after the loss of the "*Captain*", that these monsters were mistakes. But the committee remark that "the question of her (the "*Devastation*"), stability, even under conditions of wind and sea, far more unfavourable than any she is likely to encounter, has been carefully examined by the scientific members of the committee". And their conclusion is that ships of this class have stability amply sufficient to make them safe against the rolling or heavy action of the waves". Such important statements as these are reassuring after the ugly alarms excited recently as to the capacity of our ironclads to float. And they are more than re-assuring, for they mean neither more nor less than that we have two of the most powerful ironclads in the world, which are steady, efficient, and sea-going. Now that the question of stability is disposed of it is interesting to know the view taken of this vessel by Mr. Ericson, the famous designer of monitors, and the great American constructor. In a letter which he wrote from New York, in February, 1870, criticising the proposal of Mr. Robeson, the Secretary of the United States' Navy, as interpreted by the English press, he maintains that "While she security of the maritime cities and dockyards of the United States against foreign aggression, has of late years been assured, the means thus relied upon have suddenly lost their potency. For", he adds, "Mr. Reed is now building monitors carrying the full thickness of solid armour possible, by adopting the turret and abandoning freeboard and sails. The "*Devastation*" and "*Thunderer*", he continues, "may steam up the Hudson in spite of our batteries and our monitors, and dictate terms off Castle Garden". This is strong language for an American, and for an enthusiastic American constructor like Mr. Ericsson. But whatever doubts may have existed up to the present about the value of these vessels, there seems every reason to believe that Mr. Reed was right in designing them for coast defence, and that for such a purpose they are not yet surpassed.

The *Glatton* was constructed as a monitor, but its small size is against it. Of its power no doubt can be entertained, as it is armed with two 25-ton guns, and protected by the heaviest armour-plating, which has, as yet, been used. But its seaworthiness is hardly guaranteed and the determination to make it as close an imitation of the American monitors as possible, has marred its efficiency. The "*Hotspur*", another of these monitors of the *Glatton* type, is at present lying in the stream off the dockyard, her unusual, or rather unsightly appearance being the cause of many witty sallies from men of the olden time, who still pride themselves as the builders of the magnificent three-deckers of which the old salts are also proud. But Sir W. Armstrong, and modern artillerymen, have virtually abolished these vessels from our navy, by the introduction of guns throwing shot and shell of 700 lbs. in weight and 33 inches long; the charge being 120 lbs. of powder. These guns are rifled by nine grooves, each 11 inch wide, by one fifth of an inch deep, and 33 inches long, whilst the effort of rotation is concentrated upon one point in each groove by use of a driving ring of metal studs in the projectile. The cost of one of these Woolwich Infants is about £3,000.

As was just observed the *Glatton* class was not considered to be the type ship representing the best that could be done in the way of combining offensive and defensive powers. But in the "*Thunderer*", Mr. Reed set himself to work to correct these defects, and produce a monitor which should embody the special characteristics of that class of vessels, but avoid their defects. The two most prominent objections were a

deficiency in size and in freeboard. For the 'sake of "handiness", speed and armament were sacrificed, and to secure as absolutely as possible immunity from attack, the freeboard was reduced to as close a level with the water as was possible, but stability was by this means imperilled. Now, in the "*Thunderer*" these difficulties have been grappled with and overcome, for these two great dangers to efficiency no longer exist. In the first place, Mr. Reed demanded as large a vessel as was consistent with tolerable handiness, and the committee hint that as the "*Devastation*" and the "*Thunderer*" are, they are not so large as the late chief constructor of the Navy wished. However this may be, the "*Thunderer*" has a burthen of 4,407 tons, with a speed of 12½ knots an hour; and as her burden is nearly twice that of the *Glatton*, she is constructed to carry an armament more than twice as powerful; for, whereas the *Glatton's* powerful battery consists only of two 25-ton guns, the "*Thunderer*" will be armed with the unexampled armament of four 35-ton guns. Then Mr. Reed has, in the matter of freeboard, struck a mean between such a vessel as the "*Monarch*", or the "*Hercules*" and the American monitors or "*Glatton*", by providing it with a hull of -4ft 6in above the water-line. As a compromise there can be little doubt this addition of 2ft is judicious for, after all, ships, however strong they may be, are of little use unless they can float; and if they cannot be constituted, like torpedoes, upon some submarine principle, it is as well to secure their safety as far as practicable, so long as their hulls must appear above water.

The "*Thunderer*", then, being constructed to carry the heaviest armament that is known, has other peculiarities which are worth mentioning, but as these were noticed in a recent issue there is no occasion to repeat them. As she is to rely, like a, true monitor, upon steam alone, and is totally un-provided with masts and sails, she is provided with two distinct sets of engines, connected with twin-screws, and capable of acting independently of each other. The object of this arrangement is that if one of the engines is disabled, the ship will not be left with-out any means of motion beyond the caprice of the waves. But this, it must be confessed is but a problematical element of safety for it is difficult to see why both engines should not lie disabled, and under circumstances which would render such a vessel as the "*Thunderer*" totally help-less. But it is contended, by experienced judges, that the admirable precautions taken by Mr. Reed to protect this vital section of the ship's economy, that the probability of such a mishap is reduced to the lowest possibility. And although these precautions are chiefly against the effects of shot, and admitting that marine engines, like all other pieces of mechanism, are liable to derangement, yet danger from "natural causes", as a breakdown in the two engines at the same time, is so remote that all apprehension upon this score may be dismissed.

Perhaps one of the most remarkable features of this wonderful vessel is its capacity for stowing away coal it can carry more than twice the quantity of the largest of our ironclads, being able to provide itself with a sufficient consumption for twelve days, or as much as 1,750 tons.

The launch of the "*Thunderer*" has not only added a new and powerful vessel to the navy, but has shown that a new building yard for iron ships has sprung up which has capacities for constructing the largest iron ships yet designed. In addition to constructing the ship, all the large forgings required for her, such as stem, steam-port rudder frame, bracket struts to propeller, &c., have been manufactured at this establishment. This fact says a great deal for the resources of Pembroke Dockyard, as the production of these large jobs at other yards, and in the private trade are frequently sub-contracted for, and as a consequence one element of safety, direct supervision, is lost. As, notwithstanding Government inspectors are sent to watch the manufacture of these forgings, yet these inspectors are no more possessed with ubiquity than other mortals, and frequently a discovery of a fault in a big forging necessitates the enforced idleness of a large number of men, as well as the nation deprived of the use of the ship for a long period. No detail in an iron ship is more important than the manufacture of its large forgings, and hence arises the necessity that these jobs should only be entrusted to those who feel their responsibility to a greater degree than simply a fine for breach of contract. The fact of the smithery of the yard having turned out these forgings not only sound pieces of workmanship, but the "finish" observable in them speaks volumes for the department. As to the smiths, better workmen never handled a fire-hook or "drawn" a heat. And while the ship reflects the greatest credit to the shipwrights of the yard, we have also mentioned the "smuts", as they seldom come in for praise.

The foregoing facts must tend to show that in Pembroke Yard Chatham has no mean rival, and although Chatham has hitherto borne the burden of the iron ship-building operations of the Government, it was not before the Liberal party got a firm hold was Mr. Reed's recommendations respecting Pembroke Yard carried out. These facts cannot be too frequently uttered, as it is well that the people of Pembroke Dock should know and acknowledge their friends. The launch of the "*Thunderer*", and the floating out of the "*Devastation*", coupled with the satisfactory report of the Committee which reported on these vessels, has determined the Government to proceed with the "*Fury*". The special alteration in this vessel will be that its size and burden will be materially increased, and that the super-structure which was added to the "*Devastation*", and "*Thunderer*" with the view of improving stability, will be also adopted.

We omitted to mention the weather was everything that could be desired, and was itself sufficient to tempt people out, to say nothing of the launch. All the workmen of the yard ceased work at one o'clock, but were required to return by four, except those employed on the ship, who were allowed to leave. Eight gangs were kept under Messrs Seccombe, Raynes, Riley, and Peregrine on the starboard side, and Messrs. Jones, Cross, Hutchings, and Davies on the port side; and it is small praise to say that eight more efficient subs could not be found. The town presented the most animated appearance throughout the day, some of the more enterprising of the townspeople had made special arrangements in anticipation of a large number of strangers, others had embarked in producing lithographs, photographs, &c., of the ship, and one pushing gentleman actuated by a desire to supply the demand for anything sensational, offered a fine lithograph of the "*Osprey*" with her dimensions, as well as a correct likeness of the "Claimant", all for "tuppence". During the time this gentleman was doing a roaring trade, a sudden change overtook his business by a detachment of the 23rd Welsh Fusiliers, preceded by their magnificent band and the goat, proceeding to reinforce the police, offering a greater attraction to the visitors from all parts of Wales than

			<p>anything pertaining to Tichbornia.</p> <p>The paramount desire though was to see the launch, so that long before the gates were opened, ticket holders had taken up their places. The excitement was most intense as the shades of evening were approaching, the public opinion being that about six she would have gone off. But those who were in the vicinity of the master ship-wright could see all was well, as he stood calm and collected, giving the necessary directions to the foreman of the ship, to whom too much credit cannot be given for the exertions he has made to assist Mr. Saunders. As block after block was taken out, the “thud” from each as they neared the bow telling that the ship was setting. The time at last arrived, which was the event of the day, in the estimation of the ladies, the christening ceremony. This was most gracefully performed by Mrs. Meyrick, of Bush.</p> <p>Mr. Saunders then said “Out trigger; is all clear?” The men at this stage came rushing from under the bottom. Mr. Saunders, then put the question, "Does she draw?" No sir; not moved yet”, was the reply. Our readers will understand that a simple contrivance is placed on the ways, one part connected with the sliding ways and the other part to the fixed ways; any separation of the parts at once indicating that she has moved, this downward motion being expected as the blocks are gradually knocked from under the keel. This contrivance is carefully watched by a responsible man each side of the ship, and when she draws at once reported.</p> <p>The order was then given by Mr. Saunders, “Another block lads”. When this was done, Mr. Saunders gave them plenty of time to clear the bottom, and then said, “Stand clear”. Mrs. Meyrick, in the meantime, having been furnished with the mallet and chisel, advanced to the bows and cut the cord with such dexterity that we should proclaim her an adept in the art. The mallet and chisel, as well as the tray which contained them, are master-pieces of refined workmanship, and reflect the greatest credit upon the art workmen of the establishment. Inside the tray was a beautiful picture of the ship, with the following particulars: -</p> <p>“H.M S.”<i>Thunderer</i>”. - Twin screw, armour-plated turret ship, named and launched at Pembroke yard, 25th March, 1872, by Mrs. Meyrick. Armament, four 35-ton guns. Engines, 5,600 horse-power, indicative. Length between perpendiculars, 285 feet. Breadth, extreme, 62 feet 3 inches. Depth in hold, 18 feet. Burthen in tons, 4,407. R. P. Saunders, Esq., Master Shipwright."</p> <p>As we just mentioned, the cord was cut, the dog-shores fell quite cosily, an indication that the ship had not "drawed", consequently by knocking them down there was not much "energy" imparted to the ship, but as soon as they were down, the hydraulic rams which had been placed under the lower part of stem and against the bilge ways were set in motion, their “gentle hint” told well, and was quite sufficient to impart motion. “She moves” was the simultaneous cry from a thousand throats, and instantly she was sliding down the slip at a rapid rate. A better launch it would be impossible to see. The band struck up “Rule Britannia” when she was afloat. All faces were then turned at it with one accord to Mr. Saunders to express by looks what they could not get at to do in words. The Earl of Cawdor then stood in an elevation, with a glass of wine in one hand, the other grasping Mr. Saunders's, and sang out in a stentorian voice - “Ladies, gentlemen, and workmen, Three cheers for the Master Ship-wright!” This call was responded to, and appeared to give more vent to the pent up feelings, especially those of the workmen than anything else as Mr. Saunders has endeared himself to the employees of the yard by his considerate and gentle management, yet so firm a disciplinarian, that the greatest order and industry prevails. Mr. Saunders then stepped forward to the front and said, “Officers and workmen, I thank you for the aid you have so cheerfully given me in the building and launching of this great ship”. (Immense cheering). Mr Meyrick, M.P. followed and proposed success to the ship, and to the establishment amidst much cheering.</p> <p>We will not at present extend this account by making comparisons with the Portsmouth ships, but will conclude with a quotation from Mr. Ericsson, which will be as gratifying to the country as to the able designer of this last addition to the Navy: - “Up to the present time Mr. Reed has unquestionably distanced all his competitors; the “<i>Thunderer</i>” and “<i>Devastation</i>” are, in fact, impregnable above water”. We will add, in the interests of peace and humanity, our hope the time will never come when this "monster of war" will be required to engage in actual warfare, but will only exist as a standing menace to England's foes not to presume to violate the sanctity and happiness of our island homes.”</p>
			<p>6th Nov 1873 the Tenby Observer Weekly List of Visitors and Directory and the Welshman newspaper, 7th November 1873 reported thus:</p> <p>“...LAUNCH. - On Saturday afternoon the four-gun twin screw composite corvette “<i>Egeria</i>” was successfully launched from this dock-yard. The ceremony of naming was performed by Miss Courtenay, niece of Captain Courtenay, the superintendents of this establishment. Mr. Martin, the respected master shipwright, superintended the proceedings. The weather was unfavourable.”</p> <p>.....<i>Miss Courtenay also inherited Richard's whole estate upon his death.....</i></p>
			<p>26th March 1874 the Tenby Observer Weekly List of Visitors and Directory reported as follows: -</p> <p style="text-align: center;">“.....PEMBROKE-DOCK. LAUNCH OF A TORPEDO VESSEL.</p> <p>The first vessel of this kind ever belonging to the British Navy was launched from Pembroke Dock-yard on Tuesday morning, a tolerable number of people being present, amongst whom were Captain Courtenay, R.N., Superintendent of the yard; Mr. Martin, master shipwright; Rev. S Jacobs, naval chaplain; Rev. G. McHugh, A.M., and several ladies. The interesting ceremony of “christening” and launching was most efficiently and gracefully performed by Miss Florence Grantham, daughter of Major Grantham, 9th Regiment, who was presented with a very handsome box containing an elegantly formed chisel and mallet, with which the young lady severed the cord that suspended the weights over the “dog-shores”. This formidable vessel, which is appropriately named the “<i>Vesuvius</i>”, would, if the torpedo was successfully projected from the pneumatic tube (some 2ft. 4in. in diameter), and situated considerably</p>

			<p>below the water-line, destroy the most powerful iron-clad ship ever constructed. The torpedo is projected by compressed air with great force, and it is calculated that it will travel at the rate of eight miles an hour beneath the water, having an engine within itself. The “<i>Vesuvius</i>” is a very handsome little vessel, and when fully equipped her hull will only be some 3ft. above the water, and the crew below. Her principal dimensions are, - length between perpendiculars, 90ft. breadth extreme, 22ft. depth in hold, 11 ft. 4¾ in.; displacement, in tons, 241. She is propelled by twin screws, driven by engines on the surface condenser principle, of &60 indicated horse-power, with boilers bearing a pressure of 70lbs. to the square inch. She will not produce any smoke, coke only being used, and the funnel is a horizontal one lying along the deck, which is semi-oval. The crew, as already observed, will be stationed below, and ventilation will be provided by draught of air produced in furnaces, by hand until steam is got up, and afterwards generated by means of a donkey engine, which drives a fan. In addition to her large engines, there are five donkey engines used for various purposes. The “<i>Vesuvius</i>” is a most unique specimen of marine architecture, altogether unlike anything afloat, and would doubtless prove a most formidable though unostentatious looking antagonist. She was designed by Mr. N. Barnaby, chief naval architect at the Admiralty, and was constructed under the immediate supervision of Mr. Martin, master shipwright. The engines, which are admirable specimens of machinery, were manufactured by Messrs. Maudsley, Son, and Field, and fitted into the vessel under the direction of Mr. Turnbull, foreman of the firm.”</p> <p>“....THE DOCKYARD Eighty men have been discharged from this establishment during the past week, comprising fifty shipwrights, blacksmiths, joiners, and labourers; and as Mr. E. J. Reed's huge dockyard has not yet been commenced, nearly the whole of these men will necessarily have to seek for employment elsewhere.”</p>
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			<p>8th December 1874 the South Wales Daily News reported on the following: -</p> <p style="text-align: center;">“.....MR. REED, C.B., M.P., WITH HIS CONSTITUENTS MEETING AT PEMBROKE DOCK. SPEECH ON NAVAL ADMINISTRATION.</p> <p>The enthusiasm with which Mr Reed was received at Tenby and Pembroke Dock when he addressed his constituents at those places on Thursday and Saturday was far exceeded by the reception he met with at Pembroke Dock last evening. Nothing could have been more gratifying to the hon. gentleman than to witness the hearty cordiality with which the inhabitants of the place manifested their esteem for him whom they had selected to represent them. The address was delivered at the Temperance Hall, Diamond-street, a building very suitable for such a purpose. Long before the hour fixed for the commencement of the proceedings the place was crowded to excess. A large number of persons assembled in the street, and loudly cheered Mr Reed on his way from the Victoria Hotel to the Hall. Dr Davies, who had been announced to take the chair, was in London, and came down by the 7.30 p.m.-train to Milford specially to preside at the meeting. As the circumstance somewhat delayed the proceedings, the immense audience became rather excited, owing to the crowd that pressed upon them from behind, and who were anxious to obtain admission. There were on the platform Mr W. V. Williams, Mr Trewent (Neyland), Mr. Phillips, Mr Lifton, Mr W. J. Davies, Mr C Williams, Mr Gribble, Mr Alderman Hughes, Mr Smedley, and a large number of influential residents of Pembroke Dock, Neyland, and Pembroke, as well ladies. Previous to Dr Davies's arrival, Alderman Hughes proposed that Mr Smedley should preside until the proper chairman arrived.</p> <p>Mr SMEDLEY was received with applause. He said he was very sorry that Dr Davies was not present to take the chair at the opening of being called upon he had no hesitation in accepting the responsible position of chairman until Mr Davies arrived. He was sure that had Dr Davies been present he would have felt the greatest pleasure in presiding over such a large meeting as the present one. He was also sure that he would have felt additional honour in knowing that this meeting was the result of what they had struggled for some months ago, and which so many of the had worked so hardly to attain (<i>hear, hear</i>). It was unnecessary for him to make any lengthened preliminary remarks, but he would observe that their hon. member had been actively engaged during the past week in delivering addresses to his constituents, and through <i>medium</i> of the press no doubt many had been able not only to read those addresses, but by this time also to thoroughly understand them. He thought they ought to feel proud in the selection they made at the last election. Apart from all political considerations, they had got a gentleman to represent them who not only did so in the most efficient manner as a member of Parliament, but one who laboured most assiduously on behalf of the commercial interest of this district. This was not words were speech; this was not a matter of so many words. Words were much, but actions spoke far stronger than words, as proof of the substantial interest which a gentleman took in the welfare of the district. At Milford Haven already such a start had been made that no one at present could forecast what would be the end, only hope, as he believed it would be the case, that Milford Haven would before long become a rival to the great commercial centres which they had around them. So much having been the result of their hon. Member labours, he had sincere pleasure in introducing Mr Reed to the meeting.</p> <p>Mr REED on rising was again and again lordly applauded. He said that it gave him the greatest possible - nay, he might say, it was more than satisfaction - to meet them on that occasion in such extremely large numbers. In commencing his addresses to them, he had to choose between two courses, and he had to choose one which he was afraid would be very distasteful to them, but which he hoped they would excuse, and with which he hoped they would bear. He had to choose between making a series of unprepared addresses touching upon those things which might bear upon local questions, or, on the other hand, of delivering a more prepared address, directing their attention to more general and Imperial questions, and which might, perhaps, exert some little influence upon the Parliamentary proceedings of the country. Before he had the honour of representing them he was associated in some degree with public</p>
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business and he felt sure that those who had sent him to Parliament would not wish him now to abandon the interest he took in public matters. That being so, when he went to Parliament he endeavoured to the best of his ability to influence the national policy; but he hoped no one would suppose for a moment that by so doing he had abandoned local questions. He had spoken of them frequently, and would speak of them again with whatever force he possessed; but at the same time he felt that he might profitably to-night take up more general questions. The positions of the mercantile and the Royal Navy of this country were matters of the greatest possible importance to them, and also to the well-being of the State, and though they lived at no great a distance from the great centre of political influence-London, - he thought they would be glad to know that in representing them he had taken what he believed to be a broad and exalted view of national business, and, to the best of his ability had taken part in those discussions which had arisen upon imperial questions. That evening he proposed to speak to them of the condition of the mercantile marine and of Royal Navy and the manner in which the condition of the one and the position of the other came before the House of Commons. He said that he would in the first place brief reference to one or two questions affecting the mercantile marine of the country. He was unable to express satisfaction with the course taken in the last Session of Parliament by Sir C. Adderley, the president of the Board of Trade, who sort to defeat Mr Plimsoll's Bill by introducing the House to wait for the report of the Royal Commission, although it was well understood that the report could not be acted upon in that session, and, moreover, that its tenor was pretty well understood. That report had since appeared, and was extremely unsatisfactory; its objections to a fixed bad line, such as that would tend to stereotype existing forms of ships and lead to excessive reduction of weight and strength in the hull are entirely wrong. They are upon crude views of the subject although there are plenty of educated shipbuilders who could a perfect answer to them only two scientific witnesses were examined, and their evidence was insufficiently attended to. He felt confident that there were several shipbuilding officers in the assembly he was addressing, who could show the fallacy of assuming that a mere limit to the depth of a ship involved an invariable form of hull or bottom, and who could equally well show that there already existed such ample inducements to the owners of ships to build their hulls as light as possible, that the apprehension of adding to those inducements was really a trivial question and one quite unfit to determine a question of so much importance. He was extremely sorry to find so able and conscientious a member of the House of Lord Eslington lend his deservedly great influence to the resistance of legislation on this important subject and resisted on grounds which appeared to him (Mr. Reed) then and now both fallacious and unfair to the promoters of the measure. The very exceptions which Lord Eslington took to the Bill were in his eyes some merits of the measure, and although he had not intended to take part in debate he felt bound to answer the noble lord. The division which ensued gave the Government so very narrow a majority, only three, that they would probably feel bound to act in the next session and introduce a Bill for the protection of seamen. He must confess that it was most creditable to the Conservative members of the House of Commons that many of them gave their support to the second reading of Mr Plimsoll's Bill, practically insured speedy legislation against overloading, excessive deck cargoes and the reckless sending to sea of un-surveyed vessels. In the Parliamentary debate on the Marine Minister, or at least a greatly improved Marine Department under the Board of Trade. The department is miserably weak and insufficient for its work as regards the science of shipbuilding and marine engineering, and urgently needs remodelling. This was not said offensively nor with the view of reflecting in any degree either upon the Minister or upon the very able officers which the department comprised; but with the view of urging what those officers must feel themselves feel, viz., that the scientific staff of the Board of Trade as compared either with that of the Admiralty or with the demands of the State, is ridiculously insufficient, and the department consequently falls into contempt. If this defect were remedied we should not have so often presented to us the discreditable spectacle of the Minister for our Mercantile Marine publicly avowing the inability of his department to carry out the wishes of the country by efficiently regulating our mercantile fleets. Those fleets need regulation and Sir Charles Adderley has a splendid opportunity of fulfilling the desires of the people. Mr. Reed felt bound to say, however, that to do this the President of the Board of Trade must fulfil his functions much more vigorously and decisively than he did last session. His refusal to grant a Committee on the Chain Cables Bill, followed by the appointment of a Select Committee, and his abortive conference at the Board of Trade on the tonnage laws, followed by an equally abortive Committee, were ill omens; and Sir Charles Adderley must either change his policy or weaken the Ministry, and bring early defeats upon it. The narrow escape of the Government on the Plimsoll Bill should be a sufficient warning; and the recent awful losses of ships because of structural weakness ought to arose it to a due sense of its responsibility in this respect. This he said advisedly and from the conviction that many lives were being continually sacrificed from the failure of the Government to improve its information and extend its surveys sufficiently. Coming now to the Royal Navy, he wished advert, at the outset, remark to the outset, to a remark which he sometimes heard made, to the effect that he ought not to advocate increased expenditure upon defensive services; and a valued friend of his in Pembroke intimated recently that it would be much better to reply upon the spread in the trade and commerce as a security for peace than upon ironclad ships, or any other warlike agencies. Now, he wished to close at once with all suggestions, and say that he was a thorough believer in the pacific effects of trade and commerce and had no doubt whatever that manufacturing and mercantile agencies promoted general peace. We were not, as a nation, unmindful of this; on the contrary, our imports and exports have grown from £172,000,000 sterling in 1840, to £375,000,000 in 1860, and to £670,000,000 in 1872. In 1842 it was 14 million; and in 1872 it was 25¾ millions of tons. These were all British ships. For all ships, British and foreign, the numbers are 1842, 7½ millions of tons; 1852, 13½ million; 1862, 22½, and 1872, 37 million. We have not, therefore, neglected to cultivate commercial relations with the world. But it is idle to say or suppose that commerce alone will absolve nations from the risk of war, as France and Germany have learned to their cost. Look at France with its 38,000,000 of people, and its 360,000,000 of imports and exports yet writhing under disastrous overthrows, an army for the renewal of the fight. Oh, if you please (said Air Reed) look at

Germany, with its thriving manufactures and its rising commercial enterprise, yet subject, to certain ruin if negligent of its defensive forces. These facts were, no doubt, deplorable, but they existed; and if England remained at peace, let it be remembered that it so remained under its *aegis* of its navy and army, as well as under the pacificatory influences of trade; and no one could affirm or prove that if we abandoned our warlike agencies to-morrow we should not be assailed, plundered, and overthrown. Taking the necessity of a navy for granted, then let the cost of it as a defensive force be fairly considered. In considering the navy estimates, as in considering the aggregate national expenditure, the first thing you must do is to throw out of consideration the monstrous incubus of the past; for, just as £26,000,000 goes annually for the interest of our debt, so out of our of navy estimates nearly £10,000,000 of navy estimates are absorbed for half-pay, pensions, superannuation's, &c. This brings the naval charges down to out of which £4,000,000 go for seamen and marines, coastguard, &c., and in point of fact, as he (Mr Reed) stated in Parliament, a close analysis of the estimates for the present year shows that this great empire, with its 28,000,000 tons of mercantile shipping leaving and entering its ports in one year, its £700,000,000 sterling worth of imports and exports with £34,000,000 worth of iron-clads in the hands of other powers, and its own iron-clad fleet needing great repairs, yet proposed to spend only upon new iron-clads in 1874-75. He (Mr Reed) viewed such a proposal as a practical abandonment of the position of this country in Europe, and remonstrated to the best of his ability against it. He was glad to say that the present First Lord of the Admiralty readily amended in some degree this great defect in the programme of the year, and undertook to make a more suitable measure of progress with new ironclads. In a speech delivered recently at Sheffield, Lord Henry Lennox, her Majesty's First Commissioner of Public Works, speaking as a representative of the Government, suggested a policy which he (Mr Reed) would gladly hail, if carried out by the Government, as a very desirable change in the administration of the public services. The First Commissioner, who, as Secretary of the Admiralty at a time when the First Lord was long absent from his post through ill-health, had conducted the business of the department with marked ability and success, speaking, no doubt, from experience, said the time had arrived when the Government should regulate the expenditure of the nation by its requirements and necessities, and upon no other principle. His lordship doubtless knew perfectly well what he (Mr Reed) had long known and regretted, viz, that it was the practice of successive Governments to proceed upon the opposite principle, of fixing an aggregate amount which might be spent by the departments, whether needed or not, but which must not be exceeded, however necessary. No doubt this representation would be questioned and contested, but it was a perfectly true one, and the Cabinet radically decided upon such as expenditure as that of the navy with little practical reference to its requirements. Of course, the First Lord had every opportunity of stating his views; but, as a matter of fact, it often happened that when he had curtailed his proposed expenditure, even beyond what he felt to be prudent, his total demand was largely reduced in the Cabinet, or at the Treasury, and the requirements of the service had to yield to political exigency. Now, what was the consequence? Why, in the case of navy estimates, and no doubt in other cases also, this enforced reduction generally fell upon the most essential and important votes, as it must necessarily do. It could not fail upon permanent half-pay, pensions, or allowances. It could not fall to any considerable extent upon any of the permanent branches of the service and owing to the demands of the Foreign and Colonial offices, and to the determination of the sea lords to maintain the number of men, it could not fall upon the votes for seamen and marines and the consequence was that in point of fact it nearly invariably fell upon the vote for ships, and upon the dockyard votes. Now, he (Mr Reed) did not wish to exaggerate the importance of the shipbuilding votes, or of the dockyard departments, but he was perfectly prepared to maintain and to show that these were precisely the votes deficiencies in which would be found to have inflicted the greatest possible amount of injury upon the country in the event of war. The value of our officers and men of the Royal Navy, and of our marine reserves, was so thoroughly understood that he could not be suspected of even desiring to depreciate them but it must be obvious to every impartial observer that in these days, when individual ships were of so much importance for offensive and defensive purposes, and when ships took such a long time to produce even in this country, it was impossible to rapidly repair the injury which undue reduction in our shipbuilding operations exposed us to. He trusted that the remark of Lord Henry Lennox was made with the concurrence of the Chancellor of the Exchequer and of the Prime Minister and that we should really have in the next session of Parliament something like an intelligible basis laid down for the shipbuilding operations of the Admiralty, and for all the branches of the public service. It may be unpopular to urge this in these piping times of peace, but the very people who in such times denounce our shipbuilding expenditure would probably be the among the very first to turn craven in time of war in presence of the consequences of their own folly. This was why he wished a proper understanding to be come to upon this subject, and he had the more reason for urging this, because in the last Session of Parliament it was perfectly obvious that Mr Ward Hunt, the first Lord, did not venture to ask Parliament for really felt to be necessary, although he, no doubt, did ask for all that the Prime Minister and the Cabinet would consent to. In his (Mr. Reed's) opinion, the adoption of the policy he was here advocating by giving permanence to our proceedings, and by providing for a steady addition to our naval forces, would practically tend in the long run to diminish expenditure. Adverting to the last Session of Parliament, Mr. Reed said that he did not concur with those members of his own party who considered Mr Ward Hunt's speech upon the navy estimates, and more particularly his concluding remarks, as extremely hostile to the late government. The first Lord of the Admiralty was freely accused of imputing to the late administration the maintenance of a mere "paper fleet", and of "dummy ships". But what were the facts! In the course of his speech he had been speaking of several topics which involved this question, such as the breaking up of useless ships which could not be proceeded with because of the cause he had been mentioning, viz., the sacrifice of the utilities of the service to mere finance aspects: and he had been saying that he proposed to take decisive measures for getting rid of all useless vessels, and suggested as possible an additional vote for this purpose. He had also been, vindicating the last Conservative administration from the charge of ordering ships, and merely putting

them upon paper without giving them any considerable advancement during their term of office. It was, therefore, most natural that in concluding his speech he should extend to the House the promise that he would during his term of office avoid having a fleet merely on paper, and his words were "that whatever ships appear as forming part of the strength of the navy must be real and effective ships and not dummies". "It is with that view", he added, "that I have taken the office which I now hold". Now, the proper tie to have made of this pledge on the part of the First Lord of the Admiralty was to hold him to that promise. Unfortunately, the leaders on our side would see, or could see, nothing in it but an accusation against themselves, and almost endless recriminations consequently ensued. But he, Mr Reed, thought it would have been far better to have avoided this interpretation, and to have simply accepted the Minister's words as a deliberate and public promise which he was bound in all honour and loyalty to the House to fulfil. Viewing it in this light, it laid upon the Minister a very large responsibility. For example, he had been describes the iron-clad fleet of this country as comprising only 41 sea-going iron-clads, of which five were building, nine were either obsolete or not worth repairing, nine were not condemned, but "cannot be considered effective for the year", four were under repair, and only fourteen of the whole forty-one were then serviceable and effective. Here, then, was a pledge on the part of the First Lord to bring no less than 27 iron-clads promptly would into the condition of real and effective ships, and great would be the advantage to the country if this were promptly fulfilled. Again, the Minister's words were practically a pledge that unless ships should be got rid of; that whatever money they might fetch should be paid into the Treasury in the relief of taxation; and that the expense which these useless craft involve should at once cease. In short it was a promise on the part of the Minister which the Opposition – and particularly those who knew of the importance of maintaining the navy in a state of efficiency – should be gladly accepted. For his part, he (Mr. Reed) did accept the Minister's words, and in the next session of Parliament he should desire to know in what degree they had been fulfilled. He trusted he should not be misunderstood if he said that he feared the result of a year's administration on the part of the new Board of the Admiralty would scarcely prove satisfactory, and he would state his reasons for fearing this.

The first was that as far as he could learn there was but little prospect of the iron-clads being found in a state of efficiency when Parliament met, and in one respect he feared a most serious failure. In moving the estimates, Mr Hunt said that a very formidable question arose with regard to the boilers; that the life of the boilers of iron-clads was proving of short duration, and that some great change seemed to be absolutely necessary. He, therefore appointed a special committee to consider this question, and placed that versatile officer Admiral George Elliot, at the head of it. The House of Commons was led to expect that the labours of this committee would be promptly carried out, and that from them would result real and very important consequences; but as far as he (Mr. Reed) could learn, no very valuable results had yet arrived at, and the committee in question was wasting its time in a number of inquiries which no doubt, very interesting and curious in themselves, but which had little or nothing to do with this urgent subject. In short, he much feared that this great question was being trifled under the auspices of the present Admiralty, and for this the first Lord would have to give an account; for the good condition of their boilers depended more than upon almost any other thing the efficiency and fitness as for service of iron-clad ships.

Adverting to the question of the "*Devastation*", Mr. Reed stated that he had read with very great satisfaction the recent comments of the *Times* upon this subject. Were there time to revert to the discussion of the iron-clad ship question more particularly, it might be shown that the "*Devastation*" was a ship immeasurably superior in point of safety to those monitors of the American type which had been repeatedly urged upon Parliament by certain sections of naval officers. That section of naval officers, by their urgency, induced the naval Governments of the Duke of Somerset and Sir John Parkinson to order two classes of turret ships, of which one - the *Monarch* – possessed the confidence of the scientific advisers of the Admiralty, and was indeed, their production; while the other was designed and built avowedly and painfully in the face of their opinions. Before the loss of the "*Captain*" this section of officers so much extolled her that a later Administration thought it proper to build more turret ships. This ship, however – "*Devastation*" although on the turret principle, and, in some degree, of the *Monitor* type, was in no sense a *Captain*. The Admiralty scientific advisors positively refused to build *Captains*, and designed the "*Devastation*", which is a much safer ship than the "*Captain*", even had the latter been without masts and sails; and incomparably superior to her in safety, when it was remembered that the "*Captain*" carried a large pressure of canvas, which, in point of fact, overthrew and ruined her. Now, what has happened? The very same officers who goaded the Admiralty into the construction and trial of the "*Captain*", in the exercise of the same unreasonableness, and in the same absence of knowledge, are goading the Admiralty into apprehensions for the safety of the "*Devastation*". Now, although he was not an advocate for the construction of any man-of-war for her Majesty's navy which was deficient by her very principle in facilities for ventilation, and for the comfort of the officers and crew, he maintained that the "*Devastation*" was not only a safe ship, but to a very large extent safer than many of those great ocean steamers which every day left our ports, and every day conveyed to sea hundreds of lives. In short, there was no element of real danger in the "*Devastation*" at all, for her capsizing was out of the question, and it was not possible for her to be over-whelmed by the sea, unless the grossest mismanagement and folly prevailed in her management and gross folly and mismanagement may ruin any and every ship that proceeds to sea. Having said this, he regretted that the Admiralty had withdrawn from its purpose of sending the "*Devastation*" at once to Gibraltar, because, although he would not advocate the continually sending to sea of such exceptional vessels as were, in point of fact, built only for occasional voyages, he thought it was incumbent upon the Administration to determine all those questions which the trials of the "*Devastation*" on a voyage to Gibraltar would probably settle, and settle, too, without the least danger. But, unfortunately, just as unreasonable confidence prevailed when the "*Captain*" was sent to sea unreasonable distrust has prevailed now, and the country and the naval service must suffer in consequence. He could not at all understand how an administration which was making a boast of sending

to Arctic regions an expedition which might fairly be expected to involve considerable, and, not improbable, disastrous loss of life, should, nevertheless, be so yielding as to keep back the "*Devastation*" from a legitimate and proper service, practically involving no danger at all, excepting in the imagination of those who understood but little respecting her. What made this action on the part of the Government the more annoying was the fact that he (Mr Reed) had what he might say satisfactory reason for believing that the author of the letter in the *Times*, which recently cast distrust upon the "*Devastation*", and urged that she should be kept at home, was written by a gentleman who was the "*Devastation*", and urged that she should be kept at home, was written by a gentleman who was an artist by profession, entirely without the necessary knowledge of forming a sound opinion upon a ship, as was, indeed, demonstrated in the letter itself. The result of this action on the part of the Admiralty was, as *The Times* justly stated, to place this great maritime country in the position of distrusting its own naval architecture, its own science, and its own seamanship, and of flinging once more open the question of what was safe, and what was unsafe, in iron-clad construction. However, it would not be fair to press these considerations harshly against the present Admiralty, because its timid action was probably due to great pressure from certain naval influence, and the probability was that the First Lord, though a man of strong sense and sound judgment, had but little scope for the exercise of his own will and determination in the matter. Let us hope that the time will rapidly bring about a better appreciation of H.M.'s ships on the part of H.M.'s Ministers, and that the magnificent ship "*Fury*", which they were building at Pembroke Dock, would surpass the "*Devastation*" even in power and safety. He could not leave this subject without stating that he thought the constructors of the navy would do wisely in avoiding that tendency to diversified designs which had lately been shown. During his own term of office as chief constructor, it had been necessary to make such gradual changes only in connection with such subjects as bow and stern fire, the working of heavy guns at sea, and other like questions, because only practical experiments could show the lengths to which they might go, or limits within which they must be restricted. But all such questions were now practically settled, and it would be to the great advantage of the country, and to the great relief of the responsibility of the Government, if the contractors department would avoid excessive varying in their designs, and adopt a few proved, or at any rate unquestionable types. At present it was impossible even for himself to tell with the information which alone came before Parliament what sort of ships the Government really were building, and one member of the House of Commons, himself a shipbuilder, during the last session of Parliament, actually maintained that one set of iron clads which were about to be built were altogether without armour belts, although, as a matter of fact, these ships had such belts through-out the greater portion of their lengths. It would be well to fix definitely the type of ironclads to be built hereafter and he must be excused for saying that he, for one, should require to be more fully informed in the next session of Parliament respecting shipbuilding proposals of the Government than the House was informed during the last session. In the matter of unarmoured ships, the same excessive variety had been introduced and although he well knew how varied the requirements of the service were, and had shown in the House his readiness to support the Government in furnishing all those varieties of vessels which the naval service really required, he felt bound to press upon the Government his conviction that the types of unarmoured ships were too numerous, and should be restricted much more than they had of late been. The present very able staff of constructors at the Admiralty would have no difficulty in arranging this, if called upon. Before leaving the question of the ships he would mention the controversy which had been lately carried on in the columns of the *Times*, between himself and some other correspondents, respecting the armaments of the unarmoured ships. This was another question which placed great responsibility upon the First Lord of the Admiralty, who was the ultimate appeal in such matters; and he could not refrain from expressing his sense of the obligation which the public were under to the *Times* for allowing that subject to be fully discussed, because he was convinced that the more it was discussed the more general and assured would become the conviction that it was a monstrous thing to deprive our whole unarmoured navy of armour-piercing guns. He had found that the claim of certain correspondents to speak in the name of the profession was a wholly unwarranted piece of presumption, and that the young and rising officers of the naval service were, so far as he could trace, very much averse to the disuse of armour-piercing guns in such ships. Turning now from the question of ships, there were many other most grave subjects in connection with the navy which appealed to the present Government, and more particularly to the Admiralty, as problems needing urgent solution. The first in importance was the education of naval officers. Owing to a correspondence in the *Times*, in which he himself took an active part, some two or three years ago, an admirable naval college had been established at Greenwich, and was working to the great advantage of the service. There were one or two points, however, of a very serious nature to which he wished to refer, and in which he believed great mistakes were there being made. He referred first to the suddenness with which young officers had been called upon to comply with the. New conditions of examination established in the college. There are many young officers who have served their early time at sea expecting that they would be required to show proficiency in those subjects only which were laid down in the existing regulations. But they now find themselves required to pass a new examination for the rank of lieutenant of a more extended character, and one which, although perfectly judicious in itself, should undoubtedly be introduced gradually, if grave injustice and disappointment are not to result, especially as it is only the larger class of vessels which carry naval instructors, so that many of the young gentlemen are without the means of preparing themselves for the test to which they have become suddenly liable. Secondly, with reference to officers above the rank of lieutenant, he considered the naval college at Greenwich was failing in some degree to perform its duty to them. These officers ranged in age from thirty to fifty years, and it is a greater error to subject men of this mature age to the same unvarying course of study at the college, especially when that course includes the question of elementary mathematics. He should not be suspected, he believed, of depreciating the value of mathematical studies to naval officers, but such studies, to be of service, must be pursued before a man attains such mature ages as he had mentioned; and more particularly was this true in the case of naval officers, whose life at sea was so

essentially unfavourable to the acquisition of the practice of hard and close studies. There are many subjects in which officers of the class we are referring to might be instructed with great advantage, and professors of the highest reputation have been appointed for the purpose of furnishing this instruction. But from what he, Mr Reed, had learned, he was led to believe that the officers who go to the college are required to devote most of their time to elementary mathematics, which can only be viewed as the means towards an end, at which end officers of mature age are extremely unlikely to arrive. Considerable modification was necessary in these respects. But this question was quite secondary in importance to that of the training of young gentlemen for the naval service and here he must say that the English practice now carried out under the auspices of the Admiralty was very unsatisfactory, whether regarded in the abstract or in relation to the practice adopted in other countries, such as France and America. The essential error in the English system was the excluding from the naval service all young gentlemen who did not enter before the very early age of 13 years. This absurd arrangement was come to in the year 1869, when all foreign navies were known to be pursuing just the opposite course, that of raising the age of entry. No doubt there was much to be said for accustoming at an early age to the sea those youngsters who were to become sailor of the old type, and even now it, is unquestionably desirable to send early to sea those who are to become the future officers of our fleets. But the circumstances of the time, in which the mere management of sail is becoming of altogether secondary importance in comparison with the working of machinery for propelling, for working guns, and for other purposes on ship-board, are such as to make it absolutely necessary that our officers of every class should receive a scientific and mechanical education; and this cannot possibly be obtained unless a thorough grounding is first laid at suitable school before the seafaring element is introduced. There is so much distraction and excitement on board ships that they are probably the very worst places for studying in the world, and to him (Mr. Reed), it seemed worse than idle, it was positively ridiculous to exclude from the opportunity of entering the naval service all but mere children of 13 years of age. No doubt, the prejudices of the older class of officers will strongly assert themselves against this view; but in mechanical matters a thousand prejudices have to be overcome and are daily overcome in this country, and it was to be hoped that Mr Ward Hunt would not be unduly influenced by the mere prejudices of the past, whatever form they might assume or with whatever authority might be spoken. A very heavy responsibility for the future of the navy in this respect is laid upon the Minister and it was one which he hoped the late first; Lord Goschen, would have fulfilled. He believed that Mr. Goschen was in his own mind favourable to a change in this respect, but prejudices were probably too strong for him. We have now a Government which, although in Conservative, professes to be in fact progressive, and one of the best proofs that it can give of its progressive and serviceable character is to bring good sense and firmness to bear upon questions of this nature. Much of the success of the present administrators of the navy would depend upon the wisdom and energy with which they grappled with such subjects as this. Another question which absolutely demanded the attention of the Admiralty was one which he (Mr. Reed) raised in the House of Commons immediately after the delivery of the last speech proposing the navy estimates for the year. He referred to the number of men employed in the navy in relation to the cost of the ships.

He then stated to the House what was not contradicted, and what he believed official enquiries would absolutely confirm viz., that for every hundred pounds which we had to invest £170, in order to carry the same number of men at sea. It, therefore, followed, as a matter of course, that we must either diminish the number of seamen and marines borne in the navy, or else add greatly to the expense of the navy. There was positively no escape from this conclusion; he had given much thought to this matter, and with the result that in his opinion there ought to be a substantial reduction in the number of men voted. There was no reason to doubt that a million of money spent upon ships of modern type, embodied a much greater amount of offensive and defensive power than the same amount of money would procure in the old days of sailing ships and light armaments. It is still more undoubted that for the management and working of a navy of given value, it is wholly unnecessary to send as many men to sea as in those days. It would be out of the question to propose to revert to the ships of the olden times; and he thought that the country was entitled to recompense for the superior power and value of those ships by a considerable reduction in the number of men employed in them. He could not, on that occasion, much more than assert this view. At a future time, and in another place, he might endeavour to give it a mere condensing and definite form. But he believed that in pursuing this view which was reasonable and in no sense an extreme one, he should have the general support of the Liberal members of the House of Commons, many of whom, from their experience in manufactures and commerce know full well that in these days of labour-saving machinery it was out of the question at the same time to maintain for a given work to be performed the same number of men as of old in conjunction with the labour-saving appliances of modern times. He must next say that he believed there was a great field for the Government to develop, in bringing about a better relationship and closer identification between our great mercantile marine and the royal navy of the country. The efforts made in connection with the Royal Naval Reserve, and with the Naval Artillery Corps, which Mr Thomas Brassey, the member for Hastings, had introduced, under the auspices and with the encouragement of the First Lord of the Admiralty, Mr Goschen, however meritorious in themselves - and they were very meritorious - fell far short of the requirements of the country. In point of fact, the time had arrived when a thoroughly enlightened and vigorous Minister of marine might turn its attention with the utmost advantage to the question of relieving the expenses of the Royal Navy, and, at the same time, of augmenting its practical and potential force in time of war, by bringing into relation with it, on broad and permanent grounds certain of the fleets and of the officers which belong to our great mercantile marine; or, to say the least, some of those services, for which great subsidies were now paid to private companies, might be performed either by the Royal Navy or by vessels which, with their officers and men, should stand in an exceptional relation to the Royal Navy, and would be available for the national service in time of war. This, again, was a subject from which the prejudices of the naval service would induce officers to recoil, as they had recoiled in former times but, in point of fact, the present practical isolation of the Royal from

the mercantile service, and vice versa, on the one hand imposed upon the country an unnecessary expenditure, and, on the other, deprived the country of services to which, by statesmanlike undertakings, it might rapidly become entitled. This was a very large question, and one which it was impossible at such a meeting to do more than project; but it was one which was in every respect worthy of the profound consideration of naval administrators and it was one which never would have been entertained by the Government of the country with anything like the same advantage which would result from its present development. He viewed with some hope, but with still more anxiety, the course which the present Government would pursue in these matters, for he could not persuade himself that a man of the mental power of the present Prime Minister, holding, as he now held, the highest office of the State, with a large Parliamentary majority to back him, and an able man at the head of the Admiralty, would allow so great an opportunity of serving his country to pass by without giving to his naval administrators the utmost encouragement to entertain, and, if possible, to place upon a satisfactory footing the national navy. There were, however, be regretted to say, indications that it would not be altogether spontaneously that the Admiralty would do justice to such questions. An incident had just occurred which had excited his apprehension in connection with those Milford Docks which were being constructed on the other side of the Haven. It was well known to this Government that a committee of the House of Commons strongly recommended the principle of procuring great docks for the accommodation of her Majesty's ships by contributing towards the construction of mercantile docks on dimensions suitable for the Royal Navy, and it was equally well known to them that the late Government were prepared to encourage the construction of such a dock at Milford Haven, by a contribution of £50,000. Yet, he regretted to have to state that the present Government hesitate to carry out such an arrangement, and hesitate on no better grounds than that the dock as at present proposed would be somewhat lower down the haven than the Neyland Dock would have been. He found it difficult to believe that this could really be a serious representation emanating from the Government, and he found it still more difficult to believe that such an opportunity of securing, for a comparatively small sum, such a dock for her Majesty's navy in a part of the country where it was so much wanted, both for peace and for war purposes, in connection with the Royal Dockyard close at hand; and yet this was the course at, present pursued. He trusted that mere local leanings did not seriously affect his judgment in this matter, but he confessed that he was wholly at a loss to understand how men to whom was entrusted the great naval interests of this nation could deal lightly and unreasonably with such subjects. Again, speaking in a dockyard town, he could not help expressing his feeling that the question of dock-yard labour was in so unsatisfactory a condition that an efficient Board of Admiralty would make great changes in it. The dockyard establishments abounded in anomalies more or less painful, and unnecessarily so, to the officers and workmen of the Government, and having the large power which boards of admiralty now possessed, it would surely be a satisfaction to themselves, as well as to others, to remove these anomalies, and to spread a sense of justice and a feeling of satisfaction among those who wrought industriously and well in the service of their country. He knew the dock-yards well, and he could state positively that the discrepancies between the pay and emoluments of many classes of officers and men in the public service and in private trade were very great, and such as required adjustment. There was, he understood, a series of recommendations drawn up by Conservative dockyard members placed before the board of Admiralty, with a view of bringing about changes which they would fain have the men to believe were in their favour. But he, Mr Reed, had examined them closely, and he found that their general tendency and purport were to withdraw that measure of professional power and responsibility which had of late years gradually accumulated in the hands of the shipbuilding and engineering officers of the dock-yards, and to transfer it entirely, and almost absolutely, to the naval superintendents. Such proposals were natural enough, emanating, as they no doubt did, from the naval members for dockyard towns and dockyard men, he might almost say, deserved to suffer for entrusting their interests to men who by their very antecedents were incapable of sympathising with mechanics and labouring men of various classes. He, Mr Reed, warned the Admiralty, however, against being misled by such suggestions. It could never be for long endured that the mechanical operations of the public service should be over-ruled by men of no mechanical training or experience, and not of sympathy with the artisan class. He said that this the more readily in Pembroke Dock, because he ran no risk of being supposed to refer unpleasantly to **Captain Courtenay**, who was so much respected. He was enunciating a general principle of great importance.

In conclusion, he said that he had felt it his duty to call attention to these various questions affecting the naval policy of the country, and he had done so in the desire to speak without unfair party or political bias; for nothing was more deplorable to his mind than the violation of the wellbeing of the public services for mere temporary political exigencies. Whatever party was in power, so long as they sought to administer the navy wisely and with enlightenment, he should undoubtedly give them his support; and he acknowledged frankly that he had thus far seen but little in the conduct of the present Admiralty to condemn, on some points he objected to their action, and he had freely stated his objections, but they were not intended to go the length of breaking down the confidence which he hoped would be deserved by, and acceded to, the present Board of Admiralty.

In the past Session of Parliament he had given many proofs of his desire to assist and serve them in their efforts to conduct the public service with advantage to the country, and he should continue to give them any humble measure of support which he might be able to give them in the future, providing only that the good of the country and of the naval service was always made the one object of their labours. On the other hand, the Liberal party had a great duty to perform in this matter, and as a member of that party he should not, and could not shrink from seeking by fair and legitimate action to require of the Government that loyal and wise service to which this great loyal country is entitled. Mr Reed concluded by stating that by their kindness he had been sent to an Assembly which exercised the greatest possible influence on the country and of the world, and one in which no imposture-could hold out for long. There was no place in the world equal to Parliament to take the pretensions out of a man. Members might not take the trouble to

			<p>leave the House when a pretentious member was speaking, but they had a silent and a quiet way of showing a member that he was a bore. He paid a high compliment to the members for the manner in which they listened to everything that fell from a speaker when they had reason to believe he was speaking with earnestness and sincerity. He admired the silent way in which they put down a man when he began to talk, twaddle. Mr Reed then sat down amidst great applause.</p> <p>Ald. Hughes in a very humorous speech proposed "That having heard this evening a most able exposition of the principles of our member, which privilege had also been enjoyed at Tenby and Pembroke, this meeting desires to express its entire satisfaction at our hon. member's Parliamentary career, and trusts that he may long be spared to represent us". He spoke of the enthusiastic receptions which Mr Reed had received at Tenby and Pembroke. At the latter place they had the pleasure of seeing their strongest Conservative opponents sitting at the meeting and listening to the eloquence of their member. He referred in very strong terms to the statements made in the local Tory press. He considered the Press in the hands of educated and Principled men was a blessing, and the great means of lifting up the people; but when in the hands of men who perverted its legitimate use to the abuse of those who happened to oppose them in politics or in municipal matters, it became a curse to the district in which it was published.</p> <p>Mr CORNFLIUS WILLIAMS seconded the resolution.</p> <p>Dr. DAVIES, who had arrived while the meeting was proceeding, made a few remarks before putting the resolution. He rejoiced that Mr Reed had thought fit to visit them upon that occasion, and they trusted that they would gain this favour from him at least once in a year.</p> <p>Mr Sinnette had kindly sent him in London a copy of the <i>South Wales Daily News</i>, and he had read with much pleasure the eloquent address which Mr Reed had delivered at Tenby. Before putting the resolution, he called on the meeting to know if there was any one present who had a question to put to Mr Reed. If so, let the man come forward and put the question, for he disliked one who was accustomed to spit venom in the dark and would say all sorts of things when Mr Reed had turned his back. The resolution was then carried with loud cheers. Mr REED responded, and left the platform amid loud cheers, which were renewed when he and his friends appeared outside the hall."</p>
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			<p>20th January 1875 the Western Mail and the Welshman 22nd January 1875 reported the following: -</p> <p style="text-align: center;">“.....PEMBROKE DOCK.</p> <p>A TRAINING SHIP FOR MILFORD? - A meeting of the tradesmen of the town was convened by circular at the courtroom, Victoria Hotel, on Monday afternoon, under the presidency of the Mayor, Mr. W. Williams, for the purpose of taking initiatory steps to have a training ship stationed at Milford Haven. There was a good attendance, and after some discussion it was eventually resolved that a committee, comprising of the following gentlemen: - The Mayor, Alderman S. Jenkins, and Messrs. J. H. Teasdale, W. J. Davies, and J. Gaddara be formed for the purpose of drawing up a memorial to be signed by the inhabitants of the locality, And then to be presented to Mr. Ward Hunt, First Lord of the Admiralty, by the gentlemen of the committee, who would form the deputation; but prior to this being done, another meeting will be held to hear the memorial read over, &c. It was stated that Earl Cawdor was favourable to the project, and it was anticipated that the members for the county and boroughs - Mr. Scourfield, Lord Kensington and Mr. Reed would render valuable assistance. A training and guard ship (the "<i>Revenge</i>") has been stationed here for several years, and another similar vessel would not only be a boon to the Inhabitants of the county, but to the whole of Wales.</p> <p>THE DOCK YARD. - Although it has not yet been officially announced, it is believed that the Lords of the Admiralty have appointed Captain Hamilton, of the steam reserve, Devonport, Superintendent of this naval establishment, <i>vice-Captain Courtenay</i>, where time expires in March next. The vessels at present under construction here are the "<i>Fury</i>", armour-plated turret ship, 10,950 tons, 8,000 horse power; she is intended to carry four guns of the heaviest calibre, and is so far advanced towards completion that, according to present arrangements, she will be launched on March 6th ensuing; the "<i>Shannon</i>" (in a forward state), armour-plated ship, of 3,095 tons, with engines of 3,500 indicated horse-power; her armament will consist of two 12-ton guns, and seven 13 ton mussel-loading rifled gun; the "Emerald", screw composite corvette, of 1,864 tons, 350 horse power, carrying 14 guns; the double screw iron gunboats "<i>Griper</i>", "<i>Tickler</i>", and "<i>Pincher</i>", of 245 tons, and 168 horse-power each, carrying one heavy gun each; but the work on these gunboats has been suspended for some time for the purpose of forwarding the work on the "<i>Fury</i>" and "<i>Shannon</i>"."</p>
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			<p>29th January 1875 the Pembrokeshire Herald and General Advertiser reported the following: -</p> <p style="text-align: center;">“.....THE DOCKYARD.</p> <p>On Tuesday Admiral Sir Houston Stewart, controller of the navy, visited this establishment, accompanied by two gentlemen, who were said to be connected with the civil department of the French navy. The party, accompanied by Captain Courtenay, Superintendent of the yard, Mr. F. Martin, master shipwright, and other officials, made a minute inspection of the "<i>Fury</i>", turret ship, and of the "<i>Shannon</i>", armour-clad frigate, going through both vessels. Admiral Stewart and the two gentlemen who were with him left Neyland by the evening mail train. To expedite the completion of the "<i>Fury</i>" by the 6th of March, the men employed upon her are and will continue working extra time."</p> <p style="text-align: center;">WRECK AT FRESHWATER WEST.</p> <p>On Sunday evening, the brigantine Ethel, of Swansea, went on shore in Freshwater West Bay. Three men were washed overboard before the vessel struck, namely, the mate (who was in charge), a seaman, and the owner's brother, who acted as super-cargo the remaining four men of the crew were saved when the tide receded from the vessel; one poor fellow, however, had an arm and a leg broken. The rocket apparatus was quickly near the wreck, in charge of Mr George Young, Hubberston, and communication was obtained, a shot having been fired between the two masts, but, strange to say, the crew <i>[stunned were</i></p>
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			<p><i>proved</i>] powerless or totally ignorant of the means of using [<i>using the rescue equipment</i>]. The vessel was laden with [<i>cargo</i>], and was from Limerick to Cardiff, and has become a total wreck. Another vessel was seen at the same time in the offing deep in the water and labouring heavily, and as she was lost sight of, there if no doubt she floundered with all hands.”</p>
			<p>5th March 1875 and 12th March 1875 the Welshman advertised the following: - “.....PEMBROKE-DOCK. MR. WILLIAM THOMAS will SELL by AUCTION, on Thursday, the 18th day of March, 1875, at the Residence of the Captain Superintendent of H.M.'s Dock- Yard, [<i>Admiralty House</i>], the following Horses, Carriage, Harness, Saddles, &c., the property of Captain Courtenay, R.N., Consisting of 1 chestnut horse, five years old, 15½ hands high, by “Sir Colin”, good mover in harness, and carries the saddle well; bay horse, eight 8 years old, 15½ hands high, works well in double or single harness, and has been only ridden by a gentleman a very handsome waggonette by “Fuller” of Bristol, built to the order of the present owner about two years ago, with pole and shafts, moveable head, lamps, patent brake, wings, &c., complete, in excellent condition, almost equal to new carriage cover, tackle for moving head, set of double harness, silver mounted, almost new, by Evans of South Moulton-street, London; set of single harness, silver mounted, nearly new, also by Evans; false collar, whip, wheel jack, saddle horse, gentleman's saddle by Evans; equal to new, it has scarcely been used; a double rein bridle, a good saddle and snaffle bridle, horse clothing, head collars, pillar straps, 2 forciers, and other stable requisites. <i>Sale to commence at 2 o'clock p.m. Sale monies to be paid at the fall of the hammer.</i> The Auctioneer begs to call attention to the horse carriage, and harness. The horses, although not a match in colour, make a nice pair in size and action. The carriage and harness are equal to new, having been used but very little and particularly cared for. Orange Hall, Pembroke, March 2nd, 1875. [3942]...”</p>
			<p>26th March 1875 the Welshman newspaper wrote: - PEMBROKE DOCK. THE DOCKYARD. - On Saturday Captain Hamilton, R.N., the new superintendent of this establishment, arrived here to take charge, succeeding Captain Courtenay, whose term of command has expired. During the past week 20 shipwrights and 10 joiners have been entered for service. The whole of the employees of the establishment are working extra time, so as to have Saturday next, succeeding Good Friday, as a holiday.”</p>
			<p>27th March 1875 County Observer and Monmouthshire Central Advertiser reported the following: - “.....EPITOME OF NEWS. THE GOOD-SERVICE PENSION of £150 a year for captains of the Royal Navy has been conferred by the Lords of the Admiralty upon Capt. C. James Goodenough, commodore of the second class and senior officer of her Majesty's ships and vessels on the Australian station, vacant by the retirement, on the 11th March, of Captain Richard W. Courtenay, R.N.”</p>