

No.	Service:		Rank:	Names & Service Information:	Supporting Information:
9.	Jul 1857	Sep 1862	Captain	<p><b>George Ramsay, C.B. R.N.</b></p> <p><b>B.26.Apr 1806.</b> Arbirlot, Angus, Scotland. <b>D. 20.Jul 1880,</b> Dalhousie Castle, Midlothian, Scotland.). <b>B.4 Aug 1880,</b> Panbridge Churchyard, Panbridge , Angus, Scotland, <b>Dec 1820</b> he entered the navy, served in the “<b>Cambrian</b>” and “<b>Euryalus</b>” frigates in the Mediterranean, and on the South American station in the “<b>Doris</b>”. <b>30 Apr 1827</b> he was promoted to the rank of Lieutenant. <b>31 Apr 1827</b> he was attached as lieutenant of the “<b>Heron</b>” brig. He afterwards served in the “<b>Ganges</b>”, the flagship of Sir Robert Otway at Rio, and in the “<b>Orestes</b>”, off the coast of Ireland; was for three years first lieutenant of the “<b>Nimrod</b>” on the Lisbon station. <b>Nov 1835</b> he was in the “<b>Rodney</b>”, on the Mediterranean Station. <b>10 Jan 1837</b> he was promoted to the rank of Commander. <b>3 Aug 1838</b> he was appointed to the in “<b>Pilot</b>”, in the rank of Commander on the North America &amp; West Indies stations. “<b>Pilot</b>” was a wooden Brig sailing sloop, carrying 16 guns, launched 9 Jun 1838, Plymouth. <b>Aug 1838 -Aug 1842</b> he commanded the “<b>Pilot</b>” brig in the West Indies. <b>20 Mar 1843</b> he was promoted and advanced to the post rank of Captain. <b>12 Aug 1845</b> at 39 years of age he married, <b>Sarah Frances Robertson</b>, only daughter of William Robertson of Logan House, Mid-Lothian, and left issue. His eldest son. <b>21 Aug 1849- Dec 1852</b> he was Captain of the “<b>Alarm</b>”, of 26 guns on the North America and West Indies stations. “<b>Alarm</b>” was a 6th rate wooden sailing ship, originally laid down in</p>	<p>Reported as “Second son”, <b>George</b> of Lieutenant-General the Honourable Lt.-Gen <b>John Ramsay (B. 21 Apr 1775, Scotland-D. 28 Jul 1842, Scotland), John Ramsay’s</b> wife was <b>Mary Delise (1780-D.20 Oct 1843)</b>. Daughter of Philip Delise (who lived in Calcutta, India). In all they had 9 children, 6 males and 3 females. John Ramsay’s farther was the fourth son of <b>George Ramsay, (B.1730, Cockpen, Midlothian, Scotland –D.15 Nov 1787, Abberville, Oise, Picardie, France)</b> eighth 8<sup>th</sup> earl of Dalhousie. His wife was <b>Jean Maule Lady Ramsay (B. 1702, Arbirlot, Angus, Scotland. D.27 Apr 1769, Bambrough, Northumberland, England.)</b>. In all they had 6 children in total, 4 males and 2 females. Including 5<sup>th</sup> child 4<sup>th</sup> son- <b>Lt. Col. Charles Ramsay(1729-1764) 7<sup>th</sup> Earl of Dalhousie and General George Ramsay(1743-1787) 8<sup>th</sup> Earl of Dalhousie. 2<sup>nd</sup> child, 1<sup>st</sup> son.</b></p> <p><b>10 Aug 1845 – Marriage:</b> to <b>Sarah Frances Robertson (B.1815, Fraserburgh, Aberdeenshire,-D. 1 May 1904)</b>, only daughter of <b>William Robertson</b> of Logan House, Midlothian. They were married in Edinburgh Parish, Edinburgh, Midlothian, Scotland</p> <p><b>Issues:-</b></p> <ol style="list-style-type: none"> <li><b>1. John Dalhousie Maule William Ramsay (B. 29 Jan 1847, Aberdeenshire Scotland -D.25 Nov 1887, Hotel Frascati, Le Havre, Seine-Maritime, Haute-Normandy, France.)</b>. (later to become 13<sup>th</sup> Earl.).</li> <li><b>2. George Spottiswoode Ramsay (B.20 Oct 1848 Saint Cuthbert’s, Edinburgh, Midlothian, Scotland-D. 11 May 1873)</b></li> <li><b>3. Arthur Dalhousie Ramsay., (B. Oct-Dec 1854. Strachan, Kincardine, Scotland. D. 5 Dec 1857.). Aged 3 years.</b> Buried in Park Street south Cemetery (1<sup>st</sup> infant son). Unfortunately no identification stone or memorial has been identified to date. It was reported that he was laid to the rear of the chapel. According to <i>George Mason who wrote “Much sympathy was felt: for them when their infant son died; and· was interred in the Park- street Cemetery, near the remains of the late Captain W.P. Cumby, R.N.”</i> (See below miss-reporting by newspapers, some 40 years after the event.).</li> <li><b>4. Charles Maule Ramsay (B.29 Jan 1859. D. 7 Apr 1936, aged 77 years).</b> Born locally at Admiralty House, Pembroke Royal Dockyard.</li> </ol>
	<i>Mason 27 July. 1857</i>	<i>4 Sep 1862</i>			

			<p>Pembroke Royal Dockyard but was cancelled in Oct 1832, and scrapped. She was later built and from Sheerness launched 22 Apr 1845.</p> <p><b>Dec 1853</b> he was involved directly in commissioned the “<i>Euryalus</i>”, a new screw frigate, at that time then considered one of the finest ships in the navy. “<i>Euryalus</i>” a wooden frigate with screw propulsion, carrying 51 guns, of 2371 tons, displacement 3125 tons, launched from Chatham Dockyard 5<sup>th</sup> Oct 1853. During the two following years he commanded “<i>Euryalus</i>” in the “Baltic”.</p> <p><b>26 Dec 1853-23 Apr 1857</b> he was appointed to the rank of Captain in “<i>Euryalus</i>” (from commissioning at Chatham until paying off at Plymouth), the Baltic during the Russian (Crimean) War, then (1856) North America and West Indies.</p> <p><b>26 Dec 1853-23 Apr 1857</b> – he fought in Russian Wars (Crimean).</p>	<p><i>Some sources show that George Ramsay actually had 6 children, 4 male and 2 female. However no definite information has been identified on this.</i></p>  <p><i>George senior not George junior.</i></p>
			<p><b>4 Feb 1856</b> he was nominated a <b>C.B.</b>, and on the conclusion of peace with Russia was sent, still on the “<i>Euryalus</i>”, to the West Indies.</p> <p><b>April-May 1857</b> he returned in the spring.</p> <p><b>Jun-Jul 1857</b> he was then appointed Captain Superintendent of Pembroke Royal Dockyard, where he continued until <b>Sept 1862</b>.</p> <p><b>27 Jul 1857-1 Sept 1862</b> he was appointed to the rank of Captain in “<i>Saturn</i>”, Pembroke Dockyard, captain superintendent. “<i>Saturn</i>” was a 4<sup>th</sup> rate wooden sailing ship of 1646 tons, carrying 58 guns, launched 26 Nov 1786 as a 3<sup>rd</sup> rate carrying 74 guns, but changed in Dec 1813; she was put into Harbour service Sep 1825. She was the quarantine service ship at Milford, <b>Jan 1840</b>. Commanded and captained by <i>Thomas Sabine Pasley</i>, (<b>Oct 1849-Jun 1854</b>); <i>Robert Smart</i> (<b>May 1854-July-1857</b>; [see prior]; George Ramsay (<b>May 1854-Jul 1857</b>) and later <i>William Loring</i> (<b>9 Sep 1862-21 Mar 1866</b>). She was finally broken up at Pembroke Dock <b>1<sup>st</sup> Feb 1868</b>.</p> <p><b>1861 Census</b> George [34], his wife Sarah Frances [38] and son Charles Maule [2], with 6 servants resident in Admiralty House, Pembroke Royal Dockyard (see below). It is believed that George’s year of birth is in error and should have read [55].</p> <p><b>22 Nov 1862</b> – he was promoted to the rank of Rear-Admiral.</p> <p><b>17 Mar 1869</b> - he was promoted to the rank of Vice-Admiral.</p> <p><b>1871 Census</b> shows George [64], his wife Sarah Frances [49], together with 4 servants living at 6 Portland Place, Bath.</p> <p><b>6 Jul 1874</b> he succeeded as <b>12<sup>th</sup></b> earl of Dalhousie (Lord Dalhousie) by the death of his cousin, Fox Maule, eleventh earl of Dalhousie [q. v.] without issue; he succeeded to the title, and on 12 June 1875 was created Baron Ramsay in the peerage of the United Kingdom. Other titles included Earl of Dalhousie July 6, 1874 - July 20, 1880; Lord Ramsay of Carrington July 6, 1874 - July 20, 1880; Lord Ramsay of Dalhousie July 6, 1874 - July 20, 1880.</p> <p><b>12 Jun 1875</b> Created Baron Ramsay in the peerage of the United Kingdom. Baron</p>	

Ramsay, of Glenmark in the County of Forfar.  
**20 Jul 1875** he was promoted to Admiral, and placed on the retired list.  
**30 Jul 1875** he was appointed to the rank of Admiral (Retired)  
**20 Jul 1880** he died suddenly at Dalhousie Castle, Mid-Lothian, Scotland.

**1861 Census for *Pembroke, St Mary, Dist. 10, Page 40 item 203, shows the family at the Capt. Superintendents Residence, Royal Dockyard, Pembroke Dock:***

No:	Name:	Positon:	AGE	Sex:	DOB:	Born:
203	George Ramsay	Head	34	M	1827	Scotland
203	Sarah Frances. Ramsay	Wife	38	F	1823	Scotland
203	Charles M.	Son	2	M	1859	St Mary, Pembrokeshire, Wales
203	John Codd	Butler	48	M	1813	St Hohmate, Pembrokeshire, Wales.
203	William Flake	Houses Servant	18	M	1843	Chadur, Somerset, England.
203	Eliza Phillips	Nurse	32	F	1829	E Mouth, Devon, England.
203	Eliza Harves	House Maid	25	F	1836	Johnson, Pembrokeshire, Wales.
203	Emma Rees	Cook	32	F	1829	Cambray, Pembrokeshire, Wales.
203	Mary Price	Kitchen Maid	21	F	1840	St Mary, Pembrokeshire, Wales

**26 Jun 1862 Royal Visit:** ....Prince Alfred (later the Duke of Edinburgh) came to Pembroke Dock, Milford Haven, in the battle-ship "*St. George,*" a wooden vessel carrying 90 guns. He was serving on board as a midshipman.  
The "*St. George*" formed part of the largest fleet assembled at that time at Bermuda during the American Civil War. After this "*St. George*" left the fleet, bound for Milford Haven. The Prince took part in the launch of the first armour-clad ship "*Prince Consort,*" built at Pembroke Yard, which was an important event, marking a direct departure in both construction and armament from the old vessel systems. The ship with exception plates on the sides, was constructed the wood and designed to carry 33 guns of a modern type.....

On **27 June 1862** ....the foundation-stone of the old Mechanics' Institute was laid by Mrs. **Ramsay**, who afterwards became **Lady Dalhousie**. To assist the funds of the new building, a grand bazaar was held in the town in June, 1863, of which the late Countess Cawdor, the Lady Frederick Kerr, and Meyrick were patronesses.  
Ord's Theatre, in the **1850s**, stood on the site where the upper end of Gwyther Street North is built. This was a place of amusement was well patronized. By way of a treat, **Captain Ramsay** occasionally paid the entrance-money for fifty boys or more to this theatre. ....

**29 Feb 1856** the Pembrokeshire Herald and General Advertiser reported the following:-  
".....MISCELLANEOUS.  
.....NAVAL MOVEMENTS. - Sir Richard Saunders Dundas arrived at Portsmouth on Wednesday, and re-hoisted his flag as Commander-in-Chief of the Baltic Fleet on board the "*Duke of Wellington*". An advance squadron will proceed to the Baltic forthwith comprising Her Majesty's ships "*Imperious*", 51 gun, (screw). Captain R. B. Watson, C.B.; the "*Euryalus*", 51 gun, (screw), **Captain George Ramsay** C.B.; the "*Plyades*", 21 gun, (screw), Capt. D'Eyncourt; the "*Dragon*", 6 gun, paddle frigate, Captain H. Steward, C.B.; and the "*Falcon*", screw sloop, 17 guns, Commander Pullen. All the above are with the fleet at Spithead, except the "*Euryalus*", which is ordered there from Devonport. They are all prepared for sea, and will be under the orders of Captain Watson, who is Senior Captain of them. ...."

**31 Jul 1857** the Pembrokeshire Herald and General Advertiser Newspaper wrote the following: -  
".....PEMBROKE DOCK.  
.....**Captain George Ramsay**, the newly appointed intendent of Pembroke Yard, joined on Wednesday, succeeded Admiral Smart. Captain Ramsay the evening train of the South Wales Railway to Neyland, and was received on landing at the Dock the principal officers.  
**PEMBROKE YARD.** - Mr James Edward-, Senior Foreman and Acting Assistant, has been presented this year with the annual gratuity of £50 for good services.  
**THE HEAVY DUTY AT PEMBROKE.** - We hear that the excessive duty now having to be performed by performed by the Garrison is telling very much upon the health of the Troops.  
**PEMBROKE GARRISON.** - The Royal Artillery of this Garrison are in constant practice with ball cartridge from the western battery. A better locality for drill of this and all other Services is not to be found elsewhere. The two men lately injured whilst at Rifle practice are progressing satisfactorily. A morning and evening gun now fired, the same as at other Garrisons.  
**THE PEMBROKE REGATTA** is announced to on Thursday, the 6<sup>th</sup> of August, next. The programme of the races shows that the subscriptions to the fund have exceeded the most sanguine expectations of the committee. Several excellent prizes are offered. The conditions are admirably drawn up to secure order and decorum; and everything, we believe, is being done by the committee to afford amusement and recreation to the subscribers and the public generally. ...."

**7 Aug 1857** the Welshman commented upon the appointment of **Captain George Ramsay, C. B.** suggesting possible family "nepotism" ....  
".....PEMBROKESHIRE.  
... "**DOWB'S" KINSMAN**". - As we hinted last week, the appointment of Captain Superintendent of Pembroke Yard has been bestowed upon Lord Panmure's cousin, **Captain George Ramsay, C. B.** Much as this appointment may be objected to for certain reasons, all must admit that the professional claims of

			<p><b>Captain Ramsay</b> are not despicable. No officer of his standing has in fact superior claims on the score of his previous services. He has been actively employed at sea about 26 years, and commanded the “<i>Eurylaus</i>”, one of the most effective frigates in commission during the war, serving in both Baltic campaigns. A Captain Superintendent of a naval establishment, however, requires milder recommendations than those which service at sea and we trust to find the gallant officer divested of some of his nautical asperities, and mellowed down to the suavities of a shore life. Bluster, noise, and egotism, which have so often to be tolerated on a quarter-deck, are simply unbearable on shore; and <b>Captain Ramsay</b> will do well to remember that those whom he commands at Pembroke are not under the pendant. He owes his appointment mainly to Lord Panmure's influence, and is one more of the Ramsay's provided for it is for him to justify his patron's care, and to show that an unpopular officer afloat is able so to conduct himself on shore as to earn the respect and esteem of those with whom he is associated. <i>United Service Gazette</i>. .....</p>
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			<p><b>28 Feb 1862</b> the Pembrokeshire Herald and General Advertiser Newspaper reported thus: -....  “.....<b>PEMBROKE-DOCK.</b>  The Devon and Hamoaze Government Lighters left Milford Haven on Saturday last for Devonport. <b>CAPTAIN GEORGE RAMSAY, C.B</b> Superintendent of the yard at Pembroke Dock, returned from Admiralty leave on Thursday last.  <b>THE “Fox”</b>, 42, screw steamer store ship, has been commissioned by Mr Thomas C. Pullin, late master commanding the “Dee”. The Fox will be employed in conveying machinery and stores from the various dock- yards.  <b>THE “SCHOONER PARAGON”</b>, chartered by the Government for conveying 1400 bags of bread from Plymouth to Deptford, took fire when on the point of sailing on Friday last and burnt to the water's edge only 300 bags of bread were saved.  <b>TELEGRAPHIC COMMUNICATION WITH ST. ANN'S HEAD.</b> - The wire connecting the Royal Dockyard, St. Ann's, and Neyland is now in working order, and will enable the Admiralty to forward from London, and receive intelligence from this important naval arsenal totally independent of the Telegraph Company. Several messages have already been sent to test its completeness.  <b>PEMBROKE DOCKYARD.</b> - The Estimates for the financial year 1862 and 1863 are now before the public, and we observe that the Lords Commissioners of the Admiralty have been pleased to grant R. Bonniwell, Esq., the store receiver, and Dr. Frazer, M.D., the staff surgeon of the yard, an annual increase of £50 to their salaries. This grant is not to be continued to their successors, but is given to the gentlemen at present holding office, in consideration of their long service.  <b>A RUMOUR</b>, and perhaps nothing more - has reached us that the liberal proprietor of the Bush Estate, anxious that some impetus should be given to the trade of the neighbourhood, at this period of unwonted stagnation, contemplates the employment of some of the surplus labour, by forming a road direct from Bush Lodge to the Bush Hotel. Believing it possible that such might be the case, we may add that such an undertaking would be advantageous in a threefold degree, inasmuch as that not only would the labourers, whose time now is spent in forced idleness, be partakers of the benefits accruing from the undertaking, but the public would be provided with a better and more direct road to the market, dockyard &amp;c., while the projector would open up some of the most eligible building sites in the neighbourhood, for which reason it is to be hoped there is more truth in the rumour than the fabrication of someone who would only wish it were so. ....”  <b>TENBY AMATEUR THEATRICALS.</b> - This company of Gentlemen Amateurs, whose performances have been crowned with a success almost unparalleled, has been induced to give an entertainment at Pembroke Dock, on Tuesday next, for the benefit of the 2nd Pembrokeshire Rifle Volunteers. We have been highly gratified with a view of several life like photographic portraits of one of those talented gentlemen in several characters, which he has so successfully represented, from which those who have hitherto been precluded from witnessing their performances, may form some estimate of the excellent make up of William Rees, Esq., and there can be no doubt that his conferees have been as judicious in the selection of their wardrobes, to be in keeping with the above named well known gentleman. The ability of this corps dramatique, in conjunction with the object for which they have so kindly promised to come forward cannot fail to draw an immense house on that occasion. ....”</p>
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			<p><b>28 Feb 1862</b> the Pembrokeshire Herald and General Advertiser Newspaper reported on 1862-63 estimates for the Royal Dockyard, as follows: -  “.....<b>THE NAVY ESTIMATES.</b>  <b>.PEMBROKE YARD.</b>  The following are the items of expenditure in the Navy Estimates for the ensuing year (1862) for Pembroke Yard: -  ....For salaries of Officers and Clerks including those of the Director of Works Department, and an additional £50 a year each to the Surgeon of the Yard, and the Timber Inspector specifically stated as not to be continued to their successors £10,481, against £10,093 last year.  Wages of workmen £53,279 against £53,004 last year. For supernumerary shipwrights £3,709 against £3,779 last year, the number being one less.  For the hire of Teams £2954 against £1909 last year.  For Police £2335 against £2336 last year.</p> <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: right;">For new works :-</td> <td style="text-align: right;">£.</td> </tr> <tr> <td style="text-align: right;">Berthing in heads of ships.</td> <td style="text-align: right;">263</td> </tr> <tr> <td style="text-align: right;">Wood pavings</td> <td style="text-align: right;">250</td> </tr> </table>	For new works :-	£.	Berthing in heads of ships.	263	Wood pavings	250
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			<p>Addition to police quarters 309  Deposit of Hawsera, &amp;c 189  Tank for storing tar. 67  Building for armour plating ships. 2000  Foundations for machinery. 1545  Gas fittings for work-sheds. 95  Making gas (in Gas-works) 650  Alterations and reconstructions 1138  Repairs and painting. 3946</p> <p style="text-align: right;">£ 10,772*  £ 12,905**</p> <p>New machinery  Against last year £ 16,800*** for new works, &amp;c., nil for machinery. ....”</p> <p>*£10772 in <b>1862</b> would equate to <b>£915,735.83</b> today.  **£12905 in <b>1862</b> would equate to <b>£1,097,063.76</b> today.  ***£16800 in <b>1861</b> would equate to <b>£1,398,113.68</b> today.</p>
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**11 Apr 1862** the Pembrokeshire Herald and General Advertiser Newspaper wrote and was reprinted in the Potter's Electric News, on **16 Apr 1862**, both the papers wrote on the situation in not only the Pembroke Royal Dockyard, but in the surrounding areas and in other dockyards:-

**“.....PEMBROKE-DOCK.**

The **“Hamoage”**, lighter, arrived on Thursday last with Stores from Devonport.  
The **“Asp”**, surveying vessel, Commander Aldridge, having had her defects made good, left the Haven on Wednesday last for Llanelly.  
The **“Aid”**, Government lighter, arrived on Saturday, week with stores from the Eastern yards, and sailed again on Friday last for Devonport.  
The **“Geyser”**, 5, paddle-wheel steam sloop, Commander George Jackson, arrived off this Yard on Monday week, having convoyed two gun-boats from Devonport. She left again on Wednesday.

**YACHT FOR HER MAJESTY.** - A Yacht, in size between **“Victoria and Albert”**, and **“Fairy”**, will be shortly laird down in this Pembroke Royal Dockyard. The new yacht will be built of wood.

**THE ROYAL YACHT “PSYCHE”**, recently launched at Pembroke yard, left here on Tuesday week, in tow of the **“Lucifer”**, steam tug for Portsmouth, to be fitted for the use of his Royal Highness the Prince of Wales.

**THE GREAT EASTERN** will be removed off the gridiron at Neyland next week if the injured iron plate can be replaced, the new one for the purpose being all ready to do so should the tides permit. She will then be ready to leave for New York, as advertised, by the first week in May.

**PEMBROKE DOCKYARD.** - Orders have been received at this Yard for the discharge of 30 hired shipwrights, to take place on Friday evening last. This is only the first of the many discharges which must necessarily take place (from iron taking the place of wood) in our naval building establishments.

**The prospects of Pembroke yard** are rendered moat glaring, and unless steps are taken to supply it with docks and basins, for fitting the iron vessels, it is doubtful what may be its fate. **Will no one look to this?**

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**The period of service**, viz., five years, having nearly expired, **Captain George Ramsay**, C.B., Captain-Superintendent of Pembroke Yard, will, we regret to say, relinquish his present appointment. It is rumoured that Captain Francis Scott, C.B at present in command of the **“Orlando”**, 50, steam frigate, is likely to be the Officer who will succeed **Captain Ramsay**.

**Mr Henry Tremaine**, Inspector of Shipwrights, having been superannuated, Mr Roads has been established in his vacancy, as no more wooden ships are to be built for the navy, -at least at present.

**GUNBOATS FOH THE PROTECTION OF MILFORD HAVEN.** - Two additional gun boats, the **“Britomart”** and the **“Heron”** arrived at Milford Haven, on Monday week, in charge of the **“Geyser”**, steam sloop-of-war. They took up their moorings off Hazlebeach. The **“Geyser”**, also brought spars for the **“Blenheim”**, which will prevent the necessity of her going to Plymouth, and if she requires further repairs she will be docked at Pembroke yard. The **“Geyser”** left on Wednesday morning for Devonport. The **“Psyche I”**, paddle despatch vessel, fitted as a yacht, and said to be intended for the use of the Lords of the Admiralty, of 845 tons builder's measurement, arrived at. Portsmouth, on Thursday, in charge of Commander Richard Stoker, Assistant Master-Attendant of Portsmouth Dockyard, in tow of the **“Lucifer”**, paddle steamer, from Pembroke, at which dockyards she has been recently launched. Her machinery, of 250-horse nominal, will be fitted on board her in the steam basin of Portsmouth yard. With the exception of her head knee, which has a somewhat ungraceful outline she presents a very handsome appearance in the water, and from the fineness of her lines forward and aft gives promise of a high rate of speed on her trial trip. - *The Sun*.

**IRON-PLATED FRIGATE “ROYAL OAK”.** - So desirous are the Lords of the Admiralty to have the iron-plated frigate **“Royal Oak”**, 50 guns, 1,000-horse power, building at Chatham, completed and launched, that no less than 700 hands are now employed upon her. During the last few weeks the most astonishing progress has been made in every part of the vessel, and from the energy displayed by all hands, from the master-shipbuilder downwards, there is every probability that she will be out of the hands of the ship- wrights early in August next. Unfortunately, however, the wish to have her ready for sea

			<p>during the present year is likely to be frustrated, in consequence of the want of a proper understanding between the various departments. Although it was known months ago that the vessel was to be plated with armour-plates prepared in the dockyard, no preparations were made for providing a suitable building in which the slabs of iron might undergo the various processes to fit them to the ship's side until a few weeks since, when it suddenly occurred to the authorities that this important part of the arrangements had been overlooked. Orders were accordingly given for erecting furnaces and the necessary machinery, in a building to be specially prepared for their reception upon the space immediately adjoining the slip on which the "<i>Royal Oak</i>" is building; but up to the present time comparatively little progress has been made with building, which cannot be completed for two or three months. In the meantime, the powerful machinery to be used in preparing the plates continues to arrive at the dockyard, and, as the shed under which it will be fixed is not ready to receive it, it is placed alongside the "<i>Royal Oak</i>", to the great inconvenience of the workmen. A huge machine from the firm of Westwood, Baillie, and Co, for bending the armour-plates cold, now blocks up a most valuable space. The armour-plates also continue to arrive in large numbers almost daily and are deposited in out of the way places until the building designed for them is completed. In the course of some three or four weeks the ship's side will be in all respects ready for the reception of her iron coating but, instead of everything being ready for that important operation, it now appears certain that the "<i>Royal Oak</i>" must either be detained on the slip for several months after the time fixed for her launching, or else be launched without her armour plates--either alternative delaying her completion some months. On Thursday the workman completed fixing her false keel, and also the plates for strengthening her sternpost. The stern-plates are composed of the best kind of gunmetal and have been prepared in the dockyard, under the direction of Mr. Cotsell, the master smith. Each plate weighs about 2 tons 10 cwt. The whole of the deck beams are now in their places, and the decks are partially completed; the orlop and main-deck beams are of wood, but on the upper deck are iron. Men are now employed completing the magazine, and in other parts of the interior. Although, pierced for 50 guns, which is by no means a disproportionate armament for her size and tonnage, it is probable that the "<i>Royal Oak</i>" will only be furnished with 32 guns, all of which will be of the very heaviest description made. The moment the "<i>Royal Oak</i>" is completed the whole of the hands employed on her will be transferred to the line-of- battle steamer "<i>Bulwark</i>", 91, on one of slips in Chatham Dockyard, in order that she may be lengthened and one of her decks removed, to enable her to be converted either an armour plated frigate, similar to those of the "<i>Royal Oak</i>" class, or else to one of Captain Coles's cupola shield ships. ...."</p>
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			<p>strong a mark of their esteem. <b>Captain Ramsay</b> takes with him the good wishes of the townspeople, with whom he is deservedly popular, and the poor in the locality will miss the hand which was ever ready to ameliorate their condition, and add to their scanty store of this world's comfort's. ....”</p> <p>*£39 in <b>1862</b> would equate to <b>£3,459.00</b> today.</p>
			<p><b>18 Aug 1897</b> South Wales Daily News and South Wales Echo and later the Cardiff Times on <b>21 Aug 1897</b>, all of the Newspapers wrote articles complaining of the state and condition of the local grave yard. However, it would appear that they all got the their facts wrong concerning the deaths of local heroes:-</p> <p style="text-align: center;"><b>A HERO'S NEGLECTED GRAVE AT PEMBROKE.</b></p> <p>....In the old disused church cemetery at South Park-street, Pembroke Dock, rest the mortal remains of numerous naval and military heroes. Amongst them Captain William Pryce Cumby, R.N., C.B., is perhaps the most conspicuous. His tomb, which is of rudely-dressed limestone, is rectangular in shape, and is entirely devoid of artistic embellishment, unless a roughly wrought panel at each side can be so described. It is enclosed by an iron railing with the tomb of <b>Arthur Dalhousie</b>, son of <b>Captain Ramsay, R.N.</b>, afterwards <b>Earl Dalhousie</b>, a former superintendent of Pembroke Dock. Young <b>Ramsay</b> died from injuries sustained by falling from the roof of one of the building sheds at the dockyard 40 years ago. A large weeping willow, which grows close by, spreads its branches over both tombs and keeps them in perpetual shadow. Grass and ground ivy straggle about around them in a condition showing unmistakable evidence of neglect. ....</p>