

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
15.	8 <sup>th</sup> Oct. 1877	Oct. 1882.	Captain	<b>George Henry Parkin, R.N.</b>
	<i>Mason</i> 16 Oct 1875	15 Oct 1882		<p><b>B.</b> 03 Jan 1828, Truro, Cornwall. <b>D.</b> 18 Nov 1902, Lynminster Court Sussex, England,</p> <p><i>[The early history of George Henry Parkin is sparse.]</i></p> <p><b>10 Feb 1848</b> George was promoted to the rank of Lieutenant</p> <p><b>13 Dec 1859</b> George was promoted to the rank of Commander</p> <p><b>25 Jan 1860</b> George was promoted to the rank of Commander and posted as second in command (2ic) of "<b>Hannibal</b>" 91, she was a 2<sup>nd</sup> Rate wooden, two decker ship of the <i>Princes Royal</i> class, 217 ft. long fitted with screw propulsion. She was converted to screw whilst still on the stocks. She was 3160 tons with a displacement of 4735, launched on the 31<sup>ST</sup> January 1854 from the Deptford Dockyard, carrying 91 guns and a complement of 850 men. She was actually commanded by Matthew <b>Connolly</b>, between 29 Apr 1859 and 30 Mar 1860, she was then commanded (until paying off at Portsmouth 24 Sep 1861) by Captain Arthur Farquhar, but still remained the flagship of Rear-Admiral George Rodney Mundy, operating on the Mediterranean station.</p> <p><b>30 Mar 1860</b> George was re-appointed as Commander (2ic) in "<b>Hannibal</b>", commanded by Arthur Farquhar, flagship of Rear-Admiral George Rodney Mundy, again operating in the Mediterranean.</p> <p><b>23 Jan 1862</b> George was appointed as the Commander second in charge (2ic) in "<b>Euryalus</b>" 51, operating on the East Indies and China stations. "<b>Euryalus</b>" was a wooden screw frigate of 212ft. of 2371 tons and a displacement of 3125 tons. She was launched 5 Oct 1853 from the Chatham Dockyard, carrying 51</p>
				<p><b>Second child [1<sup>st</sup> male] of John Pengelly Parkin</b> (B. abt. 1791, Fowley, Cornwall, England.-D. 1 May 1854, Devon County, England.). <i>[Death Notice: in the Morning Chronicle, of Saturday 6 May 1854 – On the 1<sup>st</sup> Inst. At Stonehouse, Devon, - Retired Captain John Pengelley Parkin, R.N. (1841) in his 62<sup>nd</sup> year.]</i>. And <b>Anne Symons</b> (B.1801, Flushing, Cornwall, England. – D. 1881, Somerset, England,). <b>Married:</b> 22 Sep 1825, Cornwall, England.</p> <p><b>Issues</b>, 3 children, 2 girls and 1 boy: -</p> <ol style="list-style-type: none"> <li>1. <b>Nannette Parkin</b> (1826-1877).</li> <li>2. <b>George Henry Parkin</b> (1828-1902).</li> <li>3. <b>Fanny Barnard Parkin</b> (1831-1890).</li> </ol> <p><b>14 Jun 1866</b> - Married in Hobart, Tasmania to <b>Emma Degraives</b>, (B. 1845, Hobart, Tasmania. . D. 4 Dec 1906, Sussex, England.).</p> <p><b>Emma</b> was the 1<sup>st</sup> daughter of <b>Henry Degraives</b> (1811-13 May 1854), her mother was <b>Augusta Amelia Tabart</b> (01 Jun 1823, Uley, England, - 15 Feb 1868, Hobart, Tasmania,). Their issues were as follows:</p> <ol style="list-style-type: none"> <li>1. <b>Emma Degraives</b> (1845- 1906).</li> <li>2. <b>F. Degraives</b> (1847-??).</li> <li>3. <b>Augusta Sophia Degraives</b> (1849, Hobart, Tasmania, Australia. -June 1981, Portsmouth, Hampshire, England )</li> <li>4. <b>Agnes Louisa Degraives</b> (1852-??)</li> <li>5. <b>Henry Degraives</b> (1854, Hobart, Tasmania, Australia.-19061906, Lynminster, Sussex, England.)</li> </ol> <p>The marriage was published in the Tasmania, Australia, Index to Marriage Notices in The Mercury, of 16 Jun 1866</p> <p><i>It appears from research that there were no issues.</i></p> <p>When Emma married, she took <b>3. Augusta Sophia</b> and <b>5. Henry</b>, with her to England. <i>[See census references below]</i>.</p> <p>[Family History is addressed in the publication: - "<b>Tabart Of Fonthill - From England to Van Diemen's Land</b>".].</p>

guns and a complement of 850 men. She was commanded from refitting and re-commissioning at Portsmouth 24 Jan 1862 until 11 Feb 1862 by Captain Alexander Crombie Gordon, under the flag of Rear Admiral Leopold Kuper. On the 11 Feb 1862 command was taken by Captain John James Steven Josling, until the 15 Aug 1863 when Josling was killed in action. *"Euryalus"* was involved in the "Anglo-Satsuma War" (including the bombardment of Kagoshima). On 20 Sep 1863 Captain John Hobhouse Inglis Alexander was appointed and given command. They then took part in the "bombardment of Simonoseki" at which battle Alexander was seriously wounded, 24 Nov 1864. [Some newspapers reports follow below].



Captain George Henry Parkin, Royal Navy c.1873-4. In the Collection of Queen Victoria. Now part of the Royal Collection Trust.

**22 Oct 1863-16 Apr 1866** George was appointed Commander in the *"Falcon"* 17, she was a wooden screw sloop of 748 tons, displacement 1139 tons. She was 160 ft. long and one of the of the *Cruizer* class. She was launched from the Pembroke Royal Dockyard 10 Aug 1854. She had served in the Russian Wars and was re-commission Jan 1861 and served of the west coast of Africa (twice). She was commanded (from re-commissioning at Portsmouth) by Commander George Henry Parkin, operating of Australia, during the New Zealand War (1860-1863).

**11 Apr 1866** George was promoted to the rank of Captain.

**8 Apr 1870-17 May 1873** George was appointed as Captain in *"Crocodile"* 3. George was her 2<sup>nd</sup> Captain. *"Crocodile"* was an Iron screw Troopship, of 4173 tons and a displacement of 6211 tons. She was launched on 7 Jan 1867, carrying 3 guns for self-defence.

**14 Jun 1866** - Married to **Emma De Graves** in Hobart, Tasmania.

**2 Apr 1871 Census** shows George Henry Parkin (1828) [43] R.N. as Captain of the Troop-ship *"Crocodile"* at Sea (lat. 37.20 N; long. 9.12 W.) off Malta, in service.

**1871 Census** also shows **Emma Parkin** (1846) [25] wife of George Henry Parkin (see above) with Augustus Sophia De Graves (sister) (1850) [21], together with two (2) servants resident at Mazagon House, Portsea. Hampshire>Portsea>Landport>Dist.43.

**20 Nov 1873-Jul 1875** George was appointed as the Captain of the *"Victor Emanuel"* 91. *"Victor Emanuel"* was a wooden screw two decker, of 3087 tons, with a displacement of 4814 tons. She was 230 Ft. long. She was launched as the *"Repulse"* from the Royal Pembroke Dockyard on 27 Feb 1855. After a Royal visit to the vessel she was renamed *"Victor Emanuel"* when he had visited. She carried 91 guns and a complement of 860 men; she was of the *Agamemnon* class. She had served in the Mediterranean under two different captains 27 Jul 1858-6 May 1862. After re-commissioning at Portsmouth, she became a hospital ship at Cape Coast Castile during the Third Ashanti Campaign and War 1873-4. After which she sailed for Hong Kong, arriving 11 Dec 1874, where she became a receiving ship, and replacing *"Princess Charlotte"* which was broken up at Canton 1875).

**Jan 1877-7 Apr 1877** George was appointed as Captain in *"Triumph"* 14, operating in the Mediterranean. *"Triumph"* was a broadside central battery ironclad vessel of

6640 tons. She was launched 27 Sep 1870; she had a length of 280 ft. and beam of 55 ft., draught 26 ft. 1 inch. Constructed by Palmers, sister ship to the “*Swiftsure*”, designed and built specially to serve on distant stations, such as the Pacific. They were powered by a Maudslay horizontal twin-cylinder return connecting-rod engine, and were the last British battleships to be fitted with a hoisting screw. She was commissioned in 1873 for the Channel Fleet. She paid off in Apr 1877 and prepared for transfer as the Pacific flagship.

**1 Apr 1877-Oct 1877** George was appointed as Captain of the “*Asia*” 84, and Captain of the Steam reserve, at Portsmouth. “*Asia*” was a 2<sup>nd</sup> Rate wooden sailing ship of the *Ganges* class, she was launched 19 Jan 1824 from the Bombay Dockyard. She was Codrington's flagship at the “Battle of Navarino” (20 Oct 1827) during the Greek War of Independence (1821–32) and continued as a guard-ship for Portsmouth until 1908.

**8 Nov 1877-15 Oct 1882** George was appointed as Captain of the “*Nankin*” 50, the receiving ship, Pembroke, and Captain Superintendent of Pembroke Royal Dockyard. The “*Nankin*” was a 4<sup>th</sup> Rate wooden sailing ship of 2049 tons with a displacement of 2540 tons, carrying 50 guns. She was constructed and launched from Olive Lang and Son, Woolwich; she was the last 4<sup>th</sup> Rate to remain sailing all of her life. She had an illustrious history serving in both the Russian and 2<sup>nd</sup> Anglo-Chinese Wars. She was scrapped in 1905.

**1881 Census** George actually appears in three (3) 1881 census returns: -

1. As Captain of the “*Widgeon*” dockyard tug – shown as “not on board”.
2. As Captain of the “*Nankin*” Haven receiving ship – shown as “not on board”.
3. George H. Parkin (1828) [53] R.N. Captain Superintendent, married; wife Emma (1846) [35]; Visitors: - Augustus S. De Graves (1852) [29] sister in law and Henry De Graves (1855) [26], together with five (5) servants resident at 1 Royal Dock Yard, Pater, Pembroke Dock. Pembrokeshire>Pembroke St Mary>Dist.10. [See below].

**31 Dec 1882** George was promoted to the rank of Rear Admiral and retired from the service in 1883

**1891 Census** shows George H. Parkin (1828)[63] R.N. Retired Vice Admiral, married; wife Emma (1846)[45]; Visitors: - Henry De Graves (1855)[36], brother in law, together with four (4) servants resident at Lynminister Court, Arundel, Sussex. Sussex>Lynminister>Arundel>Dist.5.

**1901 Census** shows George H. Parkin (1828)[73] R.N. Retired Vice Admiral, married; wife Emma (1846) [35]; Visitors: - Augustus S. De Graves (1852) [55] sister in law and Henry De Graves (1855) [51],brother in law, together with five (5) servants resident at Lynminister Court, Arundel, Sussex. Sussex>Lynminister>Arundel>Dist.5.

**18 Nov 1902** George Dies at Lynminister Court, Arundel, Sussex.

**19 Dec 1902** Probate of George Henry Parkin –London – to Emma Parkin widow and John Pakenham Stilwell and Edward Howard Ashworth esquires. Effects £11,925 9s 9d. Re-sworn-April 1903 £12.015 13s 2d.

**1881 Census for Pembroke, St Mary, Dist. 10, Page 37 item196, shows the family at the Capt. Superintendents Residence, Royal Dockyard, Pembroke Dock:**

No:	Name:	Positon:	AGE	Sex:	DOB:	Born:
196	George H Parkin	Head	53	M	1828	Truro, Cornwall, England.
196	Emma Parkin (nee De Graves)	Wife	35	F	1846	Tasmania, Hobart,
196	Augustus De Graves	S in L	29	F	1852	Tasmania, Hobart,
196	Henry De Graves	B in L	26	M	1855	Tasmania, Hobart,
196	Eliza Benham (Married)	Cook	32	F	1849	Titchfield, Hampshire, England.
196	Eliza Wicks	Parlour Maid	24	F	1857	Hullavington, Wiltshire, England.
196	Sarah Ann Sweetland	House Maid	29	F	1852	Blagden, Somerset, England.
196	Annie Honneys	House Maid	23	F	1858	Nate, Monmouthshire, Wales.
196	Jessie E. Jones	Kitchen Maid	18	F	1863	Portsea, Hampshire, England.

**Extracts from the *Times* newspaper on the Japanese Wars, [ironic that the replacement Japanese Navy was to be built in Pembroke Dock (Jacob's Pill) in later years]**

**Saturday 25 January 1862,**

The “*Euryalus*”, 51, screw was commissioned at Portsmouth yesterday by Captain Gordon, for the flag of Rear Admiral Stopford.

**Tuesday 11 February 1862.**

With reference to the order alluded to in *The Times* of yesterday for reducing the number of guns and men on board ships of war, instructions are given for the reduction of the armament, the character of

which may be illustrated by a few examples: - The "*Tribune*" screw frigate, now for fitting for commissioning at Portsmouth, is ordered to carry, in lieu of 32 guns as heretofore, only 23, as follows: - Main Deck, 16 65 cwt. 8-inch; upper deck, 4.40-pounders Armstrong's; 1 100-pounder, Armstrong (pivot); 2 33-pounders, of 45 cwt. (pivot); 2 33-pounders, of 45 cwt. The "*Shannon*" and "*Euryalus*" are each to land 16 guns, and, like the "*Tribune*", will carry only 8-inch guns on their main decks. The "*Duncan*", 93, lands 10 of her guns, reducing her guns to - 89. The substitution of one calibre of gun on the main deck of our frigates and on the main and lower deck of our line-of-battle ships will tend to considerably simplify the "projectile" question. The reduction of the number of guns on board ship in peaceable times must be for the ship's benefit in rendering her easy in a seaway, and, besides, the guns can be easily replaced on board whenever they might be required. The reduction of the number of men on board, however, does not admit of such reasoning. In the case of the "*Warrior*", for instance, we believe that during her recent stay at Portsmouth her crew was inspected at quarters by one of the Board of Admiralty, upon the complaint of the captain that the crew allowed her was insufficient in number. Our frigates now exceed the size of our three-deckers of a few years back, and this reduction of their crews will be looked upon by the profession generally with grave suspicion.

#### Wednesday 12 February 1862

Rear-Admiral of the Blue Augustus C. Kuper, C.B., hoisted his flag, as the successor of Sir James Hope on the East India and China station, yesterday at Portsmouth, on board the "*Euryalus*" screw frigate, and afterwards proceeded on short leave of absence. Capt. John J.S. Josling (1861), who has succeeded Capt. "Gordon" in command of the "*Euryalus*" on the change of flag, also joined the ship yesterday. Capt. Gordon, who has accepted the command of the "*Amphion*", screw frigate, on the Mediterranean station, vice Birch, invalided, will proceed to take command of his ship probably in Her Majesty's ship "*Himalaya*".

#### Saturday 15 February 1862

The "*Euryalus*" screw frigate, Captain Gosling, fitted at Plymouth for the flag of Rear-Admiral Kuper, C.B., the newly-appointed Commander-in-Chief on the East India and China station, was yesterday taken out of Portsmouth harbour to the measured mile in Stokes-bay to test her rate of speed at deep draught prior to her departure from the port. Mr. Miller, assistant-engineer of the dockyard, and Mr. Eames, acting-inspector of machinery afloat, superintended the trial. The ship's draught of water was, forward, 20 feet 7 inches, and aft, 22 feet 4 inches. Her screw was of the common Admiralty pattern, with the leading corners cut, with a diameter of 17 feet, and a pitch of 21 feet. The load on the safety-valve was 20, the average revolutions 56, and the mean speed of the runs made 9.469 knots. A complete circle was made under full steam in six minutes and two seconds. The engines were stopped dead, turned ahead, and then astern, readily and quickly. Her engines are of 400-horse power, nominal, by Messrs. Penn and Son, and their working was pronounced perfectly satisfactory. At the close of the trial the "*Euryalus*" returned to the harbour and took up her former moorings, where she will discharge 16 of her 32-pounders, reducing the number of her guns to 35, in accordance with the order recently issued from the Admiralty.

#### Monday 17 February 1862

The "*Euryalus*", 35, screw, Capt. J. Josling, left Spithead at 10 a.m. yesterday by the eastern passage, under steam, for Plymouth Sound, where she will embark Rear-Admiral A.L. Kuper, C.B., the successor of Vice-Admiral Sir James Hope, K.C.B., Commander-in-Chief on the East India and China station. No precise date has been named for the "*Euryalus*" sailing from Plymouth for her station.

#### Tuesday 18 February 1862

The screw steam frigate "*Euryalus*", 51, from Portsmouth, arrived yesterday (Monday) morning in Plymouth Sound, and went direct into Hamoaze, where she will be prepared for the reception of Rear-Admiral Augustus L. Kuper, C.B., just appointed to the command of the India and China station.

#### Saturday 22 February 1862

The screw steam frigate "*Euryalus*", flag of Rear-Admiral Augustus L. Kuper, C.B., in Plymouth Sound, has received her powder and ammunition, and will probably sail to-day or to-morrow for her station on the coast of China.

#### Friday 1 August 1862

The Union Steam Company's mail steamship "Briton", Commander John Boxer, has arrived. She left Table Bay, June 20... Her Majesty's screw steam frigate "*Euryalus*", flag of Admiral Kuper, was at Simon's Bay. The "*Narcissus*" has left for the Mozambique Channel. The "*Gorgon*" was appointed to leave in a few days for the Mauritius and Madagascar.

#### Thursday 16 October 1862

28 August 1862

At Hong Kong: - The British steamers "Beagle", "*Euryalus*", "*Hesper*", and "*Snake*"; the gunboats "*Banterer*", "*Clown*", "*Cockchafer*", "*Dove*", "*Drake*", "*Firm*", "*Forester*", "*Grasshopper*", "*Haughty*", "*Janus*", "*Leven*", "*Opossum*", "*Staunch*", "*Watchful*", "*Woodcock*"; and the Spanish steamer "Malespina".

#### Saturday 30 August 1862

Her Majesty's frigate "*Euryalus*", from Plymouth, arrived at the Cape on the 12th of June, and sailed on the 21st of June for China. The "Swallow", from Rio, which arrived on the 12th, of July, bound for Japan, remained in port. The "Gorgon", from Simon's Bay, arrived on the 22d of June in Algoa Bay, and left the same day for the Mauritius.

**1863** The Anglo – Japanese Hostilities of 1863-1864, starts....."

#### Wednesday 21 October 1863

			<p>The following telegram, dated Cairo, Oct. 19, 3 40p.m., has been received from Her Majesty's Agent and Consul-General in Egypt:-</p> <p style="text-align: center;"><b>"JAPAN NEWS, BY THE MOOLTAN".</b>      "SATURDAY, AUG. 15.</p> <p>"All hope of negotiations being at an end, the fleet took up its position opposite Kagosima, and prepared for action.</p> <p>"Two shore batteries opened fire on the fleet, which returned it.</p> <p>"By dusk the town was in flames in several places.</p> <p>"Three forts were silenced.</p> <p>"Our loss consisted of 11 killed and 39 wounded.</p> <p>"Captains Josling (of the "<i>Euryalus</i>") and Wilmot were killed by the same shot.</p> <p>"9 p.m. - The whole town is in flames.</p> <p style="text-align: right;">"SUNDAY, AUG. 16.</p> <p>"The fleet stood out, engaging the whole of the batteries. The city in one mass of ruins - palace, factories, arsenal, &amp;c.      "Three steamers of Satsuma are destroyed completely.      "The shore batteries are reported to have been well served."</p>
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			<p><b>1st August 1872</b> the South Wales Daily News reported on an argument involving the Captain: -</p> <p style="text-align: center;"><b>"...MR. H. HUSSEY VIVIAN, M.P., ON WELSH COAL FOR THE NAVY.</b></p> <p>The speech of Mr. H. Hussey, in the House of Commons, last Monday, on the Navy Estimates, possesses so much interest for the locality in which this journal circulates, dealing, as it does, in a masterly, way with Welsh coal question, that we publish it at considerable length, abbreviating only the voluminous extracts from the official papers.</p> <p>The hon. member said: Mr Bonham Carter, before the vote for naval stores is put I wish to make a few remarks on the important item of coal, which is included in it. I think I am safe in saying that the controversy between the advocates of Welsh and North-country coal for the use of navy has now lasted for 25 years. During the past three years it has experienced a new phase.</p> <p>For considerable time previous to 1869, her Majesty's navy was almost exclusively supplied with Welsh coal; in January of that year an order was issued for a mixture of Welsh and North-country coal, and a report has been presented this session of the results of that order. It is to that report that I know propose to advert. On the 24<sup>th</sup> November, 1869, Admiral Sir Thomas Symonds, in command of the Channel Squadron, reported as follows: -</p> <p>"The smoke produced by using the present mixture of North Country and Welsh coal, combined with that of guns in action, renders seeing signals, or even ships, impossible, and is a question for serious consideration. I would recommend returning to the use of Welsh coal".</p> <p>On 1<sup>st</sup> August, 1870, Sir Alexander Milne, then Commander-in Chief in the Mediterranean, and then whom certainly no more experienced officer exists, wrote as follows: -</p> <p>I consider it to be my duty to point out their lord-ships that, in case of war, North Country coal is totally unfit for her Majesty's service. The immense volume of black smoke which issues from the funnels would not only make known to an enemy the position of her Majesty's ships, but at times it would render it quite impossible to distinguish signals. I have myself seen a vessel of war, using smoky coal, when at a distance of thirty (30) miles from the deck of my own flagship and as a proof of the necessity for the use of smokeless coal for war purposes, I beg leave to refer their lord-ships to the proceedings of the blockade runners on the coast of America during the late war. They limited their coal to five descriptions of Welsh, the names of which will be found reported in my letters from the North American station on the subject, dated in 1862 or 1863".</p> <p>On the 16th August, 1870, Capt. G. O. Willles, late in command of the Reserve Squadron, dating his letter from the Admiralty, where, I believe, he held an important official position, addressed the following remarks on Welsh coal, to the Secretary of the Admiralty, which I will read to the Committee: -</p> <p>"Steaming down channel, speed five knots, almost calm the smoke ascended in such volume, that an enemy might have observe it at a distance of 30 miles. I can confidently assert, from experience, that with smokeless Welsh coal, and steaming at the same speed, the smoke would not have been seen sooner than the masts of the ships. In the number of large Atlantic steamers sighted during the cruise, in no single instance was smoke seen before the vessel. I have already reported that amongst interesting trials made one was placing the ships in close order and steaming in between two rocks, representing batteries, firing at each to give an opportunity of witnessing the effect of the heavy charges of the modern guns. On one occasion, when at the speed of six knots, the smoke of the guns, added to the smoke from the coal, enveloped the ships to such an extent that for one half hour neither the ship next ahead nor astern was visible but, for some time before the first shot was fired, I had not been able to make a signal to the ships on 'account of the dense masses of (coal) smoke. In the event of the wind being right aft, a fleet could not approach a battery or other fleet from the density of the smoke. In proof of this I will state that on Monday, the 8th instant, when the Reserve Squadron was steaming in line ahead, at about five knots, the smoke from the "<i>Achilles</i>" was so great that it poured down upon the decks of the ship next astern, the "<i>Hector</i>", rendering it impossible to make a signal to her, and still more so to see any object at a distance the formation of the squadron was altered in consequence."</p> <p>Now, these are most grave and important statements, emanating from officers occupying the highest and most responsible positions in our navy, to whom no other object could be so dear as the efficiency of our navy, and the safety of the ships under their command, who could be influenced by no other motive than the good of the service; and how were their reports received at the Admiralty? In this report we have the remarks of Sir Spencer Robinson, which I confess I have read with great pain. They manifest a mistrust of the zeal, intelligence, and cordial cooperation of the officers alluded to, which is most undeserved. Those officers had conducted the trials of coal on board the ships under their command with great skill</p>
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and care but because they reported, according to their conscience, against the mixture, and in favour of Welsh coal, they were rated and snubbed like school boys.

Mr. GOSCHEN explained that the minute of Sir Spencer Robinson was not communicated to the officers in question, but was a confidential communication to the Admiralty for their information. It had only been presented to Parliament because the reports which had been moved for would not have been complete without it.

Mr. VIVIAN: I am glad to hear that that minute was not communicated to the officers, because it was calculated to wound their feelings most unjustly. By reference to that minute it will be seen that Sir Spencer Robinson bases himself entirely on the showy experiments made on board the "*Lucifer*", "*Urgent*" and "*Active*". The experiments on board the latter vessel have not, so far as I can find, been presented to Parliament; and I am therefore unable to analyse them, but what will be thought when I say that, having gone through the details of the "*Lucifer*" and "*Urgent*" experiments, I have arrived at the conclusion that the results stated by Sir Spencer Robinson to have been arrived at, and on which he based his censure of Sir Alexander Milne and Captain Willes, are wholly without foundation and erroneous, and I am confirmed in the correctness of my results by the remarks of Mr. Swift at page 13, and Mr Wright at page 35 of this report. Sir Spencer Robinson taking for granted that Mr. Murdock's statement at the end of the "*Lucifer*" and "*Urgent*" report is correct, states that there is a saving of fuel of 14.8:3 per cwt. Now, Mr. Swift, Inspector of Machinery afloat on board the Lord Warden, 31st. of August, 1871, alluding to the self-same report, says :-

"Powell's Duffryn" and "Cowper's Hartley", mixed in equal quantities, were burned in furnaces fitted with a shortened grate surface, and certain appliances for the admission of air at back of bridges, with a view of consuming the smoke, and also with and against other furnaces reduced to the same area of grate, but without the smoke-consuming apparatus. From the above trials it appears that with the smoke-burning apparatus in operation, the maximum revolution obtained was 39.41 per minute, and the average revolutions per cwt. of coal 91.8 while with the non-smoke consuming boilers, the maximum revolutions were 39.79, but only 76 revolutions per cwt. of coal could be obtained. Comparing these results with the trials detailed at pages 44 and 45 of the same return, in which "Powell's Duffryn", or Welsh coal, alone was used, we find that the maximum revolutions, when using the smoke-consuming apparatus, amounted to 41.43 revolutions, and the very high average of 112 per cwt. of coal was realised. With the non-consuming furnaces the maximum of 43.11 revolutions per minute was obtained, while each cwt. of coal effected, during the six hours' trial, an average of 93.4 revolutions thus it will be seen that when Welsh coal is compared with mixed under the same conditions, the economy in favour of Welsh by itself exhibits the almost unexpected amount of 22 per cent."

Again, Mr. Wright, engineer, assistant at the Admiralty, in a report on the consumption of coal on board the "*Indian*" troop ships, at page 35 of this report -

"The boilers of all the "*Indian*" troop ships were designed for burning Welsh coal, and although perforated bridges on the "*Lucifer*" and "*Urgent*" plan are fitted in the furnaces, we cannot expect to get such good results with mixed coal in ordinary and continuous working as were got in these two vessels on trials of only six hours' duration with picked stokers and picked coal well mixed. The best result in the "*Urgent*" gave 4 per cent in-favour of Welsh coal, compared with the mixture of one-half Welsh and one-half North-country, and in other trials the result was 8 per cent in favour of the Welsh coal. In the "*Lucifer*" the results were still more in favour of Welsh coal; one was 13 per cent, and another 16 per cent, better than with the mixed coal."

These are the deductions of the practical engineers of the Admiralty, from the "*Lucifer*" and "*Urgent*" experiments, and the committee will see how very widely they differ from Sir Spencer Robinson's assertion that the saving is the other way, viz., 14.88 per cent, in favour of mixed coal. They will also see that these very experiments actually confirm the practical opinions of Sir A Milne and Captain Willis in favour of Welsh coal, have gone through the whole of the "*Lucifer*" and "*Urgent*" experiments, and I will give the committee, shortly, the result of my calculations, which I base on the number of pounds of coal used per indicated horse-power per hour. I think that all engineers will agree that that is the crucial test, of the economic value of coal. Now, I find that Dowlais coal, with unaltered grate on board the "*Lucifer*" 1st May, 1869, gave an economic effect of 4.65 lbs. per horse-power per hour. The average of two trials of Powell's Duffryn, 9th July and 16th August, 1870, gave 4.63 lbs. per horse-power per hour. The average of two trials of Hastings Hartley, 28th July, and 18th August 1870 burnt in the altered grates with smoke-consuming-apparatus, gave 5.72 lbs. per horse-power per hour, being 26 per cent, in favour of Welsh. Mixed coal, half Powell's Duffryn and half Hastings Hartley, gave on the 17th August, 5.37 lbs. per horse power per hour being 16 per cent, worse than all Welsh, or 32 per cent, due to the North country coal portion. The time of no smoke with the Welsh coal was 3 hours 12 minutes, out of 6 hours and the Hastings Hartley only 23 minutes without smoke, and the mixture 2 hours 19 minutes. The trials on board the "*Urgent*", in April, May, and June, 1870, were two trials of Powell's Duffryn in an altered grate, not so favourable to Welsh coal as the larger area, 4.872 lbs. per horse-power per hour. Powell's Duffryn mixed half and half, and with all appliances of smoke apparatus at work, 2nd May, 1870, 5.176 lbs per horse-power per hour, showing 10 per cent, in favour of Welsh alone, and 20 per cent, loss due to the mixture. Such, Sir, are the actual results of these trials which Sir Spencer Robinson declared to be 14.83 per cent, in favour of mixed coal. I next come to the report of Vice-Admiral Sir Hastings R. Yelverton, dated on board the "*Lord Warden*", at Lisbon, 11th September, 1871, as follows: -

"The accompanying report 13 forwarded for the consideration of the Lords Commissioners of the Admiralty, observing that I entirely concur with Commodore Phillimore in his remarks. 2. From the experience of the late evolutionary cruise with the combined squadrons, I have come to the conclusion that the present mode of using North country coal is an error. 3. Looking at the question from a more serious point of view, and considering what might happen in the presence of an enemy, I am satisfied from the difficulty that I frequently experienced during the late cruise in distinguishing either ships or signals

from smoke (consequent on the non-combustion of the North country coal), that in the hour of need what is now only a small pecuniary loss to the Crown, might lead to a national disaster. 4. It is on these grounds alone that I venture to press the subject on their lordships serious notice".

It is difficult to conceive anything stronger than this report, but still I think it will be found further on. Commodore Augustus Phillimore, captain of the fleet under date the 9th September, 1871, wrote a very full report on the mixed coal. He stated that the vessels of the fleet were embarrassed for want of coal when at sea and that the "*Immortalite*" had to be towed. That 6 per cent more Welsh coal can be stowed than mixed coal - that he estimated the saving of Welsh coal at ten per cent. and that, combining these numbers, he calculated that the fleet could have remained at sea for live to seven days longer if they had had Welsh coal only. He states in paragraph 7 that "A great additional expense is incurred by the damage caused to the boiler-plates and tubes, as well as to the furnaces by the fierce flame of the North-country coal. Instances of this occurred lately on board the "*Lord Warden*", "*Prince Consort*", and "*Caledonia*", although those ships had not had any hard steaming. In the two former the repairs required in their own boilers, furnaces and tubes, occupied their engineers and artificers so much time during the stay at Queenstown, that they were unable to afford any assistance to the "*Caledonia*", which latter vessel employed all the boiler makers of the rest of the fleet for a whole week in making good defects which the Inspector of Machinery Afloat and the engineers of the ship attribute entirely to the injurious effects of North country coal." He further states in paragraph 11 "Lastly, the volumes of black smoke at times emitted from every ship in the fleet, in spite of the smoke-consuming apparatus, which fails to ensure perfect combustion, is a serious nuisance whilst cruising and performing evolutions under steam, and could not be tolerated in time of war". And again in paragraph 12 & 13, "All but three ("*Hercules*", "*Defence*", and "*Monarch*") report an increase of consumption: all report that the smoke-consuming apparatus does not consume the whole of the additional smoke caused by the use of North country coal when at reduced speed and at full speed, or when forcing the fires, the smoke is dense. The annoyance occasioned by this is felt in every part of the ship in the clothing of the officers and men, and in the impossibility of keeping the ships and crews as clean as they would otherwise be.

Mr Swift, Inspector of Machinery Afloat, on board the "*Lord Warden*", 31st August, 1871, in a careful and lengthened report, bears testimony to the immense superiority of Welsh coal in every respect, and particularly as regards the preservation of boilers. Now, these reports from Admiral Sir Hastings Yelverton, Commodore Phillimore, and Inspector Swift was sadly at variance with the views of the Admiralty, condemning as they do on all points and in the strongest terms this infamous mixture, and consequently, instead of taking the practical advice of practical men, they were handed over to the criticism of Captain Rice, who had invented the smoke-consuming apparatus, if a well-known system of burning smoke can be called an invention, and my hon. friend, the Secretary of the Admiralty, from his desk in Whitehall, also writes a critical minute upon them. Captain Rice finds that the ships burnt more or less of their smoke that three ships used the same quantity of mixed as of Welsh coal; that four ships burnt more mixed than Welsh - one 10 to 15 per cent., two five per cent., and one 3½ per cent. He states that the boilers of the "*Active*", employed for experimental purposes, showed no defects, although her fires had been much urged, and then occurs the following remarkable passage: - "It is notorious that the packets on the coast of England (short voyages) use North country coal, especially on the east coast and between England and the Continent, which, if the flame was so destructive, they would probably not do". It is quite true that those packets do burn North country coal, and a precious smoke they make but then they are not fitted with that beautiful smoke condensing apparatus, and the whole gist of the question of destructive action lies in that apparatus. Of this Captain Rice seems to be wholly ignorant. It is well known that if you cause air to impinge on heated coal smoke, intense combustion, like that of blow pipe ensues, and it is equally known that such strong heat must necessarily destroy the fibre of iron. The experiments made on board the "*Active*" were of short duration, and it is contrary to common sense to compare them with the hard and continuous work of actual service. My honourable friend, the Secretary of the Admiralty's minute, contains one point, to which I will advert. He is astonished that no complaint is made as to the deterioration of Welsh coal. I think no stronger proof can be adduced than the absence of such report from the superior officers that no such deterioration as he supposes does exist. My honourable friend thinks that the volumes of dense smoke complained of by Commander Phillimore arose not from the mixed coal but from want of "sufficient care". The enquiries of the Prince Consort sums up the matter very tersely by saying "stow less and burn more". Next come to the remarks of Rear Admiral Hornby who says,

"I entirely concur in the opinion of Mr. Covey that so long as a moderate and uniform speed can be kept the smoke from the mixture of North country and Welsh coal is not insufferable. So far as the experience gained in these trials can guide us, the admixture of any North country coal will be inadmissible in war time, and will frequently tend to risk, even in peace time, when navigating by leading marks." These remarks of the Rear-Admiral are not in accordance with the views of my Lords, and he is accordingly rated in the following terms: -

"The expression "insufferable" is not used by Mr. Covey; his statement is that the amount of smoke was very small". My Lords cannot refrain from pointing out to you that, where the desire and the determination have existed to reduce the smoke emitted by mixed coal to a minimum, remarkable results have been obtained, notwithstanding the balance of advantages on the side of Welsh coal, when supplied in a fresh state".

Now this certainly is a reprimand addressed by Mr. Vernon Lushington, on the 6th May, 1872, direct to Admiral Hornby, and it would imply that an admiral is bound to confine himself to the exact expressions of a subordinate engineer officer, on pain of reprimand. Mr Covey, inspector of machinery, reports, under date 30th October, 1871, among other things, that: - "On proceeding down the Tagus the smoke was so dense that it would have been impossible to have communicated by signal to the various vessels. . . . The "*Minotaur*" working at a more uniform speed, it will be seen that much less smoke was made than in

the other ships, each burning equal proportions of North country and Welsh coal, except "*Northumberland*", which was using nearly all Welsh, consequently with very little smoke, thereby showing that with constant altering speed smoke from bituminous coal cannot be properly consumed". I now come to the second part of this report, which refers to the coal used on board her Majesty's troop-ships. Mr. Wright, engineer's assistant to the Admiralty, has written a long and able report, embracing the years 1860-70 and 1870-71. He first alludes to the "*Crocodile*". In 1869-70 she was supplied with Welsh coal alone during the first three months, and for the next three months with four Welsh to one North country, and at the end of the season with thirteen Welsh to eleven North country coal. During the next season, after the smoke apparatus had been fitted to her furnaces, she was supplied with mixed coal half Welsh and half North country the difference in her consumption was 74 tons per voyage more with mixed coal than with even the practical supply of Welsh in 1869-70, being a loss of nearly 14 per cent by use of mixed coal. Mr. Wright sums up his report on the "*Crocodile*" as follows:-

"The same chief engineer has been in the "*Crocodile*" for three years, and he appears to have kept up the same system throughout in the management of the engines and boilers. Slow combustion is practised with all the boilers in use, and the ashes are burned over again. I can find no fault with the management on board the "*Crocodile*", and-I can find no cause for the consumption of coal being rather greater than it should have been last season for the reduced rate of speed, except the larger proportion of North Country coal used."

The next troop ship is the "*Serapis*" in this case the furnaces had not been altered at the commencement and there were other causes of derangement. On one voyage with mixed coal this ship burnt no less than 321 tons more than the average of the previous season, but after her furnaces were altered the economic consumption on her best voyage, with a clear bottom and good weather, did not come up to the average of the previous season. Mr. Wright states that on the return voyage from Alexandria to Portsmouth, with altered furnaces, the "*Serapis*" burnt 664 tons, when she ought only to have burnt 490 tons, being an excess of 174 tons, or 35 per cent., although the season of 1869-70 was as in the case of the "*Crocodile*", by no means all Welsh. The next in order is the "*Euphrates*". This vessel throughout the season of 1870-71 burning mixed coal, used more per voyage than she ought to have done-in one case 27½ per cent.; but various causes are assigned, independent of the use of mixed coal. Taking the "*Malabar*" next, Mr. Wright says: - "For the season 1869-70, her average consumption was 882 tons and the average speed 8.83 knots. For the last season the average consumption was 980 tons, and the average speed 7.956 knots only. On the basis of the average performance during the former season (1869-70) the consumption of coal for a speed of 7.956 knots should have been 716 tons, or 264 tons less than the actual consumption", or 37 per cent too much. In this case again various reasons independent of the mixture are mentioned as the causes of her excessive consumption. The next ship reported on is the "*Jumna*". Mr. Wright says: - "Taking next the case of the "*Jumna*", the consumption of coal was quite as much above that of the season of 1869-70 as it was in the other ships. The average speed during the two seasons was almost identical, namely, 8.26 in 1869-70, and 8.266 in 1870-71, while the average consumption per voyage was 744 and 979 tons respectively. It thus burnt 235 tons per voyage too much, or 31 per cent. Various causes are again assigned, but the fact remains that in all these ships there was a large excess of consumption during the season of 1870-71, when they burnt a mixture of half Welsh and half North country over that of 1869-70 when they were supplied with almost entirely Welsh coal. Mr. Wright concludes his report by recommending that the ships should be coaled with all Welsh at home with two-thirds Welsh and one-third North country at Malta and Port Said, outwards at Bombay half Welsh and half North Country; and all Welsh at Port Said and Malta for the homeward voyage; and he gives his reasons as follows: - "The reasons for recommending a mixture of Welsh and North country at the distant stations are that Welsh deteriorates more than North country coal from transport and exposure, especially in the tropics, and the North country coal is useful in assisting to burn up the small and deteriorated Welsh. It is also desirable to use some of the quick-burning North country coal to assist the slower burning Welsh in the hot calms which are sometimes met with in the Indian Seas, and cause a sluggish draught in the boilers". The very, serious results of the use of the mixture disclosed by Mr. Knight's report did not escape the notice of the Admiralty, and my honourable friend the Secretary of the Admiralty, suggested in a minute dated the 17th August, 1871, that a trial should be made by sending out two troop ships alternately, coaled with Welsh alone and the mixed coal, and in order to give the latter every advantage he sent out three engineers to dry nurse it. Two of those gentlemen, Mr. Murdoch and Mr. McCulloch, were known to be strongly in its favour. The general tenor of their report is slightly in favour of mixed coal. I think their report is a very involved one, and I can make very little of it. I shall, therefore, leave it to my honourable friend to make the best he can of it. The captains of the two ships in which the experiments were made, viz., Captain Grant, of the "*Serapis*", and Captain Parkin, of the "*Crocodile*", give clear, explicit, and able reports on the voyages of their ships, and Captain Grant comments freely on the engineers' report, which shows a difference of 20 per cent in favour of Welsh coal, and I find the same confirmed in the tabulated statement; the quantity of Welsh coal consumed between Plymouth and Malta was 362 tons, while that on the third or most favourable voyage, with mixed coal, was 433 tons, showing a saving of 71 tons, or 20 per cent. Captain Grant then reports as follows, from Bombay, 17th November, 1871, relative to the trip from Suez to that port: -

"The coal received at Port Said was Ocean Merthyr, small but good and, had there been the same draught, would in all probability have proved to be equal to that received at Malta. The coal used from Suez was Ocean Merthyr, Powell's Duffryn, Fothergill's Aberdare; and from the 9<sup>th</sup> to the 14<sup>th</sup> of Nov. a mixture of the mixed coal received at Malta in April, 1871, and the Welsh received at Portsmouth in September last, in the proportion of one-third North country and two-third Welsh. The expenditure increased immediately one cwt. per hour at the same speed of engines, and under similar conditions of weather, sea, &c. Air-pores were carefully attended to and the smoke numbers ranged on an average from 2 to 3. In the gale the ship encountered, serious inconvenience was occasioned by the smoke being beaten



down on the deck, and filling the waist of the ship". As to the homeward voyage, Captain Grant reports still more favourably. Then Captain Grant is called on to comment on the report of the three engineers employed by the Admiralty to nurse the mixture alone, since neither of those engineers gave the benefit of their supervision to the ships when burning Welsh coal. Captain Grant completely refutes every point made in favour of mixed coal and points out various errors and omissions in the engineers report. The next report is from Captain Parkin, of the "*Crocodile*", one of the two experimental ships, and in reference to the experimental trip, he gives tables, which I earnestly recommend to the careful study of my honourable friend the Secretary of the Admiralty and he makes the following statements deduced from them. He says; - "Taking, then the three wholly "Welsh" trips, there is an average of 481 tons for consumption; the first trip, commencing 26th September, having been made from Portsmouth to Queenstown and Alexandria, with a consumption of 519 tons at 10 knots (similar weather to that on the experimental voyage). Taking the next four trips with mixed coal, there is an average of 680 tons for consumption, being a difference of 200 tons, or, comparing the "Welsh" trips with the last five, when the furnaces were bricked over, and the ship not driven at a higher speed than nine knots, there were 481 tons of Welsh coal to compare with 564 tons of mixed coal, showing a difference in favour of Welsh of 83 tons per trip to Alexandria, which corresponds nearly for the same distance, to the difference shown on the experimental trips from Portsmouth to Bombay, and *visa versa*; but a better comparison, and the relative merits of mixed and Welsh coals, will be more clearly and truly shown by the revolutions of screw are the same (the ship being as nearly as possible under the same circumstances), as copied from the quarterly reports. With regard to the emission of smoke and use of smoke slides during the six hours' trial with smoke slides open, and two hours with them shut, the consumption was greater, as shown below in the table, observing that had the trial commenced with the smoke slides shut instead of at the end (when the fires were dirty from the previous six hours' hard steaming and men being fatigued), the difference consumption would have been greater and the smoke less finishing as it did 2.4. From the trials it may be deduced that with the smoke slides in use, and the engines going at a medium uniform speed the smoke is nearly got rid of, but with a greater expenditure of fuel; and the *difference* between the consumptions when the slides are open and shut increases with speed as also does the smoke. When the engines are suddenly eased or stopped, as would be the case in manoeuvring a fleet, the ash-pit dampers are closed to check the formation of steam, the supply of air to the smoke-slides is then nearly stopped, and the result is smoke, a proof of which was discernible in the Suez Canal; this may be in a great measure obviated by the very old plan of opening furnace or smoke-box doors.

It will thus be seen that at a speed of ten knots, 519 tons of Welsh did the same duty as 680 tons of mixed, being a difference of 38½ per cent in favour of Welsh over mixed, and that at nine knots 481 tons of Welsh equalled 564 tons of mixed coal, being 17 per cent in favour of Welsh.

Now these are the statements of the naval officers in command of the ships on which the experiment was tried, and they agree with the statements of every officer, in whatever capacity, whose statements are to be found in the pages of this report. Excepting only Captain Rice who invented the coal-consuming apparatus, and Admiral Wellesley who witnessed one trial of two hours duration, I challenge my hon. friend to show me the report of any naval officer in practical command in favour of mixed coal but Welsh coal alone. And yet my Lords are pleased to ignore the advice of their most experienced admirals, captains, and engineers, and to order the continuous use of this mixture. My right hon. Friend the First Lord of the Admiralty, in answer to a question I put to him in the early part of the session, said that Welsh coal alone was to be used at Portsmouth and Plymouth but I understand that Chatham is excluded from the order and that ships coaling at Chatham are still to be compelled to take this mixture, for no imaginable cause except that there may be 1s per ton gained in freight or does the deterioration theory so run in my right hon. friend's brain that he believes that it occurs on the voyage from Portsmouth to Chatham? Then I understand that at Gibraltar and Malta one-third of North country coal is to be supplied. (Mr. Goschen explained that the reason was that the further south the more Welsh coal deteriorated). I can assure my right honourable friend that I will not omit to notice the deterioration question, and it is my intention to tender to him a little practical advice on that subject, to suggest to him two or three simple expedients which do not seem to have occurred to the chiefs or advisers of the Admiralty. I believe, however, that there has been great exaggeration in regard to the deterioration of Welsh coal, and I find exceedingly small trace of it or reference to it in the documents which have been presented to Parliament. It seemed that owing to this deterioration theory part of our home fleet and the whole of our Mediterranean fleet is to be coaled with this "Mixture", which spoils the sails and rigging of the ships, the men's clothes, and the officers' tempers, which renders it impossible to see signals or to keep a proper look out, but which would show the position of the fleet to an enemy thirty miles away. For no apparent reason, based on the reports of practical men our Mediterranean fleet is to be perpetually kept under this sooty, unctuous pall, much in the position of a cuttle-fish which can throw out an inky mixture, and thus hide itself from other fish which wish to attack it. Such, certainly, is not the condition in which British seamen have been wont to place themselves, nor do I believe they will readily consent to do so, even at the bidding of White-Hall. And now in regard to this theory of deterioration of Welsh coal. The fact is, as I have been informed by naval officers who have held high command on the Eastern stations, no sort of care is taken of the coal. I am informed that it is discharged at Bombay from the coal ship into lighters, that it is then landed on a wharf that it is left entirely unprotected, to be acted on by the sun's intense heat and the tropical rain, that it is then re-loaded into lighters and again discharged into the ship, all these operations being performed in the most un-mechanical manner, without the aid of machinery, or even the pristine shovel, the more ancient hoe taking its place. Now under such barbarous treatment, the only wonder is that one particle, or even rubby coal survives I would venture humbly to suggest to my right hon. friend that the commonest prudence would dictate that proper landing stages should be made, with cranes, to discharge the coal, that it should be stored under cover, and that if possible the vessels should be brought alongside to receive their coal. Until these ordinary precautions are taken, let us hear no more of "deterioration" of Welsh

			<p>coal. But I would also venture to suggest that trials on the use of patent fuel, manufactured from Welsh small coal (which is just as good as large coal) should be made, patent fuel may be kept for any length of time in the open air without deterioration. I have myself seen blocks of this fuel which have been exposed to the variations of climate for 15 or 16 years, and which were quite unchanged the corners and edges being as sharp as the day they were made. If it is desirable to store large quantities of fuel at our various foreign depots against an emergency. I can most confidently assert that patent fuel offers immeasurably the greatest certainly of affording a satisfactory result, and I earnestly advise my right noble friend to turn his serious attention to it. If ordinary care in the coaling of ships be taken, I do not hesitate to state that Welsh coal is superior to any other in any part of the world, and I call to witness the whole weight of practical evidence on this point, of all naval officers of whatever rank. I say there is no practical warranty for the use of mixed coal in any part of the world, and I hope that my right hon. friend, the First Lord of the Admiralty, will inform the committee upon what ground he continues to ignore the advice of all the most competent officers who had reported to the Admiralty on this question. ....”</p>
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			<p><b>18th April 1878</b> the Western Mail reported on a launch: -  “.....LAUNCH OF H.M.S. “MERCURY” AT PEMBROKE DOCK.  The steel armed despatch ship “<i>Mercury</i>”, a magnificent specimen of marine architecture, was launched from the Pembroke Dock dockyard on Wednesday afternoon. The interesting ceremony of chastening and launching was performed by Miss De Graves, sister-in-law to the gallant Superintendent of the dockyard, <b>Captain George H. Parkin, R.N.</b> The “<i>Mercury</i>” is the second vessel built wholly of steel plates that has been constructed at Pembroke Dock dockyard, and is a sister ship to her prototype the “<i>Iris</i>”, launched from there in April, 1677. The “<i>Mercury</i>” is a twin screw-ship of great power and speed, and is one of the handsomest vessels in the British navy, to which she will be a most desirable acquisition. She has been built from designs furnished by the Board of Construction at the Admiralty, under the immediate supervision of Mr. F. Martin, chief constructor at Pembroke Dock dockyard, Mr. T. G. Seccombe being foreman of the work. The splendid ship is alike creditable to her constructors and her builders. The whole of the material, which was supplied by the Landore Steel Company, has been highly approved by the authorities. The accommodation for her crew of officers and men is in every respect excellent, both as to space and ventilation, not anything being omitted to make the ship in every respect a fine specimen of a swift armed cruiser that would most undoubtedly prove a most formidable customer to be met with by privateers and craft of that kind. Her principal dimensions are - Length between perpendiculars, 300 feet; breadth, 46 feet; draft of water, forward 17 feet 6 inches; aft 22 feet – mean draft 19 feet 9 inches displacement in tons, 3739; engines with indicated horse power, 7,000; estimated speed, 17½ knots; crew, 250; armament, eight 64 pounder side guns, and two 64 revolving guns, one on the forecastle and the other on the poop; total weight of equipment to be received rd. 2,427 tone. Her engines are grand specimens of machinery, and were made by Maudslay, Field, and Son. The “<i>Mercury</i>” is precisely like the “<i>Iris</i>”, excepting that the former vessel has a straight stem, whilst the latter had an overhanging knee. The area of the mid-ship section in the “<i>Mercury</i>” is 711 square feet, and the height of her ports from the low water line is 10 feet 7½ inches; her water tanks will carry 32 tons, and she has accommodation for 34 tons of provisions, besides having bunkers to convey 500 tons of coal. The other ship being built Pembroke Dock are the “<i>Ajax</i>”, a huge powerful armour-clad turret ship, four new iron gunboats (now being laid down in the one slip) apparently named “<i>Tickler</i>”, “<i>Griper</i>”, “<i>Pincher</i>” and “<i>Gladfly</i>”. There are also two wooden training brig being built, and the “<i>Atalanta</i>” training frigate (sister ship to the ill-fated “<i>Eurydice</i>”) is being fitted out as a training ship. Besides these, there will be commenced this year, another armour-clad ship, the designs for which have not yet been definitely approved. It should be added that the launch of the “<i>Mercury</i>” was a decidedly successful event. The weather was fine, and a vast concourse of people was present. <b>Captain Parkin, R.N.</b>, the gallant and respected Superintendent of the dockyard, entertained a large and distinguished party of gentry to <i>dejeuner a la fourchette</i>, [a luncheon or light meal, especially one at which eggs, meat, etc., are served]. The band of the 36<sup>th</sup> Regiment, under the conductorship of Mr. John Holt (late of Jullien’s band); and the band of the 8th Brigade of the Royal Artillery, under the leadership of Mr. G. Pocock, were present, and performed a choice programme of music most admirably. ....”</p>
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			<p><b>10th May 1879</b> the Cardiff Times and the Weekly Mail reported the following: -  “.....LAUNCH OF IRON GUNBOATS AT PEMBROKE DOCK.  On Monday evening two gunboats were launched from Pembroke Dockyard in the presence of a large number of spectators. Both vessels were alike in every respect, and were built in the same dock one ahead of the other, so that one had to be launched before the other. The dimensions were - length, 85 feet; breadth, 26-1; draft of water, 6 feet; displacement, 253 tons; indicated horse-power 168; driving turn-screw propellers, and armament one 18-ton gun. The religious service, now always held at the launching of Government ships, was performed by the Rev Dr Ring, naval chaplain, whose little daughter performed the ceremony of christening one of the vessels, the “<i>Gadfly</i>”; Miss Moore, a little daughter of Staff-Surgeon Moore, formerly in medical charge at this dockyard, performing the like service for the other vessel, the “<i>Pincher</i>”. For this purpose two beautifully burnished miniature-steel axes, enclosed in elegantly formed oval mahogany cases, lined with bine silk velvet, were presented to the little ladies by the chief constructor, Mr Malpas. Both vessels were launched intact with all on board, excepting their armament. The gallant Superintendent of the yard, <b>Captain Parkin</b>, entertained a large and fashionable</p>
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			party at his official residence and the fine band of the 37th .Regiment, under Mr J. M. Salew, performed a good programme of music. ....”
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			<p><b>22nd May 1879</b> South Wales Daily News</p> <p>“.....<b>LAUNCH OF A GUN-BRIG AT PEMBROKE DOCK.</b></p> <p>The “<i>Nautilus</i>”, a sailing brig-of-war, carrying eight guns, was launched from the dock-yard on Tuesday evening, in the presence of a large number of spectators. A vessel at all approaching to the type of the “<i>Nautilus</i>” has not been launched from Pembroke for some years, this class of vessel, except for particular purposes, having become almost obsolete in the English navy. The brig is constructed for training ship for intended for the navy, is a very handsome craft and is undoubtedly most suitable for the service required of her. The band of the 37th Regiment performed a selection of music, and the usual customary service having been gone through by Rev. Dr Ring, chaplain, Miss Alice Ivetta Churchward, youngest daughter of Mr W. H. Churchward, civil engineer to the Admiralty, performed the ceremony of christening. A very handsome box, inlaid with satin and maple woods, lined with blue plush velvet, and surmounted, within the hinged lid, by a well finished drawing of the ship, covered with glass, containing ingeniously carved mallet and chisel of burnished steel, with the handle <i>en suite</i> with mallet, having been presented to the young lady by Mr. Malpas, chief constructor, he then placed the mallet and chisel in her hands, with which she severed the cord that suspended the weights over the dog-shores, and she down the "ways" into the water in fine style, the employees cheering right lustily. The box, mallet, &amp;c., were made by Mr James Thomas and the accompanying drawing of the ship by the draftsman, Mr. E. G. Morris, to both of whom much credit was due. The principal dimensions of the vessel are, length 105 ft., breadth 33 feet 6 inches, mean draft of water 13 ft. 6½ in., displacement in tons 501. <b>Captain Parkin, R.N.</b>, the Superintendent of the dockyard, afterwards entertained a large and distinguished party official residence, [Admiralty House]. ....”</p>
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			<p><b>23rd May 1879</b> the Pembroke Herald and General Advertiser and the Weekly Mail newspaper (<b>24th May 1879</b>) reported the following: -</p> <p>“.....<b>PEMBROKE DOCK. LAUNCH OF A BRIG OF WAR.</b></p> <p>On Tuesday evening a very handsome sailing brig of war, called the “<i>Nautilus</i>”, was success- fully launched from this Government establishment, and is intended as a training ship to instruct boys in the art of seamanship for the Royal Navy. The “<i>Nautilus</i>” is a type of vessel well-known some years ago as of that class constructed from designs furnished by the late Sir Wm. Symonds, but now almost gone into disuse in the British Navy, excepting for special purposes, and the present smart craft will doubtless more than realise the expectations entertained of her. Notwithstanding the gloomy aspect of the weather, some thousands of persons had congregated to witness the event, and to add to the attraction of the occasion the very fine band of the 37th Regiment performed a choice programme of music, under the direction of Mr J. M. Salew, on the ground contiguous to the residence [Admiralty House], of the gallant and respected superintendent of the yard. <b>Captain Parkin, R.N.</b> who entertained a large and fashionable company comprising the <i>elite</i> of the neighbourhood. Prior to the christening, the religious service now usual on such occasions was performed at the head of the vessel by the Rev. Dr. Ring, naval chaplain. The interesting ceremony of christening, and launching was well and gracefully performed by Miss Alice Ivetta Churchward, daughter of Mr W. A Churchward, C.E. to the Admiralty at this place. The young lady was presented with an exquisitely-designed box, inlaid with various kinds of wood, the interior lined with blue plush velvet, and inside the hinged lid was a well-finished drawing of the vessel, covered with glass; the box contained an elegantly- carved boxwood mallet, and a highly burnished I steel chisel, with handle <i>en suite</i> to the mallet, and will form a <i>recherche souvenir</i> of the auspicious and festive occasion. The box, mallet, &amp;c., were executed by Mr James Thomas, and the drawing by Mr E. G. Morris, draughtsman, Mr Malpas, chief constructor, handed the mallet and chisel to Miss Churchward, who dexterously severed the cord suspending the weights, when the “<i>Nautilus</i>” left the stocks in fine style, the band playing "Rule Britannia", and the vast concourse of persons cheering heartily. Her principal dimensions are - Length, 105 feet; breadth, 33 feet 6 inches; mean draught, 13 feet 6½ inches; displacement in tons, 501 armament eight guns. The “<i>Nautilus</i>” will be completed forthwith, and put forward for commission. Among those present were Colonel and Mrs Panter, 37th Regiment, and the y officers of the garrison; Major and Mrs Anderson, Bangeston; Major and Mrs Leach, Corston; Misses Mathias, Lamphey Court; Mr md Mrs Hawkesley, Caldys Island; Admiral i Haswell, Neyland; Mr F. L. Clarke, Pembroke; Revs. F. G. M. Powell, St. John's, and family; C. Wilkinson, rural dean, Castlemartin; Morgan, Bosherton; Dr. and Mrs Ring, Mrs <b>Parkin</b>, Miss Leach, Ash Grove; Mr and Mrs Churchward and family, Mr and Mrs Campbell, Dr. F. J. Stamper, Captain Cotton, Coshaston Mr and Mrs Pringle, Mr Groves, and the Rev. O. Murphy. ....”</p>
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			<p><b>24th May 1879</b> the Cardiff Times announced the following: -</p> <p>“.....<b>LAUNCH OF A GUN-BRIG AT PEMBROKE DOCK.</b></p> <p>The “<i>Nautilus</i>”, a sailing brig-of-war, carrying eight guns, was launched from the dock-yard on Tuesday evening, in the presence of a large number of spectators. A vessel at all approaching to the type of the “<i>Nautilus</i>” has not been launched from Pembroke for some years, this class of vessel, except for particular purposes, having become almost obsolete in the English navy. The brig is constructed for training ship for intended for the navy, is a very handsome craft and is undoubtedly most suitable for the service required of her. The band of the 37th Regiment performed a selection of music, and the usual customary service having been gone through by Rev. Dr Ring, chaplain, Miss Alice Ivetta Churchward, youngest daughter of Mr W. H. Churchward, civil engineer to the Admiralty, performed the ceremony of christening. A very handsome box, inlaid with satin and maple woods, lined with blue plush velvet, and surmounted, within the hinged lid, by a well finished drawing of the ship, covered with glass, containing</p>
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			ingeniously carved mallet and chisel of burnished steel, with the handle <i>en suite</i> with mallet, having been presented to the young lady by Mr. Malpas, chief constructor, he then placed the mallet and chisel in her hands, with which she severed the cord that suspended the weights over the dog-shores, and she down the "ways" into the water in fine style, the employees cheering right lustily. The box, mallet, &c., were made by Mr James Thomas and the accompanying drawing of the ship by the draftsman, Mr. E. G. Morris, to both of whom much credit was due. The principal dimensions of the vessel are, length 105 ft., breadth 33 feet 6 inches, mean draft of water 13 ft. 6½ in., displacement in tons 501. <b>Captain Parkin, R.N.</b> , the Superintendent of the dockyard, afterwards entertained a large and distinguished party official residence, [ <i>Admiralty House</i> ]. .....
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			George Mason wrote the following:-..... <b>2 Sept 1879</b> Royal Visit...His Royal Highness Prince Leopold, who was touring for his health, visited on board the yacht " <i>Lively</i> ." The following day he came ashore and went over to Tenby to view the memorial erected there in memory of the Prince Consort.....
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			<b>16th September 1879</b> the South Wales Daily News and the Cardiff Times ( <b>20th September 1879</b> ) announced: - "..... <b>LAUNCH OF GUNBOATS AT PEMBROKE DOCK.</b> On Monday evening two war vessels, the " <i>Tickler</i> " and the " <i>Gripper</i> ", were successfully launched, fully equipped (excepting as to armaments), from the Government building yard at Pembroke Dock. The band of the 37th Regiment played during the afternoon. The religious service observed upon these occasions was impressively performed by the Rev. Dr. Ring, naval chaplain after which, the interesting ceremony of christening was performed by Miss H. M. F. Powell, daughter of the Rev. F. Powell, vicar of St. John's Church and by Miss E. J. Warren, daughter of the chief constructor - the former lady officiating at the head of the " <i>Gripper</i> ", and the latter at the head of the " <i>Tickler</i> ". Both were presented by the chief constructor, Mr E. C. Warren, with elegantly formed boxes of polished mahogany, lined with blue plush velvet, each box containing a highly-burnished miniature steel axe, with which the young ladies dexterously severed the cords suspending the weights over the "dog-shores". They were also presented with miniature pictures of the gunboats, in the best style of art, by Mr E. G. Norris, the official draughtsman of the establishment. Both vessels were launched from the same slip, one being built at the head, and the other at the lower part of the dock. From this slip on May 5th, 1879, were launched the sister gunboats, "Pincher" and "Gadfly". They are all built solely of iron, and of precisely the same dimensions, &c., namely, length, 85 feet breadth, 26 feet, 1 in; depth in hold, 8 feet 10 in; mean draught of water, 6 feet; displacement, 253 tons; horse power (indicated), 168; and they are propelled by twin screws. The armament of each is one 18-ton gun. <b>Captain Parkin, R.N.</b> , the Superintendent of the establishment, entertained a distinguished party of guests at his official residence, [ <i>Admiralty House</i> ]. ....."
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			George Mason wrote the following:-..... <b>11-14 Nov 1879</b> Royal Visit...His Royal Highness, the Duke of Edinburgh, in his capacity as Admiral was inspecting the Coast-guard stations, arrived off the Dockyard in the yacht " <i>Lively</i> ." He inspected the Dockyard, and on the 14 <sup>th</sup> left Milford Haven on his tour of inspection northwards.....
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			<b>25th June 1880</b> the South Wales Daily News wrote: - "..... <b>PEMBROKE DOCK.</b> <b>TRAIL TRIP OF H.M.S. "REDWING"</b> . - On Wednesday, the coastguard cruiser "Redwing", recently launched from this dockyard, had her trial trip. She left her moorings abreast of the Dockyard about nine o'clock in the morning, under the command of Staff Commander Phillips, and steamed about ten miles outside the harbour, her engines working most satisfactorily. She also answered her helm with the greatest satisfaction. <b>Captain Parkin</b> , Superintendent of the Yard, Mr W. G. Copplestone, foreman of the yard, under whose superintendence the vessel was built, Mr A. McColl, foreman of the factory, together with Mr Warren, manager for Messrs Maudsley and Co., the makers of the engines, were on board. The "Redwing" will leave here on Monday for Devonport, where she will be fitted for sea. ...."
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			<b>1st September 1880</b> the Haverfordwest and Milford Haven Telegraph and General Weekly Reporter: - "..... <b>THE BRITISH ASSOCIATION AT MILFORD.</b> At an early hour on Saturday morning were to be men displays of bunting from the dock works and piers, the Consulate offices of Messrs Jackson & Co., and from the Great Eastern steamship, and upon enquiry we ascertained that the "Great men of the Archaeological Society were expected to visit us"; at about one p.m. the Neyland steamer hove in sight with a crowd on board, which upon the news spreading brought many to the Hakin Pier, where a flotilla of Dock Barges had been moored to facilitate the landing of the party (we would take this opportunity of observing how especially necessary it would appear to be to <i>lengthen</i> the pier alluded to, so that landing Comfortably might be effected at <i>all times</i> of tide). The party which was not as large as had been expected were in charge of Mr Collins, of Swansea, accompanied by Mr Besant and Mr McMurtrie (Great Western Railway), as guides. They had met with a good reception at Her Majesty's Dockyard, where they were, we learn, received by <b>Captain Parkin, R. N.</b> (Captain Superintendent), and officers of the yard, and expressed themselves highly gratified and edified by their visit to Pembroke Dock, as also to Neyland, where they were conducted over the pontoons, stages, wharfs, &c., of the Great Western Railway, and shown all the facilities for carrying on the largely increasing Irish traffic at that end of the haven. Here the party were met by Mr Kelway, also Mr Toler, engineer of the Docks, and proceeded on board the " <i>Great Eastern</i> ", where there was spread on deck under awnings, an excellent luncheon, provided at the request of the Society by Mr Palmer, proprietor of
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			<p>the Lord Nelson Hotel, assisted materially by Mr George Beckwith, superintendent engineer in charge of the Great Western, and to whom the party publicly expressed their indebtedness for the very excellent arrangements provided on board, by permission of Sir Daniel Gooch, the chairman of the Great Ship Company. After luncheon was over the party divided; some availing themselves of the treat of seeing over the ship, and learning from Mr Beckwith, who was ever ready to give all information, very many particulars of importance connected with the ship, and her probable future employment; others went for a trip down the beautiful haven, and on their return questioned why more had not been done commercially for such a haven, possessing as it does, so many natural advantages, while others contented themselves to view the docks from the great ship, and gain what information they could of the engineer (Mr Toler), as to their construction, capacity, and probable utility. After which, the time being up to return, all embarked in the steamer "Milford Haven", for Pembroke Dock, where a special train awaited them for Swansea via Tenby. Great credit is due to Mr Palmer, the worthy proprietor of the Lord Nelson Hotel, for the very capital manner in which the luncheon was served, but we rather fear the result to him pecuniarily will be bad, as we understand he had provided for double the number. ...."</p>
			<p><b>16th November 1880</b> South Wales Daily News and the Cardiff Times (<b>20th November 1880</b>) newspapers covered the following thus: -</p> <p style="text-align: center;"><b>".....TRIAL TRIP OF H.M. SHIP "AJAX".</b></p> <p>This fine turret ship made a most satisfactory trial of her engines on Monday afternoon. The vessel was under the command of <b>Captain Parkin</b>, Superintendent of the Pembroke Dock-yard. She made about three hours' run outside the harbour's mouth. Her engines, made by Messrs Penn, of London, gave every satisfaction, as did also the steering of the vessel, which answered her helm in every respect. There was a heavy ground swell throughout the whole run, She leaves for Chatham today (Tuesday). ...."</p>
			<p><b>23rd October 1880</b> the Western Mail reported on the following: -</p> <p style="text-align: center;"><b>".....THE LORDS OF THE ADMIRALTY AT PEMBROKE DOCK.</b></p> <p>The Lords of the Admiralty and suite, of whom there were present Right Hon. Earl of Northbrook, G.C.S.I.; VICE –admiral Right Hon. Lord John Hay, Mr. Thomas Brassey, M.P.; Col. Paisley, R.E., Director of Works; Mr. Shaw Lefevre, secretary; Mr. Fred, Barnes, Surveyor of Dockyards; and Mr. E. McGregor, private secretary, arrived from Devonport on Friday morning on board of their yacht "<i>Enchantress</i>". Shortly before noon their Lordships landed at the dockyard under a salute of nineteen guns fired by the Royal Artillery from the Hill Port; and, accompanied by the chief officials of the establishment, <b>Captain Parkin R.N.</b>, the gallant Superintendent; Messrs E.C. Warren, chief constructor; G Malpas, assistant constructor; W. H. Churchward, C. E. director of works; A. M. Wielie, storekeeper; and C. G. Morgans, accountant, proceeded to make their annual inspection, visiting the principal workshops, the majestic large turret ship, in course of construction, the graving dock, &amp;c. Their lordships afterwards proceeded in the steam launch to the pier, Hobb's Point, and visited the huge turret ship "<i>Ajax</i>", now approaching completion. Their lordships then returned to the dockyard, and there were entertained to luncheon by <b>Captain Parkin</b>, at his official residence, [<i>Admiralty House</i>]. Lord Northbrook and Lord John Hay left for London from Neyland, by the early afternoon train, and it was anticipated that the remainder of the party would leave for London by the express train this (Saturday) morning. The "<i>Enchantress</i>" will leave for the north on Sunday morning. ...."</p>
			<p><b>5th August 1881</b> the South Wales Daily News article demonstrates the involvement of the Admiralty in the town: -</p> <p style="text-align: center;"><b>".....The PEMBROKE DOCK NATIONAL SCHOOL.</b></p> <p>....On Wednesday evening a well-attended meeting was held in the above school to consider what steps should be taken to provide increased accommodation as recommended by the Government inspector. The chair was taken by Mr Alderman R. George (mayor of the borough), and amongst those present were <b>Captain Parkin, R.N.</b> (Captain Superintendent of Her Majesty's Dockyard), Messrs C. Warren (chief constructor), G. Malpas (constructor), Dr Wilson, R.N., Dr Stamper, W. H. Churchward, C.E., Dr Ring, R.N., (chaplain, Her Majesty's Dockyard), G. Armitage, Staff-Commander Vine, R.N., A. Willie (storekeeper, Her Majesty's Dockyard), T. Sutton, W. J. Phillips, C. Christie, J. Thomas, H. Road, J. Narbeth, G. H. Truscott, J. H. Teasdale, W. Carthew, W. J. Davies, H. Dawe, &amp;c.</p> <p>The MAYOR expressed pleasure at being present, as he was one of the first scholars in the National School, and attributed the little success he had made in business to the education he had received in that school. He thought by helping the proposed object they would be helping themselves, as if they allowed the school to collapse it would affect their rates fully 50 per cent.</p> <p>Mr J. THOMAS then proposed, and Mr J. H. TRUSCOTT seconded: - "That the National School having, since it was opened in 1844, done good and great service to the cause of elementary education in the borough, deserves the continued support of the town and neighbourhood."</p> <p>The next resolution was proposed by Mr C. WARREN, and seconded by Mr W. H. CHURCH, "That Her Majesty's inspectors of schools having insisted on the absolute necessity of increased accommodation for infants in the school, and a class-room for boys being also very urgently required, this meeting hereby pledges itself to assist in raising the funds to provide the necessary accommodation".</p> <p>Mr WARREN, in the course of an excellent speech, remarked that education was the means of raising a man to a very high position. Many men in their land were now occupying high positions of trust who had received their education in the Pembroke National School. Education, too, raises a nation. England had held a position high above the nations of the earth, but he regretted to say she was now behind many of them as regards general education. England had held her own with mechanics, but was behind in the arts and sciences. He thought if they did not keep their position that other nations would beat them in the race. Referring to the object they had met to consider, he said that there were now 600 on the books of the</p>

			<p>school, with an average attendance of 550. The minimum space required for each scholar and teacher was 80 cubic feet.</p> <p>Mr T. NARBERTH next proposed, and Mr T. GRIFFITHS seconded, "That the teachers and other friends, having expressed their willingness to collect subscriptions in the town and neighbourhood, they be thankfully invited to do so at their earliest convenience." Mr H. ROAD proposed, and Mr W. CARTHEY seconded, "That a subscription list be now opened on behalf of the fund for enlarging the National School building, and that all interested in the success of the institution be invited to contribute aid to assist in obtaining donations".</p> <p>The whole of the resolutions were unanimously carried.</p> <p><b>Captain PARKIN</b> then explained that it was intended if funds would admit to build a boys' class-room and two rooms for infants, but they would not go beyond the sum subscribed. The Admiralty had given a small grant, and they expected one from the War Office.</p> <p>Mr J. H. Teasdale, Mr W. G. Phillips, and Dr. Ring also spoke, the latter gentleman stating that they had already in hand sufficient funds to build one of the class-rooms.</p> <p>After a vote of thanks to the Mayor for presiding, the meeting adjourned for a month, when the progress made in the subscriptions will be brought before the meeting. ...."</p>
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			<p><b>12th September 1881</b> the Western Mail newspaper and the Tenby Observer Weekly List of Visitors and Directory of <b>(15th September 1881)</b> cover the following: -</p> <p>".....<b>FIRE ON BOARD A VESSEL OFF MILFORD.</b></p> <p>On Saturday morning about one o'clock it was discovered by some Llangum fishermen that the barque <i>Clarovine</i>, lying at anchor at Crow Pool, Pennar-mouth, was on fire, and the fishermen immediately went alongside and aroused the master, mate, and boy, the only occupants at the time on board the vessel, the crew having been paid off on the preceding day. The <i>Clarovine</i> belongs to Aberystwith, and is sailed and owned by her master, David Jones. She is of 245 tons register, and had only just arrived laden with deals and other timber from Lulea, in the Baltic, consigned to Messrs. Barker and Miller, timber merchants, Pembroke, both ship and cargo being insured. The vessel continued burning all day, notwithstanding the assistance of floating steam engines, &amp;c., from the dock-yard, <b>Captain Parkin, R.N.</b>, Superintendent of the yard, being present. Eventually the burning ship was towed by Her Majesty's tender "<i>Widgeon</i>" from her position in Crow pool on to Pwllcrochan Flats, where ship and cargo were almost entirely consumed. The master saved all his personal effects. The fire originated in the fore-castle, but by what means is unknown, and it was fortunate that the fire was discovered so early, otherwise there is no doubt that the inmates of the ship would have lost their lives from suffocation. ...."</p>
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			<p><b>10th March 1882</b> the Western Mail</p> <p>".....<b>THE ROYAL VISIT TO PEMBROKE DOCK.</b></p> <p>Extensive preparations are being made at the dockyard for the accommodation of visitors, upwards of 2,000 of whom will be provided with standing room on galleries erected at the head and on the bows of the huge ships, from whence good views of the interesting ceremony of christening may be obtained for these places tickets are provided, and they are issued direct from the office of the respected Superintendent of the establishment. <b>Captain G. H. Parkin, R.N.</b> The "<i>Majestic</i>" is the heaviest ship of war that has ever been launched at Pembroke Dock, or probably at any other naval establishment, as the brief particulars appended will show: - The ship is constructed of steel, and was commenced building March 29, 1879, three years ago. Her principal dimensions, &amp;c., - are: - Length, 325 feet; breadth, 68 feet; tonnage (total weight) 4,800 tons when launched, and 9,150 tons when equipped. Armament: - Four 43 ton B.L. guns, in turrets, and four six inch B.L. guns on the superstructure; indicated horse-power, 6,000; crew, 400 officers and men.</p> <p>The programme of events, subject, possibly to some slight alteration, will be substantially as follows: - Their Royal Highnesses will arrive by train at Neyland (New Milford) on Friday afternoon, and will proceed on board of the Royal yacht "<i>Lively</i>". On Saturday morning the Duke and Duchess will land at the dockyard, and will be received by <b>Captain Parkin</b> and other officials, the Royal Welsh Fusiliers furnishing the guard of honour. About ten o'clock the Royal party will emerge from the dockyard, and will be received by the Pembroke Yeomanry Cavalry, under command of Colonel M. J. Saurin; a detachment of troopers of the A Troop will form the escort and will accompany the Royal party to and from Pembroke, the route being through part of Pembroke-street, through Bush, Laws and Water streets, past Llanion-terrace, and on by Waterloo village. At Pembroke their Royal Highnesses will be received by the mayor (Alderman R. George) and corporation, and be conducted within the old Castle, where his worship, on behalf of both towns (being only one corporation), will present an address. The party will then return to the dockyard, and at two o'clock partake of a luncheon laid in the large room known as the Mould Loft. The launch will then take place at 4 30 the interesting ceremony of christening being performed by her Highness the Duchess of Edinburgh. After the launch the Royal party will proceed to the official residence of <b>Captain Parkin, (Admiralty House)</b>, - where in front of the house, the united choir of the town, under Mr. D. A. Andrews, will sing selections of music appropriate to the auspicious occasion. On Tuesday evening a large and influential meeting of the committee, comprising of professional gentlemen and tradesmen of the town, was held at the Bush Hotel, under the presidency of Alderman S. Jenkins, his worship the mayor also being present, when designs of decorated arches, by Messrs. Kenneth McAlpin and K. W. Ladd were unanimously approved of, and other detailed decorations, comprising Venetian masts, were submitted with a like result the costs being borne by voluntary subscriptions. Messrs. Ladd, W. Mason, J. Phillips, T. Cole, and G. Forde were appointed to superintend the details of the work generally, and to arrange the terms with the contractors, between four of whom the work would be apportioned, viz., Jones and Johns, Allen and Allen, T. Thomas, and Balcombe and Price. Dr. F. Stamper, Mr. Isaac Smedley, and Mr. Williams were appointed the finance committee, and the details of</p>
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the arrangements bid fair to come to a satisfactory and successful issue. Three large arches will be erected - one at Teasdale corner, one at Bush-street, and the other in Water-street and in the evening (Saturday) an illumination. ....”

George Mason wrote the following:-.....

**18 Mar 1882, Royal Visit...** On the occasion of the launch of the *“Edinburgh”* (built under the name *“Majestic”*), by Her Royal Highness the Duchess of Edinburgh, it may be truthfully said that Pembroke and Pembroke commenced a new era in entertaining Royalty. The yacht *“Lively,”* containing the Royal party, arrived at Mil ford about approximately 4 O'clock in the morning. At about 10 O'clock His Royal Highness the-Duke of Edinburgh, accompanied by Sir E. J. Reed, C.B. M.P., landed and spent a short time inspecting the new Milford Docks and Basin, [then in course of construction]. They were received on shore by Mr. Lake and Major Toler, and Mr. Francis, the Chairman of the Town Commissioners, presented an address to the Royal Duke.

At 11.15 a.m., The Royal party arrived off the Dockyard, and landed amidst the sounds of a Royal Salute, the band of the Royal, Welsh Fusiliers playing the English and Russian National/Anthems, and the enthusiastic cheers given by the officers and the men of the Dockyard.

A guard of honour was furnished by the Royal Welsh Fusiliers. The Castlemartin Yeomanry furnished the escort. The Royal party was received by **Captain Parkin R.N.** the Superintendent of the Dockyard and officers. The Duke and Duchess then entered a carriage, followed by **Captain Parkin** and the Hon. D. Manson. Two other carriages occupied by Lady Harriet Grimson, Admiral Sir Brandreth, Sir Thomas Brassey, Sir E. J. Reed and members of the staff. The interior of the Dockyard was decorated especially the approaches to the ship about to be to be launched later.

After leaving the Dockyard, the regal procession passed through the lines formed by the Castlemartin Yeomanry Cavalry on route for Pembroke Castle via Bush Street and the lower road.

On passing under the magnificent arch erected in Bush Street, a shower of bouquets descended on them. The routes were profusely decorated, and several beautiful arches erected from the designs of Mr. Kenneth McAlpin, C.E., - who personally assisted, in the erection of the principle one in Bush Street, which was a fine specimen of art and nobleness of structure. The Castle was soon reached, Miss Ada George (daughter of the Mayor) in presenting the bouquet to the Duchess.

The Royal party was received there by Lord Emlyn, Lord Kensington, Robert George Esq. (Mayor), W.O. Hulme. Esq (town Clerk), Captain Adams, Colonel and Lady Hamilton, C.E. Philipps Esq. (Picton Castle), and the members of the Corporation. The road leading to the Castle was lined by the Pembrokeshire Artillery Volunteers, commanded by Captain C. A. Christie and the interior of the Castle was kept by Pembroke Rifle Volunteer Corps.

On the Duke and Duchess entered the specially erected pavilion, the Mayor and Town Clerk presented an address, to which the Duke made a reply. After inspecting the Castle, with the Mayor as a very acceptable guide, the Royal party, drove for about two miles southwards into the country and returning reached the Dockyard about half past one, where they were entertained at a luncheon in the Mould Loft by the Lords of the Admiralty.

A large, reprehensive and distinguished party were present, and it might be mentioned that Miss Jones, the celebrated Welsh harpist (niece of Mr. Ben Thomas, jeweller, Queen Street) performed a selection of harp music during the luncheon, which so pleased His Royal Highness (himself an excellent musician) that he sent for her, and highly complimented Miss Jones on the brilliancy of her execution.

The Mould Loft (a very large place) was beautifully fitted up for the occasion with artificial gardens and state, drawing and dining rooms. The ground on the south side was covered with evergreens through which, by broad winding stairs, the entrance to the Mould loft was reached.

After Luncheon, the Duke and Duchess, under the guidance of **Captain G Parkin** and Mr. E.C. Warren, Chief Constructor, visited the *“Edinburgh”* as she stood on the slip. They went on board and also underneath, between the blocks and launching gear.

The Duke also examined what was termed a new method of releasing the rope for dropping the dogshore weights, but he showed himself to be a very observant and practical sailor for he immediately said-" Oh! Why that is simply our anchor slip adapted to this work" which it really was.

The influx of visitors from all parts of South Wales was enormous, but everything was done to provide ample space for seeing the launch and for getting a view of the Royal party. During the time waiting, three military bands - the Royal Welsh Fusiliers, the Yeomanry Cavalry and the Volunteers – gave sections of music, so that the time passed in a most pleasant manner.

At five o'clock the Duchess performed the christening and launching ceremony, and prayers said by the Rev F. Nicholls, M.A. the vessel, amid the cheers of the multitude and strains of “Rule Britannia” from the bands floated out on the broad waters of Milford Haven.

After the launch, the Royal party went to the **Captain Superintendents House**, where a platform had been fitted on the west side of the drawing room, to accommodate the Pembroke Dock United Choir, under the leadership of Mr David Andrews, inspector of fitters.

For the enjoyment of their Royal Highnesses, the choir gave several magnificent pieces and after the “Men of Harlech” and “God Save the Queen” had been rendered, three cheers for the distinguished visitors were called for by Mr. Andrews, which were heartily given. The Duke and Duchess, who were sitting at the open window during the signing of the choir, complimented Mr. Andrews and requested him to ask the Choir to sing “Men of Harlech” once again, which was instantly done.

The general public had not been forgotten by the gallant **Captain Parkin**, who had arranged for the bands to render selections of music in the grounds of **Admiralty House** and Terrace after the launch, which was much appreciated and enjoyed.

With this, the day's programme was completed, but until late the streets of the town were unusually full of people, the utmost order and good humour prevailing. Some of the arches and houses were illuminated,

			<p>and presented a remarkably attractive appearance as darkness set in. Altogether the day's successful proceedings reflected the greatest credit on those responsible for the arrangements.</p> <p><b>20 Mar 1882</b> On the following Monday the Duke and Duchess landed at Neyland where embarked in a special train for Haverfordwest, which place they reached at 9:30 a.m. On leaving the train, their Royal Highnesses and suite entered a "drag," drawn by four horses and preceded to the Castle Square, where the Corporation had assembled to receive them. The Mayor read an address of welcome, to which the Duke suitably replied.</p> <p>Haverfordwest was totally decorated, notwithstanding the fact that only two days' notice had been given for the people to erect arches and other decorations.</p> <p>It might be worth recording that on Newgale, where there was a solitary inn, kept by Welsh landlady, and where Welsh was spoken, the Duke descended from the "drag," entered the inn, and called for "a glass of beer." Being addressed in Welsh, he was highly interested, and asked all sorts of questions, to which he had some curt replies, the party at the inn not knowing who he was. However they found out afterwards and the glass used by the Duke is securely kept in commemoration of the Royal visit to Newgale – "Yes, indeed to goodness."</p> <p>At St. David's the Royal Party were entertained to luncheon by the Lord Lieutenant C. E. G. Phillips, Esq., and after viewing the Cathedral and surrounding old buildings, returned to Neyland, and then to the Royal yacht, which left the port the same evening. Their Royal Highnesses expressed themselves greatly delighted with their visit.</p> <p>The previous visit of Royalty was a very grand affair, but there was a naval characteristic of swiftness about it, in keeping with the traditions of the "sons of the sea," that notwithstanding the advantage of Pembroke Castle for a reception ground placed it in second place in comparison with this visit, with its military regard for ceremony, so closely allied to the best of city civic functions.....</p>
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			<p><b>23rd March 1882</b> the Tenby Observer Weekly List of Visitors and Directory <b>and the Cambrian</b> of <b>24th March 1882</b> newspapers covered the following: -</p> <p style="text-align: center;"><b>“.....THE ROYAL VISIT TO PEMBROKE-DOCK. LAUNCH OF THE EDINBURGH.</b></p> <p>The presence of Royalty in the Principality having been, previously to October, an extremely uncommon event, the fact that within six months there have occurred three such visits, including the official visit of the Duke of Edinburgh in November, has not abated the eagerness of the Welsh people to do honour to the reigning family. Large numbers from all parts of Wales poured into Pembroke Dock on Saturday last to welcome the Duke and Duchess of Edinburgh, and had it not been Saturday, many more would undoubtedly have been present. The launch of her Majesty's ship "<i>Edinburgh</i>", by the Duchess of Edinburgh, which was the occasion of the visit, went off very satisfactorily, the magnificent weather contributing not a little to the result.</p> <p>Her Majesty's ship "<i>Lively</i>", having on board the Duke and Duchess, attended by Lady Harriet Grimston, and the Hon. D. Monson, arrived off Dale, from Minehead, early on Saturday morning; and shortly afterwards Vice Admiral Lord John Hay and Sir Thomas Brassey, the Lords of the Admiralty, who arrived by Great Western Railway on Friday night, were in attendance in the "<i>Enchantress</i>". About ten o'clock the "<i>Lively</i>" steamed up the Haven, and the Duke, attended by Sir E. J. Reed, landed at Milford, where he was met by the Town Commissioners. The Chairman, Mr Francis, presented an address. Mr Samuel Lake, the dock contractor, and Major Toler, were also present with a Volunteer guard of honour, commanded by Captain Roberts. The Duke spent some time inspecting the works, especially the graving dock. Before leaving he was presented by Mrs Lake with a magnificent, album, containing views of the docks, harbour, and town, and Miss Taylor presented a bouquet. The Duke and party then steamed for Pembroke without boarding the "<i>Great Eastern</i>".</p> <p>At 11.20 a salute from the Defensible Barracks announced the Royal landing at the Dockyard, where the Lords of the Admiralty, with Sir E. J. Reed, M P., and <b>Captain Parkin</b>, Superintendent of the Dockyard, were in waiting to receive the Royal party. The 23rd Royal Welsh Fusiliers, with their goat, commanded by Colonel Luke O'Connor, formed a guard of honour. While the regimental band played the British National Anthems, Colonel Saurin, and a troop of the Yeomanry (the whole of which regiment was specially called up) acted as escort for the drive to Pembroke. The first carriage contained the Duke and Duchess, the Hon. D. Monson, and <b>Captain Parkin</b>. The Lords of the Admiralty were in the second carriage. All along the route the utmost enthusiasm prevailed, and the decorations were profuse. An arch in Meyrick-street bore the words of welcome in Russian. Near the Bush Hotel was stationed a Miss Binns, of London, attended by four little boys and four little girls. Miss Binns had a bouquet, which she hoped to present to the Duchess, but as the carriage was passing rapidly she threw the bouquet, and it struck the Duke upon the face. Their Royal Highnesses graciously acknowledged the somewhat unceremonious act. On an arch beneath which the Royal party passed into Main-street, Pembroke, was inscribed, "<i>Up for the King in 1644</i>" a reference to the action of the Parliamentary leaders, Colonels Poyer and Laugharne, who declared for the King, seized Pembroke and Tenby, and by other successes spread dismay among their late comrades. The Pembroke Dock Volunteers lined the streets, and the Pembroke Corps were a guard of honour within the Castle. Over five hundred persons occupied an enclosure set apart for those invited, while some five thousand tickets were distributed to the general public.</p> <p>At 11.35, amid the ringing of bells and the band of the Artillery Volunteers playing the National Anthem, the Royal carriage drove up to the Pavilion, and the Duke and Duchess were received by Lord Kensington, Lord Lieutenant of the county, and a distinguished company, most of whom were subsequently presented to their Royal highnesses. Amongst those at the Pavilion were Lady Kensington, Viscount and Lady Emlyn, Colonel and Lady Victoria Lambton, Sir Pryse-Pryse, Bart., Mr C. E. G. Phillips, Messrs. H. G. Allen, M.P., and Charles Allen, Dean Allen of St. David's, and the Mayor and</p>
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			<p>Corporation of Pembroke. The Mayor (Alderman Robert George) having been presented by Lord Kensington, the Corporation address was read and presented by his Worship and the Town Clerk, Mr W. O. Hulm.</p> <p>The Duke read the following reply – Mr. Mayor and Gentlemen, - I beg to thank you very sincerely in the name of the Duchess of Edinburgh, as well as in my own name, for your address and welcome to the borough of Pembroke. I can, at the same time, assure you that it is most gratifying, to see and hear from you your expressions of thankfulness for the escape of the Queen from danger, and of your loyalty and attachment to the person of Her Majesty. I well appreciate how valuable to the nation is the magnificent Harbour of Milford Haven, and have full confidence that the important works now in progress, and which I have just now visited, will largely contribute to its great national advantages and to the welfare and prosperity of the country.</p> <p>Cheers having been given for the Duke and Duchess, Miss Ada George, the Mayor's daughter, accompanied by six young ladies, presented a magnificent bouquet to the Duchess. After a short interval, Dean Allen, who had been engaged in conversation with the Duchess, addressed a few remarks to the crowd of spectators upon the history and associations of Pembroke Castle. The Duke and Duchess, with the other company named, led by the Dean proceeded to explore the ruins. About a quarter to one their Royal Highnesses re-entered their carriage and drove through Pembroke and beyond for some miles, in order to obtain from Mutton Hill a view of the famous Carew Castle. The Dock-yard was again reached about two o'clock, and the Royal party took luncheon.</p> <p>At the launch vast crowds were in eager expectancy when, at, half-past four, the Royal party took their places. After various preliminaries, during which the working of the launching apparatus was explained to their Royal Highnesses by Chief Constructor, C. E. Warren, prayers were read by the Rev. Mr Nicholls, dock-yard chaplain. The Duchess then pressed the lever, and the mighty vessel glided into her future element amid the ringing cheers of those aboard and ashore. The health of the ship having been toasted by the Royal party, amid repeated cheers, the ceremony was at an end. Their Royal Highnesses having proceeded to <b>Captain Parkin's</b> house, [<i>Admiralty House</i>], a united choir, led by Mr D. Andrews, assembled before the drawing-room and sang "The March of the Men of Harlech", "God Bless our Sailor Prince", and "God Save the Queen". .....</p>
			<p><b>23rd March 1882</b> the Tenby Observer Weekly List of Visitors and Directory  ".....<b>THE VISIT TO PICTON CASTLE.</b></p> <p>On Sunday afternoon last, their Royal Highnesses honoured Mr and Mrs Philipps, of Picton Castle, by paying them a visit, accompanied by Lady Harriett Grimston (Lady in Waiting to Her Imperial Royal Highness), the Honourable D. Monson (Equerry to the Duke), Captain H. H. Rickard (Private Secretary), Captain LeEstrange, R N. (Captain of H.M.'s yacht "<i>Lively</i>"), and <b>Captain Parkin, R.N.</b> (Superintendent of the Royal Dock-yard at Pembroke), and Mrs <b>Parkin</b>. They steamed up to Landshipping Ferry in the Dock-yard launch, landing there about 3.30, and were received by Mr Philipps on the landing stage, and thence conveyed in his carriage to the fine old mansion of Picton Castle, where the Royal party partook of luncheon. At five p.m. they returned to the Ferry, and steamed back to Pembroke-Dock, and their Royal Highnesses re- embarked on board the "<i>Lively</i>". The weather was delightfully fine, and the Royal party could not have failed to enjoy their cruise and the picturesque scenery along this portion of the beautiful estuary of Milford Haven.</p> <p><b>THE VISIT TO HAVERFORDWEST AND ST. DAVID'S</b></p> <p>On Monday their Royal Highnesses visited Haverfordwest, where they received an address previous to their journey to St. David's. At St. David's the Royal party lunched with the Dean of St. David's, and paid a visit of inspection to the Cathedral. The return journey to Havertordwest was accomplished by half-past five, and the Royal visitors left for New Milford at six p.m. ....</p>
			<p><b>24th March 1882</b> the Cambrian News and Merionethshire Standard  ".....<b>The ROYAL VISIT TO WALES.</b></p> <p>On Saturday morning, at ten o'clock, the Duke of Edinburgh, accompanied by Lord John Hay, M.P., and Sir Edward Reed, M.P., visited the Milford Docks to inspect the works now in progress and rapidly approaching completion. The weather was magnificent, and large concourses of people were assembled on the docks. The display of flags of every nation was more than usually abundant, and the whole spectacle was very attractive. His Royal Highness on landing was received by Mr Toler, the engineer, and Mr Lake, the contractor, and an address to the Duke and Duchess of Edinburgh, was read by Mr Francis, the chairman of the Improvement Commissioners.</p> <p>Their Royal Highnesses the Duke and Duchess of Edinburgh arrived at Pembroke Dockyard, Swansea, at a quarter-past eleven on Saturday morning, where they were received by Sir E. J. Reed, M.P., and <b>Captain Parkin</b>, the Superintendent of the dockyard. Here a detachment of the 23rd Welsh Royal Fusiliers was drawn up in line, under the command of Colonel Luke O'Connor, V.C., who has risen from the ranks, and wears no fewer than ten medals. The soldiers presented arms, their band played "God save the Queen", and the Russian National Anthem; after which came a demonstration from the dockyard men, who cheered lustily as their royal highnesses were escorted to the dockyard gates. At this point a troop of Pembrokeshire yeomanry cavalry, under the command of Colonel Lauren, presented arms, and the Duke and Duchess, the Hon. D. Monson, and <b>Captain Parkin</b> entered the first of the several carriages which were in waiting, whilst Sir Thomas Brassey and Sir J. Hay followed in other vehicles. The band of the yeomanry cavalry played the national anthem as the party moved off, and the horses proceeded at a sharp trot through the thickly lined streets, the crowd of spectators cheering heartily. Their royal highnesses frequently acknowledged the demonstrations.</p> <p>Upon their Royal Highnesses coming within sight of Pembroke Castle, two miles distant, the royal standard on the principal tower of that noble ruin was unfurled, whilst the bells of St. Mary's Church rang</p>

			<p>out a merry peal. On their arrival in the castle grounds they were met by the Mayor of Pembroke (Alderman R. George), in his official robes, and the Corporation, whilst a number of nobility and gentry of South Wales had assembled. Amongst those present were Lord and Lady Emlyn, Colonel and Lady Victoria Lambton, Sir Marteine and Lady Lloyd, Lord Kensington, Baron de Rutzen, Colonel and Mrs Stokes and Colonel and Mrs Leech.</p> <p>The Mayor here read an address to their Royal Highnesses.</p> <p>The Duke of EDINBURGH replied: Mr Mayor and gentlemen, I beg to thank you very sincerely in the name of the Duchess of Edinburgh, as well as in my own name, for your address on coming to the borough of Pembroke. I can at the same time assure you that it is most gratifying to us to hear from you this expression of your feeling of thankfulness at the escape of the Queen from danger, and of your loyalty and attachment to the person of her Majesty. I well appreciate how valuable to the nation is the magnificent harbour of Milford Haven, and I have every confidence that the important work now in progress, which I have just visited, will largely contribute to its great natural advantages and to the welfare and prosperity of the country.</p> <p>Several presentations were then made to the Duke and Duchess. Returning to Pembroke Dock, their Royal Highnesses lunched with a large company in the "Mould Hall", a building in the dockyard, and about half-past four o'clock proceeded to the shed in which the ironclad known as the "<i>Majestic</i>" lay. The huge craft, constructed of steel, was commenced on the 29th of March, 1881, and is the largest ironclad afloat. Her length is 325ft., breadth, 68ft., and total weight when launched 4,800 tons, and when equipped 9,150 tons. Her armament consists of four 42-ton B L guns in turrets and four 6 in., B L guns on the superstructure. Her indicated horse-power is 6,000. ...."</p>
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			<p><b>24th March 1882</b> the Monmouthshire Merlin and the Cambrian newspapers both addressed the following: -</p> <p style="text-align: center;"><b>".....THE DUKE OF EDINBURGH AT PEMBROKE.</b></p> <p>On Friday last the Duke of Edinburgh, accompanied by the Duchess, passed through Bristol on his way to Pembroke Dock, where the Duchess had been announced to take part in the ceremony of launching a splendid iron-clad just completed. The Royal visitors were to have been conveyed from Bristol in the yacht "Lively", but the dense fog that prevailed prevented the yacht getting further up the Channel than Minehead. Thence a telegram was forwarded to the Duke, informing him of the condition of things. His Royal Highness then resolved to get down to the yacht with the aid of a tug-boat from Portishead. For this purpose he got on board the "<i>Ranger</i>", which reached the "<i>Lively</i>" off Minehead about 7.30 p.m. On arrival the Duke gave the master of the tug £15, and also distributed several gratuities to those who had contributed to the comfort of the Duchess and himself under the somewhat trying circumstances. He expressed his thanks for the efforts put forth by all to make him comfortable. Considerable excitement had prevailed all day on Friday at Minehead and Watchet at the probable visit of the Royal party to those places, but the tug on arrival ran alongside the "<i>Lively</i>", on board which vessel the Royal party at once went without landing at Minehead. The "<i>Lively</i>" arrived off Milford early on Saturday morning. The "<i>Enchantress</i>", having on board Admiral Sir John Hay, K.C.B., and Sir Thomas Brassey, was in attendance at nine o'clock, when the Royal party, conducted by Sir E. J. Reed, C. B., M.P., arrived. The Duke and Duchess landed at the Dockyard about eleven o'clock. Their Royal Highnesses then proceeded through Pembroke Dock, which was profusely decorated with arches, Venetian masts, and evergreens, to Pembroke town and into the old Castle, where they were received by the Mayor and Corporation, who presented an address. Their Royal Highnesses were, conducted over the Castle, and afterwards returned to the Dockyard, where luncheon was provided. About half-past four the Royal party proceeded to the shed in which the "<i>Majestic</i>" lay. The huge craft, constructed of steel, was commenced on the 29th of March, 1881, and is the largest iron-clad afloat. The vessel has hitherto been known as the "<i>Majestic</i>", a name which she received when laid down, but in compliment to the Duchess, it has been changed to the "<i>Edinburgh</i>". The vessel's construction is very similar to that of the "<i>Ajax</i>". The capacious shed was crowded. About five o'clock the Rev. Mr. Nickoll, the Dockyard chaplain, read the usual prayers, and after a few orders had been given to the men by Mr. Warren, the chief constructor, the Duchess of Edinburgh moved the lever attached to the launching apparatus. In one moment the leviathan craft started down the slips, a bottle of champagne falling upon her stern from the suspended cord; whilst the Duchess named her the "<i>Edinburgh</i>". The cheers of the people around and on board were loud and long as the vessel gracefully entered the bay. The Duchess drank prosperity to her in a glass of champagne, and, the ceremony being thus over, the vast crowd of spectators dispersed, and the Duke and Duchess, with their party, adjourned to the house of <b>Captain Parkin</b>, [<i>Admiralty House</i>].</p> <p>On Monday their Royal Highnesses visited Haverfordwest and St. David's, and at the former place the Duke received an address from the Corporation. The Duke and Duchess arrived off Penzance on Wednesday afternoon in the "<i>Lively</i>". The Duke landed and inspected the Naval Reserve at Penzance, after which he returned to the yacht, which proceeded for Falmouth. ...."</p>
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			<p><b>25th March 1882</b> the Aberystwyth Observer newspaper covered the subject below, in much greater detail: - "<b>.....THE ROYAL VISIT TO PEMBROKE.</b></p> <p style="text-align: center;"><b>LAUNCH OF H.M S. EDINBURGH.</b></p> <p>The launch on Saturday of H.M.S. Edinburgh by Her Royal and Imperial Highness the Duchess of Edinburgh was in all respects a decided success, not the least auspicious circumstance being the presence of magnificent spring weather. Large numbers of people from all parts of Wales poured into, the town to see and welcome the Royal visitors.</p> <p>About ten o'clock the "<i>Lively</i>" steamed to Milford, the Duke, attended by Sir E. J. Reed, C B. M.P., landed, the Duchess remaining on Board the "<i>Lively</i>". On landing the Duke was met, by the Milford Town Commissioners, and the Chairman (Mr Francis) presented an address of welcome, Mr Samuel Lake,</p>
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			<p>the dock contractor, and Major Toler being also present. At the pier head a volunteer guard of honour, commanded by Captain Roberts, was drawn up. Before leaving the Duke was presented by Mrs Lake with a magnificent album, containing views of the docks, harbour, and town, and Miss Taylor presented bouquet. The Duke and party then returned to the "<i>Lively</i>" and steamed for Pembroke without boarding the "<i>Great Eastern</i>". Milford was profusely decorated, Messrs Lake and Taylor having, when informed of the visit, procured tons of bunting from London.</p> <p>At 11.20 a salute from the defensible barracks announced the Royal landing at the dockyard, the before-mentioned Admiralty Lords, with Sir E J. Reed and <b>Captain Parkin</b>, Superintendent of the dockyard, being in waiting to receive the Royal party. The 23rd Royal Welsh Fusiliers, with their famous goat, and commanded by Colonel Luke O'Connor, formed a guard of honour, while the regimental band played the British and Russian national anthems. Colonel Saurin and a troop of Castlemartin Yeomanry Cavalry, the whole of which regiment were specially called up, acted as escort for the drive to Pembroke. The first carriage contained the Duke and Duchess, the Hon. D. Monsou and <b>Captain Parkin</b>, the admiralty Lords, being in the second. All along the route the utmost enthusiasm prevailed, and the decorations were profuse. An arch in Meyrick-street bore words of welcome in Russian. When the Royal party were sighted from Pembroke easily the Royal standard was unfurled on the famous round tower of that fortress. The Pembroke Dock Volunteers lined the streets of the town, and the Pembroke corps were a guard of honour. Within the Castle more than 500 persons occupied an enclosure set apart for those invited, while about 5,000 tickets were distributed to the general public. At 11.55, amid the ringing of bells and the band of the Artillery Volunteers playing the National Anthem, the Royal carriage drove up to the pavilion, and the Duke and Duchess were received by Lord Kensington, Lord-lieutenant of the County, and a distinguished company, most of, whom were subsequently presented to their Royal Highnesses. Among those at the pavilion were Lady Kensington, Viscount and Lady Emlyn, Sir Pryse-Pryse, Mr C. E. J. Philipps, (Picton Castle, Lord-Lieutenant of Haverfordwest), Messrs H. G. Allen, M.P., and Charles Allen (Tenby), the Very Rev Dean Allen of St David's, and the Mayor and Corporation of Pembroke. The Mayor (Alderman Robert George) having been presented by Lord Kensington, the Corporation address was read and presented by his worship and the Town Clerk, Mr W. O. Hulm.</p> <p>Loud cheers having been given for the Duke and Duchess, Miss Ada George, the Mayor's daughter, accompanied by six young ladies, presented a magnificent bouquet to the Duchess. Dean Allen, who had been engaged in conversation with the Duchess, then addressed a few remarks to the spectators upon the history and associations of Pembroke Castle. Afterwards the Duke and Duchess with the other company named, and led by the Dean, who is an enthusiastic antiquarian, explored the ruins. About 12.45 their Royal Highnesses re-entered the carriage and drove through Pembroke and beyond some miles in order to obtain from Mutton Hill a view of the famous Carew Castle, "magnificent even in ruins," where was held in 1488, by Sir Rhys ap Thomas, the first tournament which had ever taken place in Wales. The dockyard was again reached about two o'clock, and the Royal party took luncheon. The wish for places at the launch was very great, and vast, crowds were in eager expectancy when at 4.30 the Royal party took their places. After various preliminaries, during which the mode of launching was explained to their Royal Highnesses by Chief-constructor C. E. Warren, prayers were read by the Rev Mr Nicholls, dockyard chaplain. The signal "All clear", being affirmatively responded to the Duchess pressed the lever, the bottle of wine was released and shivered on the bow, and the mighty vessel glided with marvellous ease into the water, amid the ringing cheers of those aboard and ashore. The health of the ship having been toasted by the Royal party, amid repeated cheers, the interesting ceremony was at an end. Their Royal Highnesses then proceeded to <b>Captain Parkins'</b> house, [<i>Admiralty House</i>], before which a united choir, led by Mr D. Andrews sang "The Men of Harlech", "God bless our Sailor Prince" and "God save the Queen". Subsequently an "At home" was given by <b>Captain and Mrs Parkin</b>.</p> <p>The Duke and Duchess of Edinburgh arrived at Haverfordwest at eleven o'clock on Monday morning. The town was profusely decorated, and their Royal Highnesses were enthusiastically received by large crowds of people. The Duke and Duchess were received by Lord Kensington, the Lord Lieutenant and other officials. At Castle Square the Mayor presented an address of welcome, which the Duke acknowledged, and the Royal visitors, in their carriage, were then escorted through the town by a body of yeomanry, military, and volunteers. A troop of yeomanry cavalry escorted the Royal visitors from the station to the town boundaries, the Haverfordwest volunteers being the guard of honour at the presentation.</p> <p>At St David's their Royal Highnesses were received by the Very Rev Dean Allen and the city authorities, and an address was again presented. After taking lunch with the Dean, the Royal visitors explored the Archbishopal Palace and other antiquarian remains, for which St David's is famous. The Duchess is said to be an enthusiastic archaeologist, and St David's presents full scope for such a pursuit, for the Cathedral Palace of Menavia is one of the grandest ruins in the kingdom.</p> <p>At one o'clock the Lord Lieutenant entertained the Haverfordwest Corporation at luncheon. In giving the health of the Royal visitors, Mr Philipps said they hoped shortly to show their esteem in a more permanent form. He had promised his Royal Highness to remind the company of the Royal College of Music, which the Prince of Wales and the Duke wished so much to see established. He (the speaker) had conferred with the Mayor, and they would shortly call a meeting the inhabitants and magistrates of that town and county to consider the matter. At three o'clock the Royal party left St David's, and reached Haverfordwest Station at 5.20, being received, by the Volunteers, the Lord-Lieutenant, and Admiral Stokes. The station buildings were draped with Royal standards and other flags. Their Royal Highnesses left for Neyland about six o'clock. They expressed themselves highly delighted with the receptions accorded them. ..."</p>
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			<p><b>6th September 1882</b> the Western Mail and the Pembrokeshire Herald and General Advertiser of <b>8th September 1882</b> covered the following: -  <b>".....THE LORDS OF THE ADMIRALTY AT PEMBROKE DOCK.</b></p>
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			<p>Their lordships arrived at Pembroke Dock on Tuesday by train from Plymouth to Neyland. Their lordships crossed over the haven in the steam launch to the dockyard, and on landing they were received by <b>Captain Parkin, R.N.</b>, the Superintendent, and the other chief officials of the Yard, a salute of nineteen gun being fired from the Hill Fort by the Royal Artillery. Their lordships inspected the dockyard and the ships under construction, and were expected to leave for Queenstown the same night on board of the "<i>Enchantress</i>". .....</p>
			<p><b>13th September 1882</b> the Haverfordwest and Milford Haven Telegraph and General Reporter wrote ".....<b>PEMBROKE AND PEMBROKE DOCK. RETIREMENT OF CAPTAIN PARKIN.</b> - <b>Captain G. H. Parkin</b>, who vacates the command of Pembroke Dock-yard on the 8th of next month, and who will be succeeded by Captain Chatfield, will, unless some extra-ordinary and unexpected changes take place, have to retire next year owing to age. <b>Captain Parkin</b> has done valuable service as a captain, having served in troopships, fighting ironclads, in Portsmouth Steam Reserve, and finally as captain of a dockyard. Every officer and man who has served in the Steam Reserve at Devonport for the past two years will learn with regret that Captain Chatfield who has been in supreme charge of all vessels in the first division for that period, is about to vacate the command. That regret, however, will be lessened when it is known that the gallant officer is removing for a more lucrative and important appointment. The Captain-Superintendence of Pembroke Dockyard has fallen to his lot, and in the discharge of the detailed duties of such an office Captain Chatfield will be found most valuable. He combines two qualities which are essential to make a good naval officer - he can master routine matters at home, and uphold the honour of his country abroad. In the latter respect he most certainly so acted, as all who remember the conflict between the <i>Shah</i> and the <i>Amethyst</i> and the Peruvian ram <i>Huascar</i> will agree. - <i>The Broad Arrow</i>. ....."</p>
			<p><b>15th September 1882</b> the Welshman newspaper reported on the street and area lighting: - ".....<b>PEMBROKE TOWN COUNCIL.</b>  A monthly meeting of the council was held at the Council Chamber, Market Hall, Pembroke Dock, on Tuesday. The Mayor (Alderman R. George) presided. ....A letter from Mr J. R. Cobb with reference to the gas contract was next read. As the mayor explained, previous to the reading of the letter, Mr Cobb suggested that a committee of three should be appointed to meet him, with power to make terms. After some discussion, the mayor and the two chairmen of the Gas Committees (Pembroke and Pembroke Dock) were appointed a committee, and it was also resolved to light the lamps during the moonlight nights. Hitherto it has been the custom to have five off nights during the full moon. The extra cost will be a mere trifle.  Mr Hughes thought the period of lighting should be extended, and suggested that it would be well for the Gas Committee to go round and call upon the leading consumers. It was stated that the period of lighting was for eight months with four months off.  Mr W. B. Price thought they should be lighted for ten months.  The Mayor asked the council to give him power to treat with <b>Captain Parkin</b> and Mr Cobb as to the lighting of the lamps at the Dockyard in accordance with <b>Captain Parkin's</b> application, provided the extra expense be paid by the Dockyard authorities.  This was, of course, acceded, and the meeting concluded. ...."</p>
			<p><b>11th October 1882</b> the newspapers Western Mail and the Pembrokeshire Herald and General Advertiser of <b>12th January 1883</b> reported the following: -  ".....<b>PEMBROKE DOCK.</b>  <b>CAPTIAN G. H. PARKIN.</b> - A contemporary says: - It has been stated that <b>Captain G. H. Parkin, R.N.</b>, who is vacating the command of Pembroke Dock-yard, will have to retire next year owing to age. As a matter of fact, <b>Captain Parkin</b>, unless he is prepared to take retirement, will be promoted to the rank of rear-admiral on the 31st of December, under the Order in Council of the 5th of August, 1875, and will thus escape retirement by three days, as he attains his fifty-fifth birthday on the 3<sup>rd</sup> of January, 1833. ...."</p>
			<p><b>12th October 1882</b> the newspapers Tenby Observer Weekly List of Visitors and Directory and the Weekly Mail of <b>14th October 1882</b> reported on the following: -  ".....<b>PEMBROKE-DOCK.</b>  <b>CORONER'S INQUEST.</b> - On Tuesday afternoon Mr W. Vaughan James held an inquest at the Dock Gate Inn, Melville-street, touching the death of James Gibby, aged 63 years, a labourer in H. M. dockyard, who died on Sunday last on board H M S. "<i>Nankin</i>", from injuries received by a fall on board the "<i>Collingwood</i>", on the 30th of September. A verdict of "Accidental death" was returned, the foreman of the jury (Mr. W. Angel) recommending that the coroner convey to the Lords' Commissioners of the Admiralty the desirability of a hospital on shore, instead of on board H.M.S. "<i>Nankin</i>", as at present.  <b>MISSING SEAMAN.</b>- Peter Hawffman, a seaman on board H.M.S. "<i>Nankin</i>", left his vessel lying off the dockyard on Monday afternoon, his leave being up on Tuesday morning, but he did not put in an appearance, and, as it appears that cries of distress were heard about half-past eleven on Monday night, it is supposed he has been drowned.  <b>CAPTIAN G.H. PARKIN.</b> - A contemporary says: - It has been stated that <b>Captain G. H. Parkin, R.N.</b>, who is vacating the command of Pembroke Dock-yard, will have to retire next year owing to age. As a matter of fact, <b>Captain Parkin</b>, unless he is prepared to take retirement, will be promoted to the rank of rear-admiral on the 31st of December, under the Order in Council of the 5th of August, 1875, and will thus escape retirement by three days, as he attains his fifty-fifth birthday on the 3<sup>rd</sup> of January, 1833. ...."</p>

			<p><b>12th January 1883</b> the Pembrokeshire Herald and General Advertiser</p> <p>“ <b>THE AJAX</b>. - The new powerful armour-plated turret ship “<i>Ajax</i>”, which has just been completed, left Chatham on Monday, to undergo her trial trip, after which she will return to Chatham to be at once got ready to be commissioned.</p> <p><b>NAVAL RETIRED LIST</b>. - <b>Captain George Henry Parkin</b>, R.N., late Superintendent of Pembroke Dockyard, is placed on the Retired List from the 3rd January, when he attained his fifty-fifth birthday. Since the close of last year he has been senior captain on the Active List, a position that will now be filled by Captain Robert Gordon Douglas, R.N., Aide-de- Camp to the Queen. Any vacancy on the Flag List beyond those created in the past twelve months would have promoted <b>Captain Parkin</b> to rear-admiral and enabled him to enjoy five years' immunity from retirement. ....”</p>
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