


No.	Service:		Rank:	Names & Service Information:	Supporting Information:
16.	8 th Oct. 1882	Jan, 1885.	Captain	<p>Alfred John Chatfield, C.B., R.N.</p> <p>B. 27 Aug 1831, Stratford upon Avon, [Nr. Salisbury], Wiltshire, England.</p> <p>D. 25 Aug 1910, Coombe Martin, Devon, England.</p> <p>1846 Alfred John Chatfield Entered the Navy.</p> <p>He fought in the Crimean War, in the Black Sea, 1853-1856.</p> <p>6 Mar 1854 Alfred was promoted to the rank of Lieutenant and was In the Baltic Expedition.</p> <p>1 Mar 1858- Lieutenant commander in "<i>Spanker</i>" 4, which was the tender to "<i>Cornwallis</i>" 74, operating out of the Humber. "<i>Spanker</i>" was a wooden screw Gunboat of 232 tons, carrying 4 guns. She was launched 22 March 1856 as part of the <i>Albacore</i> class. "<i>Cornwallis</i>" was a 3rd Rate wooden sailing ship of 1809 tons, launched 12 May 1813, from the East India Co., Bombay Dockyard. She was converted into a Block-ship 8 Feb 1855, and converted to screw propulsion. She was 177 ft. in length, her tonnage remained the same, she had a displacement of 2678, and her guns reduced to 60 guns and crewed by some 600 men. Upon conversion she became the fore runner of the Class (Cornwallis). She had served in the following squadrons: - North American and West Indies, East Indies (fought in the First Anglo-Chinese War, post conversion at Devon port Dockyard (1855), took part in the Russian Wars, finally reduced to Coast Guard duties after the Admiralty was given the responsibility. She was commanded by Captain George Granville Randolph (April 1857-1863) when "<i>Cornwallis</i>" was placed on Coast Guard duties.</p> <p>1861 Census shows Alfred Chatfield (1833)[28]as Lieutenant on "<i>Cornwallis</i>" located off of Hull.</p> <p>Durham>Vessels>Dist. Cornwallis.</p>	<p>2nd Son of Reverend Robert Money Chatfield (19 Aug 1804, Brighton, Sussex, England.- D. 21 Sep 1882, Woodford, Wiltshire, England.), Vicar at Wilsford, Wiltshire, England. He was son of the Reverend Robert Chatfield and Susannah Money (1779-1857);</p> <p>Robert Money Chatfield married Anna Maria Jesson (B.13 Oct 1808 - ??), daughter of Thomas Jesson; on 18 June 1829, Kent, England.</p> <p>Issues of Robert and Anna Maria:</p> <ol style="list-style-type: none"> Robert Ernle Orrey Chatfield (1830-1833) Alfred John Chatfield (B. 27 Aug 1831, Stratford-upon Avon, - D. 25 Aug 1910, Coombe Martin, Devon) Later Admiral. Charles Kyrle Chatfield (1863-1906). Catherine Maria Chatfield (B. 2 Apr 1837, - D. 25 Sep 1873). George Eugene Chatfield (B. 17 Nov 1838, - D. 27 Sep 1930). Caroline Blanche Cecilia Chatfield (B. 3 Feb 1841, - D. 25 Feb 1898). Mary Madeline Chatfield (1844-1884). Robert Edward Chatfield (1845-1922) Ella Eugenia Chatfield (B. 29 Mar 1848 - ??) Alice Chatfield (B. 24 Apr 1850 - ??) <p>27 Aug 1868 Alfred John Chatfield married Louisa Faulconer (B.31 May 1842, Foston, Yorkshire, England. - D. 29 Sep 1916, 76 Cornwall Gardens, Chelsea, London, England), daughter of Thomas Faulconer (B.1809 - ??) and Elizabeth Amelia Rudston-Read (B. 1811, Newhaven, Sussex, England). They married at Hampstead St Paul, London, England.</p> <p>Issues: Together they had 5 girls & 3 boys.</p> <ol style="list-style-type: none"> Amy Mabel Chatfield (B. 29 May 1869, Brighton, Sussex, England – 5 Sep 1954, 10 Adair House, Oakley Street, Chelsea London, Middlesex.). Violet Alice Cholmley Chatfield (B.8 Nov 1870 Ramsgate, Kent, England.- 10 Feb 1945, Roughwood, Seale, Surrey, England). Lillian Maud Chatfield (B. 24 Mar 1872, Notting Hill, Middlesex, London - D.24 May 1950, Bloomfield Terrace, Knightsbridge Westminster, England). Alfred Ernle Montacute Chatfield, (B.27 Sep 1873, Southsea, Hampshire, England - D.15 Nov 1967, Eton Buckinghamshire, England.). He was educated between 1883 and 1886 at St. Andrew's School, Tenby, Pembrokeshire, Wales. Commissioned into Navy 1886.
	<i>Mason</i> 15 Oct 1882	31 Oct 1885			

			<p>16 Apr 1862 Alfred was promoted to the rank of Commander.</p> <p>16 Apr 1868 Alfred was promoted to the rank of Captain.</p> <p>27 Aug 1868 Alfred married Louisa Faulconer Hampstead St Paul, London, England.</p> <p>1871 Census shows Alfred John Chatfield (1839)[32] Captain of R.N. in Active service-Married-wife Louisa (1841)[30] 2 daughters-Amy Mable (1870) [11m] & Violet Alice Chamely (1870)[5m] & 3 servants. Resident at Cliff Lodge St Lawrence. Kent>St Lawrence>Dist.20.</p> <p>10 Sep 1873-7 June 1878 Alfred was posted as the Captain of "Amethyst" 14, (until paying off at Plymouth 7 Jun 1878), "Amethyst" was a wooden screw Corvette of 1405 tons with a displacement of 1970 tons. She was the founder of her class, <i>Amethyst</i>. She was 220 ft. in length, carried 14 guns and a complement of 225 men. She was launched from the Devonport Dockyard on 10 Apr 1873. Commanded by Captain Alfred John Chatfield, she operated on the Pacific station (1875-1878 on the coast of British Columbia; and on 29 May 1877 with the "Shah" in action against the armoured Peruvian Renegade Huascar; in May 1877 Huascar was seized at Callao by followers of the revolutionary leader Nicolas de Pierola to engage in sabotage actions against Peruvian Government forces). The "Shah" 26, was an unarmoured iron screw frigate of 4210 tons, with a displacement of 6250 tons launched 10 Sep 1873 as "Blonde". Although marked as unarmoured she still carried 26 guns.</p>	<p>[Later Admiral & 1st Baron Chatfield.].</p> <ol style="list-style-type: none"> 5. Gwendolen Percy Elizabeth Chatfield (B. 19 Feb 1879, Sliema, Malta. - D. 24 Dec 1968. Eton, Buckinghamshire, England.). 6. Kyrle Rudston Chatfield (B. 14 Oct 1880, Stoke Damerel, Devon, England – D. 24 Apr 1917, at Sea off Accra Station, West Africa). 7. Gwladys Louisa Chatfield (B. 16 Sep 1885, The Royal Dockyard, Pembroke Dock, Pembrokeshire, Wales. – D. 4 May 1937, 93 Carlyle Road, South Ealing, London, England.).Aged 51 years. [Reported as "imbecile"- 1901 census or "feeble-minded" - 1911 census]. <p>Alfred was father of Alfred Ernle Montacute Chatfield, first Baron Chatfield (1873-1967), First Sea Lord between 1933-1938.</p>  <p>SON: Admiral of the Fleet Sir Ernle Chatfield.</p>
			<p>1873-1874 He was involved in the Third Anglo-Ashanti War.</p> <p>1 Oct 1878-1880 Alfred was posted as the Captain of the "Thunderer" 4, operating on the Mediterranean station. "Thunderer" was an iron screw Turret Ship of 4407 tons with a displacement of 9330 tons. She had a length of 285 ft. but 307 ft. overall, her beam was 62 ft. 3 inches. She (like her sister was armed with 4 RML 12-inch rifled muzzle loading guns. She was launched 25 Mar 1872, from the Royal Dockyard, Pembroke Dock. She was one of two <i>Devastation</i>-class ironclad turret ships built for</p>	

			<p>the Royal Navy in the 1870s. She suffered two serious accidents before the decade was out and gained a reputation as an unlucky ship for several years afterward. On 14 July 1876, "Thunderer" suffered a disastrous boiler explosion which killed 45 people. The ship suffered another serious accident in January 1879 when the left 12-inch 38 ton gun in the forward turret exploded during gunnery practice in the Sea of Marmora, killing 11 and injuring a further 35. The muzzle-loading gun had been double-loaded following a misfire. According to Admiral of the Fleet E.H Seymour. The ship was assigned to the Mediterranean Fleet in 1878 and was reduced to reserve in 1881 before being recommissioned in 1885. "Thunderer" returned home in 1887 and was again placed in reserve. She re-joined the Mediterranean Fleet in 1891, but was forced to return to the UK by boiler problems the following year. The ship became a coast guard ship in Pembrokeshire Wales in 1895 and was again placed in reserve in 1900. "Thunderer" was taken out of service in 1907 and sold for scrap in 1909.</p> <p>3rd Apr 1881 Census shows Alfred John Chatfield on 2 census returns: - Alfred John Chatfield (1833)[48]-Captain of the "Indus" 1st class vessel Guard Ship, Steam Reserve, Devonport – married – but <u>Not</u> on-board.</p> <p>Alfred Chatfield (1832)[49] Capt. R.N.-married, wife Louisa (1843)[38]-6 children-Amy M (1870)[11]-Violet A.(1871)[10]-Maude L.(1872)[9]-Erute A (1874)[7]son. Gwendolen.(1879)[2].Kyrle(1881)[6m.] and governess and 10 servants. Resident at 1, St Michaels Terrace, Stoke Damerl, Devonport. Devon>stoke Damerl>Stoke>Dist.1.</p> <p>8 Oct 1882-1885 He was appointed Captain Superintendent of Pembroke Royal Dockyard on.</p> <p>1 Jan 1886 Alfred Chatfield was promoted to the rank of Rear-Admiral</p> <p>21 Jun 1887 on the occasion of Queen Victoria's golden jubilee, he was appointed an Ordinary Member of the Third Class, or Companion of the Bath, in the Military Division of the Most Honourable Order of the Bath (C.B.). He was also appointed Knight, Most Venerable Order of the Hospital of St. John of Jerusalem (K.St.J.)</p> <p>1891 Census shows Alfred J Chatfield (1832)[59] Rear Admiral R.N.-married, wife Louisa (1842)[48]-5 children-Amy M (1870)[21]-Violet A.(1872)[19]-Alfred. E. Montacute (1874)[17]Midshipman R.N.- G Percy Elizabeth (1879)[12]-Gwladis L. (1886) [5] and 5 servants resident at 11, Princes Square, Paddington, London. London>Paddington>St John Paddington>Dist.28.</p> <p>27 Aug 1891 In accordance with the provisions of the Order in Council of 22 February, 1870, Chatfield was placed on the Retired List as a Retired Rear-Admiral.</p> <p>10 Sep 1891 He was advanced to the rank of Vice-Admiral and placed on the Retired List.</p> <p>16 Sep 1891 Promoted to the rank of Retired Vice-Admiral</p> <p>23 Aug 1897 He was promoted to the rank of Admiral on the Retired List.</p> <p>1901 Census shows Alfred J Chatfield (1832)[69] Admiral R.N.-married, wife Louisa (1842)[59]-4 children- Alfred E (1874)[27] Lieutenant R.N.-Amy M.(1870)[31]- G.P.(1879)[22]-Gwladys (1876)[25]-and 7 servants resident at 76, Cromwell Gardens, Queens Gate. London>Kensington>Brompton>Dist.27.</p> <p>25 Aug 1910 Died</p>
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			<p>6th June 1877 the South Wales Daily News and the Western Mail newspapers covered the following:-"</p> <p>THE ENCOUNTER BETWEEN BRITISH MEN-OF-WAR AND A PERUVIAN REBEL. SPECIAL TELEGHAM.</p> <p>Very great and special interest will attach to the encounter reported yesterday, between the British men-of-war, "Shah" and "Amethyst", and the Peruvian rebel iron-clad, "Huascar", owing to the fact that this is the first time any of the ironclads of Her Majesty's navy have actually been engaged in fighting, or, fit all events, that they have been pitted against a foe in any way "worthy of their steel". The "Shah", which is one of the latest built iron-clads in the fleet, carries 26 guns, is of 6040 tons, and 7,477 horse-power, and is commanded by Captain Jr. Cir. Bedford, the "Amethyst" smaller vessel, carrying 14 guns, and is of the second class. She is commanded by Captain A. J Chatfield. The "Huascar" was a turret ship of great power and if handled properly by those on board, would inevitably have proved a formidable antagonist. She was built by Messrs Laird, Bros., of Birkenhead, about two years ago, for the Peruvian Government. Particulars of the engagement, which promises to be quite historical, will be looked for with</p>
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			the utmost expectancy.”
			<p>12th October 1877 the Monmouthshire Merlin (Supplement) reported on an incident involving Captain Chatfield:-</p> <p style="text-align: center;">“.....THE WRECK OF THE ETON.</p> <p>The following report has been published from Captain' Chatfield, of her Majesty's ship “Amethyst”, “Coquimbo”, relative to the wreck of the “Eton”. Captain Chatfield has forwarded this report to the Lords Commissioners, to correct reports which had been circulated that assistance which might have been rendered was not attempted. The report is addressed to Rear- Admiral de Horsey, and is as follows: - “Sir. - I have the honour to inform you that on the 16th July, at 8 p.m., I received a telegram from her Majesty's Charge d'Affairs, at Valparaiso, informing me that the Pacific Steam Navigation Company's steamer “Eton” was on shore off Ventura Point, 120 miles south of this, “Coquimbo”. In two hours I proceeded for the wreck, where I arrived at eleven next morning, the 17th inst. The “Eton” was on the rocks off the Point, 500 yards from the shore, and completely broken up. A heavy norther was blowing, and a tremendous surf breaking over the rocks and wreck, making any communication impossible. There was a large number of people on the beach, and the shore was strewn with wreckage. I stood in close to the breakers and satisfied myself that nothing living was on the rocks or wreck, and after waiting an hour I decided to proceed down the coast to look out for boats and call at the little port of .Los Kilos for information; but it shortly afterwards came on thick and threatening, and it being impossible to see the land I stood off shore for the night for the safety of the ship. Next morning, when close off Los Kilos, I saw the “Chacabuco” steam up, and we proceeded to the anchorage, the weather having cleared and the gale subsided, though a heavy sea was still running. We received information that 35 people were saved from the wreck, and 120 drowned, and that the survivors were coming to Los Kilos for a passage to Valparaiso. I then proceeded to the wreck with the “Chacabuco”. The only part of the wreck remaining was the keel; stern post and a few plates on the rocks. The sea was still breaking over the rocks and wreck. I steamed in as close as I could with safety, and sent the lifeboat to examine the rocks, as it was reported that some men were still on the rocks alive. Having satisfied myself that such was impossible, I communicated with the captain of the “Chacabuco”, and he informed me that he had come to take the survivors to Valparaiso, and that he did not require any assistance. The “Chacabuco” then proceeded to Los Kilos, and I returned to this anchorage, calling at Tongoy for one night <i>en route</i>,</p> <p style="text-align: center;">I have, &c., “A. J. CHATFIELD, Captain,””</p>
			<p>23rd November 1877 the Monmouthshire Merlin (Supplement)</p> <p>“.....The Admiralty has communicated to the Board of Trade its opinion that Captain Chatfield, of the “Amethyst”, did everything in his power to render assistance at the scene of the wreck of the Eton. ...”</p>
			<p>13th September 1882 the Haverfordwest and Milford Haven Telegraph and General Weekly Reporter...“.....PEMBROKE AND PEMBROKE DOCK</p> <p>.....RETIREMENT OF CAPTAIN PARKIN. - Captain G. H. Parkin, 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. Captain Parkin 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 “Shah” and the “Amethyst” and the Peruvian ram Huascar will agree. - <i>Broad Arrow.”</i></p>
			<p>16th November 1882 the Tenby Observer Weekly List of Visitors and Directory commented thus: - “.....PEMBROKE DOCK</p> <p>PEMBROKE DOCK GARRISON. - - On Saturday, the third section of the 23rd Company (torpedo company) Royal Engineers left this garrison for Plymouth, under the command of Lieutenant Burnmudock. These men have been on duty here at the torpedo depot for some months. The company will return to this place in the spring of the ensuing year.</p> <p>THE DOCKYARD. - Extensive preparations are being made for the launch of the huge armour-clad ship-of-war “Collingwood”, on the 22nd inst. The ceremony of christening and launching will be performed by Mrs Chatfield, wife of Captain A. J. Chatfield, R.N the new Superintendent of this yard.</p> <p>LAUNCH OF A STEAMER FOR CARDIFF. - On Tuesday morning a fine and handsome screw-steamer was launched from the works of the Mill- ford Haven Shipbuilding and Engineering Company at Pennar. The morning was beautifully fine, consequently the number of spectators was large. The vessel was named the “Rheubina”, by Mrs Richards, wife of the manager, and her dimensions are - length, 225 ft.; breadth, 31 ft. 6 in.; depth, 16 ft. She will have engines of 150 horse- power nominal, and 750 horse-power indicated, made by Messrs Kincard and Company, Greenock. She has been built by Mr G. W. Ford, foreman of the works, and was laid down about seven months ago. She is built to the order of Messrs Cory and Sons, Cardiff, and her sister ship is under construction at the same works. The</p>

			<p>Government war vessel will be laid down at once in the slip where the "Rheubina" was launched from.</p> <p>THE GARRISON. - On Tuesday evening, at the Gymnasium, by permission of the commandant of the garrison, an assault-at-arms was given by the instructors, assisted by the officers and men of the Royal Welsh Fusiliers (23rd Regiment). A large audience was present to witness an entertainment of a most interesting and pleasing description, the applause being frequent and well merited. The programme was a well-chosen and diversified one.</p> <p>The excellent band of the Fusiliers considerably enhanced the enjoyment of the occasion by their performances. Much credit is due to Staff-Sergt. Major Carisel, the gymnasium instructor, and to Sergt. instructor Patience, of the Welsh Fusiliers, for the admirable manner in which the various feats of arms were presented.?"</p>
			<p>25th November 1882 the Weekly Mail and the Tenby Observer Weekly List of Visitors and Directory of 30th November 1882 reported upon the following: -</p> <p>".....PEMBROKE DOCK. - LAUNCH OF H.M.S. COLLINGWOOD.</p> <p>This massive and unique specimen of naval architecture was successfully launched from her Majesty's Dockyard, Pembroke, on Wednesday, in the presence of some thousands of spectators. The "<i>Collingwood</i>", when complete and ready for sea, will be one of the heaviest and most formidable ships of war in the world, and would undoubtedly prove a most dangerous antagonist. The customary religious service having been observed, the interesting ceremony of christening took place, and the ship was released from the dog shores by a gentle pressure on a lever at the end of the apparatus, being the same as that used with so much success in March last, on the occasion of the launching of the "Edinburgh" by H.R.H. the Duchess of Edinburgh. This act in connection with the "<i>Collingwood</i>" was gracefully performed by Mrs. Chatfield, wife of Captain Chatfield, R.N., the new Superintendent of the yard. The launching arrangements were under the immediate supervision of the chief constructor, Mr. E. C. Warren, assisted by Mr. G. Malpas, under whose instructions the ship has been built. The work in its details has been admirably forwarded by the foreman, Mr. Davies. The "<i>Collingwood</i>" is a new type of ironclad designed by the Admiralty. The ship was ordered by the late Conservative Administration, and was commenced in July, 1830, and since that time orders have been given to build four other ships of her type at various dockyards. Although the cost of the "<i>Collingwood</i>" will be scarcely one-half that of the "<i>Inflexible</i>", she will, doubtless, be the most effective war vessel afloat. Her principal dimensions, &c., are as follow: - Length, 325ft.; breadth, 68ft.; draught of water, 23ft. 3i n.; displacement, 9,150 tons; indicated horse-power, 7,000; armour plate on sides 18in. thick, with steel facing. Armament: - Four 43-ton breech loading guns, two in each barbette six 6-inch breech-loaders on the broadside, ten Nordenfeldts, and four torpedo tubes for ejection of Whitehead torpedoes.?"</p>
			<p>3rd July 1884 the Tenby Observer Weekly List of Visitors and Directory reported thus: -</p> <p>".....PEMBROKE DOCK. - CORONATION DAY.</p> <p>A general holiday was held at Pembroke dock-yard, at all the Government offices, as well as by the tradesmen of the town. At noon a royal salute of 21 guns was fired from the Hill Fort by the Royal Artillery, and a <i>feu de joie</i> by the Royal Munster Fusiliers. The ships in harbour were gaily decorated with bunting. The same day the annual demonstration of the Oddfellows of the district was held. The Loyal Prince Albert Lodge, headed by the band of the Pembrokeshire Yeomanry Cavalry and the Loyal Queen Victoria Lodge, headed by the band of the Pembroke-Dock Artillery Volunteers, proceeded from their respective lodges to the chief rendezvous, the Temperance-hall, where they were joined by the Loyal Pembroke Castle (Pembroke) and the Loyal Victoria and Albert (Milford) Lodges of the fraternity, headed by the Milford Haven Rifle Volunteer Band. They were marshalled into a procession of a most respectable and imposing appearance, with their regalia, &c., and, marching through the town, proceeded to the Dockyard Church, where (by kind permission of the respected Superintendent of the yard, Captain Chatfield, R.N.) Divine service was held, conducted by Brother the Rev. F. W. Nickoll, M.A., naval chaplain, assisted by Brother the Rev. Silas Phillips, B.A., curate of St. John's Church, who also delivered a most eloquent and appropriate sermon. The service concluded the procession was re-formed, and marching through the remaining parts of the town, completed their peregrination at the Temperance-hall, where a luncheon had been provided.?"</p>
			<p>16th August 1884 the Weekly Mail newspaper announced the following: -</p> <p>".....FORTHCOMING VISIT OF THE FLEET TO PEMBROKE DOCK.</p> <p>We understand that during the ensuing visit of the Channel Fleet to this naval establishment his Royal Highness the Duke of Edinburgh and other officers will be entertained to a grand banquet and a ball, which will be held in the large room known as the "Mould Loft". We believe that the initiative has already been taken in the matter by Captain Chatfield, R.N., the respected Superintendent of the dockyard, and his good lady.?"</p>
			<p>28th August 1884 the South Wales Daily News and the Weekly Mail (30th August 1884) announced the following: -</p> <p>".....THE EXPECTED ROYAL VISIT TO PEMBROKE DOCK. THE SCHEME ABANDONED. - THE FLEET ORDERED TO KINGS. TOWN. - [FROM OUR SPECIAL CORRESPONDENT.]</p> <p>Pembroke Dock, Wednesday Night. - A great disappointment has fallen upon Pembroke Dock and the locality. For the past three weeks an absorbing topic of conversation has been the promised visit of the Channel Fleet to the Haven, and great preparations have been going on in anticipation of the arrival of the ships of war, especially as the Duke of Edinburgh was known to be in command of the squadron. It now</p>

			<p>appears, however, that the visit will not take place. The good people of Pembrokeshire have a lively recollection of his Royal Highness's presence amongst them; he having visited the neighbourhood on two previous occasions within recent years. The first time the Duke came to "Little England beyond Wales" was in the capacity of inspector of coast-guard stations, and his Royal Highness then became so fascinated with the scenery that he announced his intention of bringing the Duchess of Edinburgh with him upon the first opportunity. This soon came, and the duke and duchess were in Pembrokeshire together upon the occasion of the launch of a huge ironclad a few years ago, when the vessel was named after their Royal Highnesses. The royal couple then met with a very hearty reception, and the impression which they left behind them was such as to lead to the greatest satisfaction upon the announcement being made that the duke would this week again look in upon Pembroke Dock. This feeling was intensified upon it being understood that his Royal Highness was coming with greater <i>éclat</i> than ever before, and that the fleet under his command comprised the following vessels, manned by several thousand hands: - "Minotaur", 17 guns, 10,690 tons, 6,700 horse-power, flying the flag of Vice-Admiral H.R.H. the Duke of Edinburgh, K.G., K.T., etc., Capt. P. F. Britten; "Agincourt", 17 guns, 10,690 tons, 6,870 horse-power, flying the flag of Rear-Admiral W. H. Whyte, Capt. J. G. Mead; "Achilles", 16 guns, 9,820 tons, 5,720 horse-power, Capt. A. Buller, C.B.; "Northumberland", 27 guns, 10,780 tons, 6,560 horse-power, Capt. F. C. B. Robinson; "Neptune" (turret ship). 6 guns, 9,310 tons, 8,000 horse-power, Capt. W. H. Maxwell; "Sultan", 12 guns, 9,290 tons, 7,720 horse-power, Capt. R. B. Tracey</p> <p>Upon the receipt of the official announcement of the intended visit of the Channel fleet, Captain A. J. Chatfield, R.N., the Superintendent of the dockyard, wrote to the Duke of Edinburgh inviting his Royal Highness to a banquet, which invitation the duke graciously accepted, and other festivities, such as a ball, garden parties, etc., were arranged for the delectation of the visitors.</p> <p>However, the unexpected death of Miss Chatfield (sister of the gallant officer) [Mary Madeline Chatfield] had the effect of materially upsetting the arrangements a few days ago. The captain, however, still proposed to entertain the duke and a small and select party to dinner, but upon his Royal Highness being made acquainted with the family bereavement which the respected Superintendent had sustained, he wrote and declined the invitation. However, the preparations for the other social events—a garden party at Picton Castle, a ball at the Gymnasium, Huts, etc. - proceeded, when consternation was created about four o'clock last night by the arrival of a telegram from Lough Swilly, in Ireland, saying that the fleet would not visit Pembroke at all, but would go to Dublin. At four o'clock this afternoon a gunboat arrived at Pembroke Dock with mails for the squadron, where-upon Captain Chatfield wired to the Admiralty for instructions, and a reply came immediately to the effect that the boat must be sent off to the Irish capital. The gunboat left with the mails at four o'clock this afternoon.</p> <p>In an interview which I had with Capt. Chatfield to-night, I asked whether he knew of any particular reason for the sudden determination to exclude Pembroke Dock from the list of ports to be visited by the fleet. His reply was to the effect that he did not think the necessary abandonment of any of his own hospitable intentions had anything to do with it, but that the cause was a much graver one. It was thought likely that the Mediterranean squadron would be ordered into Chinese waters, and that the Channel squadron go the Mediterranean in its stead. Hence an entire alteration in the Arrangements, from which Pembroke Dock, amongst other places, must suffer.</p> <p>The officers' ball will still take place, and it is thought the garden party at Picton Castle will not be abandoned, these events being, of course outside of the official programme. The Great Western Railway Company announced excursions from a number of places for to-morrow, but the altered condition of things it is not likely that these will be patronised, even if they are run.</p> <p>Dublin, Wednesday Night. - This evening the Channel Squadron in command of Admiral H. R. H. the Duke of Edinburgh arrived in Dublin Bay to remain for four days. The fleet consists of the "Minotaur" (flag ship), on board which is the Duke of Edinburgh; the "Agincourt", in command of Admiral White; the "Neptune", the "Sultan", the "Northumberland", and the "Achilles". The "Seahorse", despatch vessel and double screw steel special service steamer, in command of Staff Commander Hoskins, arrived in advance at noon to-day. The fleet left Foyle at 4 p.m. yesterday. It was originally the intention of the Admiralty that the fleet should go from Foyle to Milford Haven. It was only last night, immediately before leaving Foyle, that it was decided to come to Kingstown. It is anticipated that a grand ball will be given in the Town-hall during the stay of the fleet."</p>
			<p>21st March 1885 the South Wales Echo (Second edition) reported thus: - " Captain Chatfield, superintendent of the Pembroke Dockyard, has received official notice that the Channel squadron will arrive in Milford Haven on the 25th instant, and remain until April 7th, when it will proceed to Holyhead to escort the Prince and Princess of Wales to Ireland."</p>
			<p>29th April 1885 the Western Mail newspaper (reprinted 2nd May 1885) and the Tenby Observer Weekly List of Visitors and Directory (30th April 1885)-reported on the following: - ".....ADDITIONS TO THE ENGLISH NAVY. LAUNCH OF AN IRONCLAD AT PEMBROKE. DESCRIPTION OF THE SHIP. The steel armour-clad ship "Howe" was successfully launched on Tuesday afternoon at Pembroke Dockyard in the presence of a large number of spectators. Every arrangement had been made at the bows of the vessel for the accommodation of visitors by Captain Chatfield, Superintendent of the dockyard, and Mr. J. C. Froyne, chief constructor. Previous to the launch an excellent programme of music was rendered by the splendid band of the Royal Munster Fusiliers. Shortly after four o'clock the usual religious service appointed to be read at the launching of ships for the Royal Navy was conducted by the</p>

			<p>Rev. P. W. Nicholl, M.A., chaplain of the dockyard, after which Miss Keith Stewart (niece of Sir Wm. Houston Stewart, late Controller of the Navy) performed the ceremony of naming the vessel. At a signal from the Chief Constructor the cords suspending the "dog-shores" were severed by Miss Stewart and the vessel glided off her position on the stocks amid the deafening cheers of the workmen and Visitors. She is built of steel. Her length is 326ft.; breadth, 68ft.; tonnage, 9,700. Her armament will be four 63-ton guns in barbette turrets, six 6 inch Vavasseur guns, twelve six-pounders, and ten Nordenfeldt guns and five Whitehead torpedoes. The ship is to be driven by two sets of vertical compound engines of the usual type, which are calculated to develop collectively an Indicated horse- power of 7,500, to work up to 9,500, with forced draught arrangements. The revolutions at full speed will be 100 per minute. There are to be twelve furnace boilers, each weighing about 30 tons. The engines are being supplied and fitted by the well-known firm of marine engineers, Messrs. Humphreys, Tennant, and Co, under the supervision of Mr. T. Harding, local manager.</p> <p>The "Howe", which is of the type known as the <i>Admiral</i> class, of which there are six in the British Navy, has been built from the designs of Mr. N. Barnaby, C.B. (director of naval construction), and the work has been carried out by Mr. J. Millard (assistant constructor), under the immediate superintendence of Mr. J. C. Froyne (chief constructor) and Mr. G. Malpas (constructor). After leaving her machinery fitted on board and the general work advanced she will be sent to Portsmouth or Chatham to be prepared for service. Three other war vessels, viz., the "Anson", the "Thames", and the "Forth", are now in course of construction at Pembroke Dockyard.</p> <p>Immediately after the launch an "At Home" was held by Mrs. Chatfield, at the Admiralty House. A large number of dockyard officials, naval and military officers, and the <i>élite</i> of the neighbourhood were present.</p> <p>Our Pembroke correspondent says: - The yard has recently increased its staff of operatives, and there are now over 2,000 hands employed. The "Anson" will now be pushed forward, and probably launched during the current year. There can, however, be no very great urgency for the vessels at Pembroke in anticipation of war, as up to the present the hulls of the ships only are constructed at Pembroke Dockyard. If those under construction were pushed on with more than usual expedition it would still take a long time to get them under ready for service.</p> <p style="text-align: center;">STATEMENT BY THE FIRST LORD OF THE ADMIRALTY.</p> <p>The Earl of RAVENSWORTH asked what steps were being taken by the Board of Admiralty to complete in the Royal Dockyards the ship- building programme presented on the 2nd of December last for the financial year ending the 31st March, 1886.</p> <p>The Earl of NORTHBROOK replied that, instead of ordering by contract one ironclad, they had ordered two, and they had also ordered by contract five cruisers, six vessels of the Scout class, and the whole number of torpedo boats of the first-class. By appealing to the energy and ability of the great ship-building firms they had secured both for the iron-clad and, what was, perhaps, more important, for the belted cruisers, a speed very sensibly more than the speed expected to be gained. The iron- clads would have a speed of over seventeen knots and the belted cruisers' speed of eighteen knots. He stated in December that, in respect to the dock-yards, the Admiralty would be content to go on steadily at a rate of construction at which the building was then going on; but it had since been thought desirable that the Naval programme should be based upon the policy of completing as quickly as possible those vessels which could be completed in the present financial year, and the number of ships expected to be completed during the year was very considerable. During the last few months it had been thought desirable that the ships in the dock-yard should be pressed forward and prepared for sea, and that new vessels should not for the present be laid down. But it was proposed to make preparations for the commencement next year of two ironclads, one at Portsmouth and the other at Pembroke, and of one of the two rams, which was to be built at Chatham. The expectation which he held out last December had been more than fulfilled. The Admiralty were building considerably more by contract than he then expected, and they were keeping up the same rate of building in the dockyards.</p> <p>Our Chatham correspondent telegraphs: - Instructions have been received here for the new armour-plated ship "Ajax", four guns, 8,510 tons, 6,000-horse-power, to be commissioned on Thursday. Her destination is unknown.</p> <p>Seven torpedo boats were commissioned at Portsmouth on Tuesday. The officers have already been appointed.</p> <p>Messrs. Thorneyoroft, Chiswick, are building twenty torpedo boats for the Government, and Messrs. White, of Cowes, another twenty."</p>
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			<p>28th August 1885 the Pembroke Herald and General Advertiser addressed the following: - ".....PEMBROKE DOCKYARD.</p> <p>On Tuesday morning the Lords of the Admiralty arrived at Pembroke Dock from Devonport, on board of the Admiralty yacht "Enchantress", and at 10:40 landed at the dockyard, under a salute of nineteen guns by the Royal Artillery, from the hill fort. Their lordships were received on landing by a guard of honour and the band of the Royal Munster Fusiliers, under the command of Major Johnstone, and were met by Captain Chatfield. R.N., the respected Superintendent of the yard, and other principal officers, comprising Mr J. Froyne, chief constructor; Mr A. Wielie. Cashier; Mr Tinkler, C.E., &c. The Admiralty party were Lord George Hamilton, First Lord; Mr Ashmead-Bartlett, Civil Lord Admiral Brandreth, Controller of the Navy; Captain Lord Walter Kerr, private secretary to the First Lord; Colonel Percy Smith, R.E., Director of Works; Mr F. K. Barnes, Surveyor of Dockyards; Mr Evan McGregor, permanent secretary and Mr C. Ritchie, secretary. Their lordships inspected the books, &c., at the office of the captain Superintendent, where plans and estimates were submitted to their lordships of a contemplated new dry or graving dock, and for the construction of a mole or jetty from the western end of the dockyard to the end of the reef known as the Carr Rocks, with a continuation of the present railway, so that the</p>
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largest ships of war might be enabled to lie alongside of the jetty and receive their armaments, &c., and be coaled with the greatest facility and expedition directly from the railway trucks. A plan for a large new reservoir was also submitted for their lordships' approval. They afterwards inspected the various works in the establishment and the several ships under construction, and then entertained to luncheon the officials of the dock-yard on board of the yacht "Enchantress". The weather was delightfully fine, and their lordships expressed themselves as highly pleased with their official visit, the details of work in the respective departments being carried on most satisfactorily.

At two o'clock a deputation, comprising the following gentlemen : - Lord Kensington, Lord Lieutenant of the county; Colonel H. Leach, Corston, high sheriff; Messrs W. Davies, M.P. for the county, and H. G. Allen, M.P. for the borough; Sir Owen Scourfield, Bart; Colonel Saurin, Orierton: Mr C. E. G. Philipps, Picton Castle, Lord-Lieutenant of Haverfordwest; Mr N A. Roch, Tenby, chairman Board of Guardians and Captain J. A. P. Adams, Holyland, mayor, were entertained at luncheon at the Bush Hotel, at two o'clock, by the Chamber of Trade the representatives present being Messrs D. Jenkins, president; J. H. Teasdale, deputy president; J. Phillips and J. Morcombe, vice-presidents and Mr A. Trayler, honorary secretary, the repast being of the most *recherché* description. At three o'clock the deputation proceeded to the dockyard, and were most courteously received by their lordships and on behalf of the deputation Lord Kensington, M.P., briefly adverted to the cause of their visit, and then introduced the borough member, Mr H. G. Allen, M.P., to their lordships, who, in a very lucid, concise, and effective manner, explained to their lordships the object of the deputation, as embodied in the following petition, which was presented to their lordships by Mr Allen, having previously been signed on behalf of the town and county by the gentlemen of the deputation, each of whom were present at the meeting.

TO THE RIGHT HONOURABLE LORDS COMMISSIONERS OF THE ADMIRALTY.

The humble petition of the undersigned, being the lord-lieutenant, high-sheriff, members and magistrates of the county of Pembroke, and the Pembroke Dock Chamber of Trade, sheweth that additional dry dock accommodation is urgently wanted in H.M. Dockyard at Pembroke, for the following reasons, viz. That the present dock, built over half a century ago, and altered about 25 years since, was well adapted for the narrow, sharp bottomed ships of these days, but is too narrow and of too little draught of water on the blocks for the broad, heavy vessels, now building, as is shown by the "*Collingwood*" having been taken out in a very incomplete state for want of water enough to float her with all her armour fixed, even at the highest spring tides of the year; and should had weather or any accident prevent a vessel being taken out of dock at such a time she could not be moved for a period of six or twelve months, a delay which could cause great inconvenience to the service in the event of war or any other emergency, when such a ship is urgently needed. We may observe that the "*Anson*", now in course of construction here, being both broader and longer than the "*Collingwood*", could hardly be accommodated in our existing dock for the purpose of carrying out any repair or alteration.

That a second dry dock of sufficient depth and capacity to dock or undock the largest ship in her Majesty's Navy, when fully equipped, at any spring tide of the year, would be of great national advantage: this class of vessels could be then fully completed in the dock close to the workshops, and much labour and cost could be saved, by not having to convey materials, tools, &c., from the dockyard to Hobb's Point by boat, and to and fro again in the course of the fitting of every ship built in this yard.

That a second dry dock at Pembroke would prove invaluable in case any of her Majesty's ships met with an accident in the Harbour or Channel, and were so disabled as not to be able to get to any other yard or dock, as the present dry dock may be occupied by a large vessel that could not be removed for months, and serious loss to the service might occur.

That the present dry dock would be most useful for fitting out or doing repairs to a smaller class of ships.

That the natural advantages of the Haven, the great depth of water, the good anchorage in the harbour, and the nearness of the South Wales coal fields render Pembroke yard pre-eminently valuable as a complete iron shipbuilding and fitting out place, as well as a much cheaper coaling station than any other in the kingdom.

We may be allowed to remind your lordships that the suggested new dock can be made without any addition to the freehold land now in your lordships' hands, and we understand that the rise and fall of the tide in this Haven is amply sufficient to meet the requirements of the deepest draught vessels in H.M. Navy.

Your petitioners, therefore, most humbly submit the foregoing to your lordships' kind consideration, and sincerely hope the result will be the construction of a much needed dry dock in H.M. Dockyard at Pembroke.

And your petitioners, as in duty bound, will ever pray.

Lord George Hamilton replied at some length to the petition, but could not at present hold out any hope that another graving dock would be added to the existing one, as he had ascertained that such an undertaking would cost about a quarter of a million of money, and he was afraid that the Admiralty could not accede to their desire in that respect however, the matter would receive the earnest attention and consideration of himself and his colleagues. They, (the Admiralty) had thought that another scheme that had been suggested might become more feasible, and that was the formation of a long jetty out into deep water, contiguous to the dockyard, which would obviate the necessity of the transit of materials from the dockyard to Hobb's Point, which incurred considerable expense, and as this scheme might, he was informed, be brought about at a cost of some £70,000, the matter appeared more feasible than the former one, and their lordships were quite desirous of extending the facilities that already existed.

Lord Kensington having briefly thanked their lordships for the courteous reception they had met with, the deputation withdrew. Their lordships left the Haven in the evening on board of the "Enchantress" *en route* for Queenstown, Belfast, and Greenock where their lordships will finish their tour of official inspection, and return thence to London by railway."

			<p>7th September 1885 the South Wales Daily News and the Cardiff Times (12th September 1885) announced: -</p> <p>“.....PEMBROKE DOCK AND NEYLAND REGATTA.</p> <p>On Saturday last, favoured with delightful weather and a most suitable breeze for the sailing matches, the above regatta took place off Hobbs' Point, in the presence of some thousands of spectators. The starting vessel, which, together with the buoys, was kindly lent by Captain Chatfield, R.N., (Superintendent of Pembroke Dockyard) was moored about mid-channel, on board of which were the members of the committee. On shore the splendid band of the Royal Munster Fusiliers (conductor, Mr Dunkerton) played a select programme of music.”</p>
			<p>26th September 1885 the Weekly Mail reported the following: -</p> <p>“.....BIRTHS. –</p> <p>On the 16th inst. at H.M. Dockyard, Pembroke, the wife of Captain Chatfield, R.N., Superintendent, of a daughter.</p> <p>[Gwladys Louisa Chatfield (B. 16 Sep 1885, The Royal Dockyard, Pembroke Dock, Pembrokeshire, Wales. – D. 4 May 1937, 93 Carlyle Road, South Ealing, London, England.).Aged 51 years. [<i>Reported unfortunately as “imbecile”- 1901 census or “feeble-minded” - 1911 census</i>].”</p>
			<p>3rd December 1885 the Tenby Observer Weekly List of Visitors and Directory reported the following: -</p> <p>A Captain's Good Service Pension of £150 a year is placed at the disposal of the First Lord of the Admiralty by the promotion to Flag Rank of Captain Alfred John Chatfield, caused by the death of Vice Admiral Frederick H. Stirling.</p> <p>The Queen has been pleased to confer the Grand Cross of St. Michael and St. George upon Sir Julian Pauncefote, K.C.M.G., C.B. Under Secretary of State for Foreign Affairs also the honour of K.C.B. upon Philip W. Currie, Esq., C.B., Assistant Under Secretary of State for Foreign Affairs.”</p>
			<p>4th December 1885 and 5th December 1885 the Western Mail newspaper announced: - “.....LAUNCH AT PEMBROKE DOCKYARD.</p> <p>On Thursday afternoon the twin-screw protected corvette “<i>Thames</i>” was most successfully launched at Pembroke Dockyard, in the presence of a vast concourse of spectators. The interesting ceremony of christening and launching; was gracefully performed by the Hon. Mrs. Littleton. After the launch a distinguished party of guests was entertained by the respected Superintendent, Captain Chatfield. The “<i>Thames</i>” is built of steel, and has a tonnage of 1,800 when launched and 3,570 when equipped, with a breadth of 46 feet, and is armed with the latest Nordenfeldt and Gardner guns, as well as with the Whitehead torpedo. The indicated horse power is 3,800, with a crew of 250.”</p>
			<p>19th December 1885 the South Wales Daily News reported on the following: -</p> <p>“.....DOCKYARD EXPENDITURE.</p> <p>The First Lord of the Admiralty has appointed an influential committee of well-known naval and dockyard officials, under the presidency of Vice- Admiral Graham, C.B., to consider and report upon the arrangements necessary to carry out the details of the recommendations of Admiral Graham's committee on dockyard expenditure. The main objects are to effect a reform in dock- yard transactions, generally with regard to management and expenditure, and to establish an independent audit of all accounts. The arrangements for creating the office of director of dockyards are now complete, and an appointment thereto will be made forthwith. Amongst those on the committee is Captain Chatfield, Superintendent of Pembroke dockyard.”</p>
			<p>24th December 1885 the Tenby Observer Weekly List of Visitors and Directory commented thus: - “.....LOCAL AND OTHER NOTES.</p> <p>... The First Lord of the Admiralty has appointed an influential committee of well-known naval and dockyard officials, under the presidency of Vice-Admiral Graham, C.B., recommend and report upon the arrangements necessary to carry out the details of the recommendations of Admiral Graham's committee on expenditure. The main objects are to effect a reform in dock-yard transactions, generally with regard to management and expenditure, and to establish an independent audit of all accounts. The arrangements for creating the office of director of dock-yards are now complete, and an appointment thereto will be made forthwith. Amongst those on the committee is Captain Chatfield, Superintendent of Pembroke Dockyard.</p> <p>At last it appears as if Milford is about to receive a new start and the docks completed. There have, however, been so many disappointments, that I am not astonished the news has been received in the town most affected with a good deal of incredulity, I am, however, correct in asserting that, in all probability, early in the spring of next year the docks will be pushed forward towards completion with the utmost despatch. The <i>Contract Journal</i>, a paper usually well informed, in its last issue says: - “The whole of the money which Mr Rendell C. E., of London, estimated was required for the completion of the docks at Milford, £118,000, has been subscribed”. Surely this is good news for Milford. TATTLER.”</p>
			<p>2nd January 1886 the Weekly Mail announced: -</p> <p>“.....PEMBROKE DOCK MECHANICS' INSTITUTE.</p> <p>A new wing has recently been added to this useful and thriving institute, from a design furnished by Mr.</p>

			<p>K. M. Alpin, C.E., the new portion of the building having been erected also under his supervision, culminating most satisfactorily, at a cost of some £500. This institute was established in 1851, and has been carried on most successfully ever since. The new wing of the building was formally opened on Wednesday night by M's. Chatfield, wife of Captain Chatfield, R.N., the Superintendent of the dockyard, a goodly assemblage of members and friends of the institute being present. Mr. J. C. Froyne, chief naval constructor at the dockyard and president of the institute, presided, and, after delivering the inaugural address, declared the building opened. Mr. W. C. Ivey read a very lucid and interesting statement relative to the new building, and also a report of the "Science and Art" examinations in connection with the institute. Mrs. Chatfield, in a most graceful and pleasing manner, presented the prizes and certificates to the following recipients: - A. Allison, F. A. and F. G. Barnes, W. L. Brown, D. Charles, T. W. Collins, H. J. Copplestone, J. A. Cornish, A. B. Edmund, H. D. Evans, T. J. Evans, W. Evans, A. T. George, G. Hazledine, W. J. Harding, W. Hird, T. Hulbert, J. Innes, A. H. and T. J. James, J. El. John. H. McColl, T. H. Morris, O. Narberth, J. Nash, A. G. Owen, Miss F. Owen, A. H. Prior, W. H. Rees, J. Rogers, J. Rowland, E. Southall, and A. V. Thomas</p>
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			<p>4th January 1886 the Western Mail, the Tenby Observer Weekly List of Visitors and Directory (7th January 1886), the Pembrokehire Herald and General Advertiser (8th January 1886) and the Weekly Mail newspaper (9th January 1886) reported the following:- ".....PEMBROKE DOCK THE DOCKYARD. - Captain Alfred John Chatfield, R.N. Superintendent of this naval establishment, has been promoted to the rank of Rear Admiral, and has been succeeded by Captain Edward Kelly, who took over the command here on Saturday. Captain Chatfield has held the appointment as captain superintendent of this dockyard since October 14, 1862, and has gained the highest esteem of all classes of the community by his kindness, urbanity, and courtesy, and much regret is expressed at his departure. SUDDEN DEATH. - On Saturday evening the wife of Mr. Henry Charles, ship carpenter at the dockyard, expired very suddenly at her residence, Gwyther-street. Dr. E. Saunders was promptly in attendance, but his services were of no avail. Death is believed to have ensued from heart disease."</p>
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