

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
14.	15 <sup>th</sup> Mar. 1975	16 <sup>th</sup> Oct. 1877	Captain	<b>Richard Vesey Hamilton, G.C.B., R.N.</b>
	<i>Mason</i> 15 Mar 1875	15 Oct 1877		<p><b>B. 28 May 1829</b> Sandwich, Kent— Son of Rev. <b>John Vesey Hamilton</b>, rector of Little Chart, Kent. <b>D. 17 Sept 1912</b>. The “Elms”, Chalfont St Peter, Buckinghamshire. <b>B.</b> buried at Eltham, South London.</p> <p>Officiated by the son Rev. E.H. Fellowes (Brother in Law) and the Minister of the Eltham parish Church, Rev. E. Rivers.</p> <p><b>1840</b> Educated at the Royal Naval School in New Cross, Camberwell</p> <p><b>15 Jul 1843</b> Richard Vesey Hamilton entered Navy at the age of 14 on board the “<b>Virago</b>” 6, which continuously operating in the Mediterranean; she was commanded by Commander George Graham Otway, [until 18 May 1846]. The “<b>Virago</b>” was a 1st class wooden paddle sloop, launched 25 Jul 1842, at 1059 tons, with a displacement of 1669 tons, carrying 6 guns.</p> <p><b>28 Feb 1850-9 Oct 1851</b> Richard Vesey Hamilton was reposted and employed as midshipmen on the “<b>Assistance</b>”, a wooden sailing Discovery vessel of 420 tons, she carried 2 guns. She was launched in 1835 as the <i>Baboo</i> and purchased for the navy; [she was finally abandoned off Bathurst Island, Arctic, on 25<sup>th</sup> Aug 1854]. <b>Assistance</b> was employed and was joined in the search by the three vessels listed below, for the “particular service”, which was charged with the search for the lost, Sir John Franklin Expedition 1845. Between, 28 Feb 1850-9 Oct 1851 she was commanded by Captain Erasmus Ommanney. Between, 10 Feb 1852-25 August 1854 she was commanded by Captain Edward Belcher (later Sir). Richard had in fact volunteered for search mission for Sir John Franklin's ill-fated expedition. During this period, Richard was raised in rank to Mate.</p> <p><b>11 Oct 1851</b> he was promoted to the rank of Lieutenant.</p> <p><b>10 Feb 1852-1855</b> Richard Vesey</p> <p>Second son [third child of 5] of the Reverend. <b>John Vesey Hamilton</b> (24 Nov 1795, Londonderry, Ireland—3 Sep 1870, St Omer, Pas de Calais, Nord-Pas-de-Calais, France), rector of Little Chart, Kent. And <b>Frances Agnes “Fanny” Malone</b> (1803, Pallas Park, Laoighis, Ireland.-14 Mar 1875, Brighton, Sussex, England). They married in Somerset 16 Jun 1824. In 1843 the family Emigrated on the “Bangalore” with only £50.00 to Sydney, followed on the “FitzRoy” to New Zealand. ....By 1861 they had returned.</p> <p>Their <b>issues</b> were:-</p> <ol style="list-style-type: none"> <li>1. <b>William John Warburton Hamilton</b> (18 Jul 1825, St Mary's, Sandwich, Kent, England. - 6 Dec 1883, Christchurch, Canterbury, New Zealand).</li> <li>2. <b>Vescina Wienholt Hamilton</b> (12 Jun 1827, St Mary's, Sandwich, Kent, England.- Jun 1922, Hackney, London, England).</li> <li>3. <b>Richard Vesey Hamilton (1830-1912)</b>. [Later Sir].</li> <li>4. <b>Frances Philippa Catherine Hamilton</b> (25 Apr 1831, St Mary's, Sandwich, Kent, England.-22 Dec 1894, Plymouth St Mary, Devonshire).</li> <li>5. <b>Henrietta Ann Hamilton</b> (02 Jul 1833, St Mary's, Sandwich, Kent, England.- ?).</li> </ol> <p><b>18 Dec 1862</b> – Richard was <b>Married</b> at St Giles, Reading, Berkshire, England, <b>Julia Frances Delmé Murray</b> (B. 1 Apr 1839, Reading Berkshire, England.- D. 4 Jun 1897, “Summerlands”, Curdrige, Nr Botley, Hampshire, England.), daughter of Vice-Admiral <b>James Arthur Murray</b>. And <b>Julia [Murray]</b> (B. 1807, Fauhma, Hampshire, England. D. ??).</p> <p>Together they had 5 issues:-</p> <ol style="list-style-type: none"> <li>1. <b>Rosalind Maria Hamilton</b> (B.1869, Old Charlton, Kent, England. – D. 1959, Sunbury Nursing Home, Sunbury, Middlesex, England.).</li> <li>2. <b>James Murray Hamilton</b> (1872, Weymouth, Dorset, England - ??).</li> <li>3. <b>William John Rodney Hamilton</b> (1875, Pembroke, Pembrokeshire, Wales. – D. 22 Oct 1937, Hatton Nursing Home, Hatton, Ceylon).</li> <li>4. <b>Lilian Louisa Hamilton</b> (B.Mar,1878, Greenwich, Kent, England. – D.24 Sep 1956, Kensington, London).</li> <li>5. <b>Violet Julie Delmé Hamilton</b> (B. May 1873 – D.??).</li> </ol>

Hamilton was re-appointed as Lieutenant in "**Resolute**", commanded by Henry Kellett, and was employed in the Arctic again, during the following three years in searching, together with "**Assistance**" [above]. She was then commanded by Sir Edward Belcher, "**Resolute**" was a wooden sailing Discovery vessel of 424 tons. She was launched as "**Refuge**" in Feb 1850; she was renamed "**Ptarmigan**" when purchased in Mar 1850 and yet again renamed the "**Resolute**". Between 28 Feb 1850-4 Oct 1851 Commanded by Captain Horatio Thomas Austin, in command of squadron and between 10 Feb 1852-1855 she was commanded by Captain Henry Kellett.

- Two (2) steam tenders were employed throughout in these searches: -
- The "**Pioneer**" was tender to "**Assistance**". "**Pioneer**" was a wooden steam screw Discovery Vessel of 342 tons; she was launched as *Eider*, purchased by the navy, and abandoned in the Arctic in **1854**. She was commanded by Sherard Osborn, between, 28 Feb 1850-4 Oct 1852. From 30 Oct 1852 she was commanded by Commander Sherard Osborn. And the
  - The "**Intrepid**", tender to the "**Resolute**". "**Intrepid**" was a wooden steam screw Discovery sloop launched in Mar 1850 as *Free Trade*, purchased by the navy and renamed, she was until abandoned in Melville Sound on the 15 Jun 1854. The "**Intrepid**" was later found by Capt. James Buddington of the American whaler *George Henry* within-the-ice in the Davis Strait off Baffin Island, she was then refitted by the US Navy and on 12 December she returned to Portsmouth). Between 10 Feb 1852-1855 Commanded by Commander Francis Leopold McClintock.



Photograph of Hamilton as a Rear Admiral



Admiral Sir Richard Vesey Hamilton



Photo of Richard Vesey Hamilton in Jamaica (Sphinx-1894-8) c/o "Library of Nineteenth-Century Photography".

**1854-1855** Sir Clements Markham, wrote of Richard Vesey Hamilton and asserted

that "the most valuable qualifications for Arctic service are aptitude for taking part in those winter amusements which give life to the expedition during the months of forced inaction, and for sledge travelling". During the three winters that he spent in the Arctic Hamilton acted as prompter and stage manager to the companies of the Royal Arctic Theatre; in the autumn of 1852 he made a sledge journey of 168 miles in 16 days, and in 1853 another of 675 miles in 54 days, being an average of 12½ miles a day.

**1855** he was made first lieutenant of the paddle-wheel sloop "*Desperate*" operating in the in the Baltic and the Russian War; under the command of Captain Edwin Claton Tennyson D'Eyncourt (20 Mar 1854-5 Jan 1885) & Commander Richard Dunning White (6 Jan 1855-10 May 1856). "*Desperate*" was a wooden screw sloop, of 1038 tons, displacement 1663 tons. She was launched 23 Apr 1849 from the Pembroke Dockyard. She was one of the *Conflict* class with a length of 192 feet, carrying 170 men and 8 guns.

**28 Feb 1856** Lieutenant commander in the "*Haughty*", operating on the China station (including 2nd Anglo-Chinese War). "*Haughty*" was a wooden screw Gunboat of the *Albacore* class, 60 horse power, of 232 tons, launched 9 Feb 1856, carrying 4 guns.

**10 Aug 1857** Richard was increased in rank to that of Commander. He had a very brilliant share in the attack on the junk fleet in Fatshan creek. He fought in Battle of Fatshan Creek, **June 1857**, Second Opium War and became Commander-in-Chief, China Station. He took his fleet into Vladivostok harbour **1886**.

**4 June 1858-1862** Commander in "*Hydra*", operating off the west coast of Africa, and then in West Indies. "*Hydra*" was a 2<sup>nd</sup> class wooden steam paddle sloop, launched 13 June 1838, commissioned out of Sheerness on 15 Jan 1852, She was 817 tons with a displacement of 1096 tons, 220 Horse power, carrying 4 guns.

**1861 Census** shows Richard Vesey Hamilton (1829)[32] single as Commander [oic] of "*Hydra*"<sup>6</sup>, laying off Havannah, Cuba.

**27 Jan 1862** Richard was increased in rank to that of Captain

**27 Jan 1862-23 Aug 1862** he was appointed as Captain in "*Hydra*" (until being paid off at Woolwich), operating on the North America station and later on the West Indies station.

**16 Jul 1862-1864** Richard was re-appointed as Captain in "*Vesuvius*", operating on the West Indies station. "*Vesuvius*" was 1st Class wooden paddle steam sloop; she was 970 tons, with a displacement of 1283 tons, carrying 6 guns.

**18 Dec 1862** Richard married **Julia Frances Delmé Murray**, daughter of Vice-Admiral James Arthur Murray.

**Nov 1864-16 Apr 1868** Richard was re-appointed as Captain of the "*Sphinx*", again on the West Indies station. "*Sphinx*" was a 1st Class wooden steam paddle sloop, of 1056 tons, with a displacement of 1611 tons, launched 17 Feb 1846.

**1871 Census** *actually* shows Richard Vesey Hamilton (1829) [41] married, on 2 Census returns. As Captain of "*Achilles*" lying off of Portland, Weymouth, Dorset, but not actually on board. Dorset>Vessels>Isle of Portland>Dist. Achilles. And Richard Vesey Hamilton (1829) [41] wife Julia F. (1839)[32], daughter Rosalind (1869)[2], with 1 one servant, living on Boot Lane, Weymouth, Dorset. Dorset>Weymouth>Dist.3.

**12 Apr 1870-20 Apr 1873** Richard was re-appointed as Captain in "*Achilles*", on coast guard service, Portland. "*Achilles*" was a Broadside ironclad screw frigate, of 6121 tons, with a displacement of 9820 tons, launched 23 Dec 1863. She was the first iron ship built in a Royal Naval Dockyard; She was commissioned at Chatham, 14 Sep 1864. In 1902 she was renamed "*Hibernia*" as a base ship; 1904 renamed "*Egmont*"; 1918 renamed "*Egremont*"; and 1919 renamed "*Pembroke*".

**1873-1875** Richard was appointed in command of the steam reserve fleet at Devonport.

**15 Mar 1875-16 Oct 1877** He was appointed and posted as the Captain Superintendent of Pembroke Dockyard.

**29 May 1875** he awarded a C.B. (Companion of the Bath).

**27 Sep 1877** Richard was appointed as a Rear-Admiral.

**1878** Richard was made Director of Naval Ordnance.

			<p><b>1880-1883</b> he was appointed as Rear-Admiral in command on the coast of Ireland, as the senior officer.</p> <p><b>Jan 1880-1 Aug 1880</b> he was appointed as Director of Naval Ordnance.</p> <p><b>17 Feb 1884</b> Richard was increased in rank to Vice-Admiral.</p> <p><b>1 Sep 1885-17 Dec 1887</b> he was appointed and posted as Commander-in-chief, of the China station.</p> <p><b>21 Jun 1887</b> he awarded a K.C.B. (Knight Commander of the Bath)</p> <p><b>18 Oct 1887</b> Richard was increased in rank to Admiral.</p> <p><b>Oct 1888</b> he was appointed as Member of committee to consider the lessons of the naval manoeuvres of that year that led to the <b>Naval Defence Act of 1889</b>.</p> <p><b>28 Dec 1888-28 Sep 1891</b> Richard was appointed Commissioner of the Admiralty (Second, and then First Naval Lord in <b>1889</b>).</p> <p><b>1891 Census</b> shows Richard Vesey Hamilton (1830)[61] Admiral Royal Navy, wife Julia F.D.(1839)[52] daughter Rosalind (1869)[22]; son William J.R. (1876)[15]; daughter Lile { Lilian}(1878)[13] and 5 five servants, living at 34, Queen Anne's Gate, Westminster. London&gt;St Margaret and St. John the Evangelist Westminster&gt; Dist.05.</p> <p><b>Sep 1891- 28 May 1894</b> he was appointed President of Royal Naval College, Greenwich, and served until <b>1894</b>.</p> <p><b>28 May 1894</b> Retired Admiral</p> <p><b>25 May 1895</b> he awarded a G.C.B. (Knight Grand Cross of the Bath), on the Queen's Birthday.</p> <p><b>1896</b> Richard wrote his book (manual) on the subject of "<b>Naval Administration; The Constitution, Character, and Functions of the Board of Admiralty</b>", the basis for operation of the R.N., and of "the Civil Departments It Directs"; between 1898 and 1903 he edited for the Navy Records Society the Letters and Papers of Admiral Sir Thomas Byam Martin in three volumes.</p> <p><b>1901 Census</b> shows <b>Richard Vesey Hamilton</b> (1830) [71] <b>widow</b>, Retired Admiral of the Royal Navy. Daughter Rosalind (1870) [31]; son James M. (1872) [29]; together with 2 two servants. Living in Chalfont St. Peter, Bucks. Buckinghamshire&gt;Chalfont St Peter&gt; Dist.3.</p> <p><b>1911 Census</b> shows Richard Vesey Hamilton (1830)[82] widower, Retired with 2 two servants living at the "Elms" Chalfont St. Peter, Buckinghamshire, England.</p> <p><b>17 Sep 1912</b> Richard <b>Died</b> (Chalfont St Peter, Bucks).</p>
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			<p><b>19 Sep 1912 Obituary from the Times newspaper</b></p> <p><b>ADMIRAL SIR VESEY HAMILTON.</b></p> <p>We regret to announce that Admiral Sir Richard Vesey Hamilton died at Chalfont St. Peter, Bucks, yesterday, aged 83.</p> <p>Admiral Sir Richard Vesey Hamilton, G.C.B., son of the Rev. John Vesey Hamilton, rector of Little Chart, Kent, was born on May 28, 1829, and entered the navy at the age of 14, on board the <i>Virago</i> in the Mediterranean. As midshipmen he served nearly continuously in the Mediterranean; and as mate of the <i>Assistance</i>, commanded by Captain Erasmus Ommanney, served in the Arctic Expedition 1850-51. On October 11, 1851, he was promoted to be lieutenant, and in February, 1852, joined the <i>Resolute</i>, commanded by Captain Kellett, in the Arctic during the next three years. During his Arctic service he was thus brought into immediate contact, not only with Ommanney and Kellett, but with Sir Leopold McClintock, first lieutenant of the <i>Assistance</i> and commander of the <i>Resolute</i>, Sir Clements Markham, a mate of the <i>Assistance</i>, and Sir George Nares, a mate of the <i>Resolute</i>. Sir Clements Markham has asserted that "the most valuable qualifications for Arctic service are aptitude for taking part in those winter amusements which give life to the expedition during the months of forced inaction, and for sledge travelling." During the three winters that he spent in the Arctic Hamilton acted as prompter and stage manager to the companies of the Royal Arctic Theatre; in the autumn of 1852 he made a sledge journey of 168 miles in 16 days, and in 1853 another of 675 miles in 54 days, being an average of 12½ miles a day. In 1855 he was first lieutenant of the paddle-wheel sloop <i>Desperate</i> in the Baltic, and early in 1856 was appointed to command the 60 h.p. gunboat <i>Haughty</i>, which, after the review on April 23, he took out to China, where, on June 1, 1857, he had a very brilliant share in the attack on the junk fleet in Fatshan creek. In reply to Sir Michael Seymour's despatch, the Admiralty sent out several promotions and a blank commander's commission for the Admiral to fill up; and this he did with <u>Hamilton's</u> name, dated, as the other promotions, for Fatshan, August 10, 1857.</p> <p>In June, 1853, Hamilton commissioned the <u>Hydra</u> for service on the West Coast of Africa, but was sent in the end of 1859 to the West Indies. He was still there when he was promoted to be captain on January 21, 1862. He remained in the <u>Hydra</u> to bring her home and pay her off in the summer, when he was appointed to the <u>Vesuvius</u>, again for the West Indies. It is rather noteworthy, and marks the comfort which, even as a young commander, he could combine with efficiency, that after four years' experience of him in the <u>Hydra</u>, three of the officers, bound by no personal tie, followed him to the <u>Vesuvius</u>. The <u>Vesuvius</u> paid</p>
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			<p>off in the end of 1864, and a few months later Hamilton returned to his old station, in the Sphinx, for three years. Altogether, from the end of 1859 to April, 1868, he had nearly nine continuous years on the North America station. He afterwards commanded the coastguard ship at Portland (1870-73), the steam reserve at Devonport (1873-75), and was captain-superintendent of the dockyard at Pembroke (1875-77). He was promoted to be rear-admiral on September 27, 1877. From 1880 to 1883 he commanded on the coast of Ireland, and, becoming a vice-admiral on February 17, 1884, was commander-in-chief in China from 1885 to 1887. He was recalled thence on his promotion to the rank of admiral, October 18, 1887. In October, 1888, he was appointed one of a small Admiralty committee, consisting, besides himself, of Sir William <u>Dowell</u> and Sir Frederick Richards, to report on the lessons taught by the naval manoeuvres of that year, and especially as to "the feasibility or otherwise of maintaining an effective blockade of an enemy's squadron of fast cruisers in strongly-fortified ports." The report of this committee cleared away many of the cobwebs which had cloaked the subject of it, and may be considered as the starting-point not merely of modern naval literature, but of modern naval policy. It was the foundation of the Naval Defence Act of 1889, and the doctrines it enunciated have now come to be accepted as axiomatic.</p> <p>In January, 1889, Hamilton joined the Admiralty as Second Sea Lord, and he became First Sea Lord a few months later, on the retirement of Sir Arthur Hood, afterwards Lord Hood of Avalon. This post he held till September, 1891, when he was appointed president of the Royal Naval College at Greenwich, where he remained till, on May 28, 1894, he was placed on the retired list. He had been made a C.B. on May 29, 1875, and a K.C.B. on the occasion of the Queen's Jubilee, June 21, 1887. In March, 1895, he was granted a good service pension, and on the Queen's birthday was made a G.C.B. He had always been a great reader, especially of history, and he employed much of his retirement in literary pursuits. Some of his writings have thrown much light on obscure or disputed points of naval history, and all of them are remarkable for a firm grasp of the larger issues of naval policy and naval warfare. From its first foundation he took an active interest in the Navy Records Society, of which he was one of the original vice-presidents, and for which he edited the "Letters and Papers of Admiral of the Fleet Sir Thomas Byam Martin," in three volumes.</p> <p>He also wrote "Naval Administration" (1896), one of the series of "Royal Navy Handbooks," published by George Bell and Sons. In this volume the constitution of the Admiralty, its historical evolution, and its methods of administration were set forth in detail and with a precision and authority derived from personal experience. There was always good stuff in what he had to say, although he was not a great adept in the art of saying it with elegance and lucidity. His wife, whom he married in 1862, died in June, 1897. The funeral will be at Eltham, Kent, on Monday, at 12.30.</p>
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			<p><i>The following is included to demonstrate the then high feelings on the Haven and it mentions the Captain and an incident he might of wanted to forget.....</i></p> <p><b>10th Jun 1864</b> the Pembrokeshire Herald and General Advertiser reported on a local situation on the suitability of the Haven: -</p> <p style="text-align: center;"><b>“.....NEYLAND V’s MILFORD (To the Editor of The Milford Haven Telegraph).</b></p> <p>Sir, - After the bad taste and uncourteous treatment exhibited by Mr William Robertson to his Milford guests at the dinner referred to in his letter, notwithstanding too the conciliatory tone of Mr Marriott's speech, I should have thought he would have hesitated, before again making an exhibition of himself. Neither can I understand now that the subject has been completely exhausted. What <i>can</i> be his motive in again intruding himself on the public notice? Excepting it is that the public should be allowed to know that he acted for 30 years as a sub-agent, in which capacity he had had a ship of 1,200 tons, consigned to him with timber for the Dockyard. Whether this is a fact which interests the public, or about which they cared to be informed, remains to be proved, but I venture to submit, that it is an incident which does not in the remotest degree, affect the merits of either the Neyland or Milford Docks.</p> <p>Before proceeding to comment on Mr Robertson a letter, complaining of the evidence given before the Committee of the House of Lords, it is as well it should be borne in mind, that what was stated there was purely in <i>self-defence</i>, and which would never have been known but for the attempts of Mr Robertson and his friends, to thwart and damage the Milford Docks. Although Mr Robertson disdains being a party to the opposition, bearing in mind his late duplicity with reference to the Pembroke Dock Pier, for which he was amongst the first to sign a petition to the Admiralty, and subsequently wrote opposing it; notwithstanding Mr Robertson's denial, reiterating most emphatically, that he (Mr Robertson) was not only a party to the opposition, but had also, when in London, expressed his entire approval of their proceedings with these facts in our opposition, it is difficult to believe that Mr Robertson is as innocent in the matter as he would wish to make it appear. Had Milford been actuated by any feelings of jealousy towards Neyland, they would, with their two Acts of Parliament in their possession, emphatically, that he (Mr Robertson) was not only a party to the opposition, but had also, when in London, expressed his entire approval of their proceedings with these facts in our opposition, it is difficult to believe that Mr Robertson is as innocent in the matter as he would wish to make it appear. Had Milford been actuated by any feelings of jealousy towards Neyland, they would, with their two Acts of Parliament in their possession, have opposed the Neyland scheme, when they would, no doubt, have succeeded. They evinced a more generous spirit, and how nobly now they are being repaid for their magnanimity!</p> <p>Our object being not to run down Neyland, but merely to defend ourselves from the attacks and presumptuous interferences of those who have no right whatever to intrude themselves, I would willingly have been spared the opportunity of dissecting Mr Robertson's arguments in favour oi his own property, but, Sir, "facts are stubborn things", and notwithstanding the isolated opinion of the poor blunderer Brunei, in favour of Neyland. I maintain that it is not to be compared with those of the Lords of the Admiralty, Captain Denham, R.N., Captain Sullivan, R.N, and Admiral John Lort Stokes. R. N, and Thomas Page, Esq, Civil Engineer, (already given in full in your columns). all of whom agree that the navigation of the Haven is only safe "as far as abreast the town of Milford", in further proof of which I</p>
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need only remind Mr Robertson of the fact of the Admiralty, when they removed the mail packets to Neyland, deeming it necessary for their safety to moor two light ships pointing to the dangers of the navigation. Neither is Mr Robertson correct in stating that the "Great Eastern", on one occasion, groped her way to Neyland at dead low water spring tides. She was moored near the "Blenheim's" old mooring, off the Wear, near which Mr Robertson's own little steamer "Pearl" grounded, and was nearly wrecked. July, 1851. Mr Robertson hints at the possibility of the Admiralty not allowing a Pier to be constructed at Newton Noyes. It is an unmistakeable fact, that there is already an Act enabling it to be done, and should Mr Robertson presume to interfere with this undertaking, it is very possible his interference will meet with the same result as that on a late occasion, when the Admiralty, after listening to his recommendation to get the "Blenheim" moored right opposite his Hazlebeach property ordered her instead to be removed to Hobb's Point. As to the letter of Mr Watson, from Liverpool, which Mr Robertson thinks it necessary to insert in full, it will, no doubt be taken for what it is worth, when I state that since that was written, Mr Watson, in connection with his friend Mr Weimshurst, has taken the old Dockyard at Milford, with a view to carrying on an extensive business, thereby proving that whatever importance he may at one time, have attached to Neyland, he must be convinced, by the preference he has given to Milford, that its advantages were much greater. Trusting Mr Robertson may deem this sufficient notice of his letter,

I am, Sir,

Yours obediently,

HENRY WILLIAMS.

June 4th, 1864.

P.S. - Since writing the foregoing I find the Neyland Directors have intimated their intention of again opposing the Milford Docks in the House of Commons. There can be but one opinion as to such *fictitious proceedings*, and if the local promoters are really in earnest as to their disapproval of such a course, let them at once signify to the London Directors their intention of withdrawing the support, if the opposition is persevered in. I am also reminded of the fact of the Anglo Luzian Steam Ship Company's steamer "Jason", having grounded for some hours near Neyland, and when at the time, too, she was urgently requested to embark her goods and passengers according to her engagements which is only one out of the many instances which could be enumerated in order to show that Neyland is not adapted for the large class of ocean steamers as alleged by Mr Robertson.

#### **To the Editor of the Milford Haven Telegraph.**

DEAR SIR, - My attention has been specially called to a letter which appeared in the *Milford Haven Telegraph* of June 1st, 1864, addressed to yourself by Mr William Robertson.

Hitherto I have seen nothing in the correspondence, or reported oratory of Mr William Robertson in matters relating to Milford Haven that was of sufficient importance to elicit any public notice from me. Our opinions and actions on public matters are not of the same order; our views in such matters have nothing in common - and socially, I know nothing whatever of Mr William Robertson. In fact, possessing neither the effrontery nor self-sufficiency of Mr William Robertson, I have scrupulously avoided anything like a personality of antagonism against him, or indeed anyone else who is not - to use a common phrase - "in the same boat with me". But Mr William Robertson, in that letter, has the presumption to question the veracity of those gentlemen who tendered their evidence in favour of the Hubberston Docks (against the opposition of the New Milford Docks, of which he is a Director) before the Committee of the House of Lords. And what does Mr William Robertson adduce to contradict the evidence of these gentlemen? - Their evidence, be it remembered, was tendered on oath - and to prove these statements to have been "fallacious", the simple, naked, barefaced assertions of Mr William Robertson!!

Mr William Robertson asserts "that it is well known that the Great Eastern came up the Harbour to *Neyland* (a strange misnomer for New Milford) at dead low water spring tides". The relative value of Mr William Robertson's simple assertion and the evidence of the gentlemen whose veracity he impugns, may be tested by this statement, Can Mr William Robertson find one man, woman, or child that will endorse his assertion? Will Mr William Robertson himself say that he ever saw the Great Eastern higher up the Haven than her own gridiron abreast of Churchlake? Does he really believe himself that she ever was?

If he cannot, how can he dare, on his own bare word, to publicly impugn the veracity of gentlemen - giving evidence on their oath? Suffice it that he has done so, and the result to Mr William Robertson will be to put him on his true level, and not that which he would usurp. With two exceptions, the gentlemen whose character he would damage are men of business, professionally engaged, interested in, and personally as well acquainted with Milford Haven as himself. They have their own opinions, their own experience, their own judgment, and as practical men these opinions, this experience, and judgment is even more valuable than that of Mr William Robertson, as being more independent, less tinged with personal interests and local prejudice; and they have had the good taste and feeling to keep personalities out of their discussions in matters connected with Milford Haven. There is no doubt that Mr William Robertson has had as good opportunities of becoming acquainted with Milford Haven as they have - perhaps better; but I doubt, from his letter and his expressed opinion, whether he has made the best use of those advantages. If I could borrow for a moment a little of his egotism, I might be tempted to think that I have a better knowledge of the navigation of Milford Haven, so high up at least as Neyland, than Mr William Robertson himself; but let me add, that I judge of Mr William Robertson's proficiency more from what his letter proves him to be ignorant of than from his own assertions of what it is.

Mr William Robertson treats the difficulties of shoals, banks, and rocks as imaginary - meaning between Milford and Neyland, and he challenges these gentlemen, whose word on oath he would insinuate is not to be believed, thus: - "If the difficulties in navigating Milford Haven were as described, surely some accident must have occurred which they could specifically name"

As one of the gentlemen challenged, I take up the gauntlet. But Mr William Robertson had done more wisely had he not so arrogantly flung it in their face.

The Pearl steamer grounded on the Weare Point about five o'clock in the afternoon of a July day in the year 1851.

She had previously landed passengers at Hakin Point, who were thus spared the alarm if not the danger

			<p>of so untoward an accident. This steamer was the property at that time of Mr William Robertson.</p> <p>“The new steam frigate “<i>Immortalite</i>”, recently launched at Pembroke, is described by a naval officer as being the most beautiful model ever seen. She left there early on Sunday afternoon and, unfortunately, touched the mud off Weare Point, in Milford Haven, but got off again almost immediately. There was at the time a fresh breeze from south-east, and her convoy, the paddle-wheel steam sloop, “<i>Hydra</i>”, 6, <b>Commander Richard V. Hamilton</b>, would have some difficulty in bearing her company; they are bound for Portsmouth. - <i>Times</i>, Wednesday, Nov. 23rd, 1850. Did Mr William Robertson never hear of the serious, indeed fatal accident which occurred from the difficulty of keeping the <i>Great Eastern</i> under command when getting her under weigh from her anchorage abreast of H.M.S. “<i>Blenheim</i>”? Whereby that ship lost her bowsprit and a boat, and, what was still more lamentable, there was loss of life I believe that the spot where this accident occurred is within sight from the residence of Mr William Robertson, and that he attaches great interest to it personally.</p> <p>The Admiralty chart will furnish to Mr William Robertson the best reply to his queries about Newton Noyes, as compared with the Carrs. The deep water pier runs out to the four fathom line N., the space between that line and that on the S., forms the deep water channel - a breadth of about 400 yards. The breadth at the Carrs is about 200 yards, from the Black Buoy off Neyland Point to Hobbs Point is above 300 yards, abreast of Neyland about the same. But the channel from the Carrs Rocks to the Black Buoy off Neyland Point is much narrower. I do not profess to be accurate enough for the guidance of Mr William Robertson in navigating any ship that may be consigned to him and when I reflect that Mr William Robertson, with his thirty years' professional experience, has also been agent to Lloyds for Milford, I am at a loss to understand how these important appointments were ever suffered to remain in his hands, if now, in 1864, he, as a Director of the New Milford Dock Company, is obliged to beg these questions (in a letter which impugns their veracity) of gentlemen giving evidence on oath in favour of Hubberston Docks - (both schemes in Milford Haven) - which Mr William Robertson would sacrifice at the altar of his private ambition, interests, and personal feelings, when the real question at issue is the development of Milford Haven.</p> <p>I have trespassed too much, I fear, on your patience but I am anxious that Mr Robertson's letter should no stand unnoticed before your readers. Personally the in suit offered to myself in common with the other gentlemen assailed by Mr Robertson is beneath notice, but looking to the more public import aimed at by that letter I have met Mr William Robertson fairly and openly on his own ground, but, thank God, not with his weapons of offence.</p> <p style="text-align: center;">Pray believe me, dear Sir, Yours most faithfully, - <i>R. FULKE GREVILLE**.</i></p> <p style="text-align: center;">Castle Hall, June 3rd, 1864. ....”</p> <p><i>**The reader should remember that the above was Agent for the owner of the lands of Milford Haven. Whilst Mr. Robertson was ex Dockyard and the founder of Robertson timber, boat-builder and independent dock, Pembroke Dock.</i></p>
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			<p><b>22nd Oct 1864</b> the Illustrated Usk Observer and Raglan Herald newspaper reported on an incident involving the Captain: -</p> <p style="text-align: center;"><b>THE ALLEGED LOSS OF H.M.S. “BULLDOG”.</b></p> <p>The anxiety occasioned by the reported loss of H.M.S. Bulldog has been considerably allayed by a notice issued by the Secretary of the Admiralty, which says: - There appears to be no truth in the report of the “<i>Bulldog</i>” having been lost between Bermuda and Halifax”. This statement, however, does not refute the original report as clearly as could be desired. Some further facts have been elicited, but the affair is still very confused. A letter was received in Devonport yesterday from a relative of Mrs. Wake, wife of the captain of the “<i>Bulldog</i>”, living at Malvern.</p> <p>The relative is staying with Mrs. Wake, and states that that lady has received a letter from her husband by this mail, in which Captain Wake states that a. man-of-war, commanded by <b>Captain Hamilton</b>, had been wrecked. The vessel, guns, and stores were lost, but the crew all saved. In this there must be some confusion, as the only <b>Captain Hamilton</b> at present in commission is <b>Captain Richard V. Hamilton</b>, the captain of the “<i>Vesuvius</i>”, 6, paddle sloop, and this vessel, from Halifax sixteen days, put into St. Mary's-roads Sicily, on the 4th instant, in consequence of one of her boilers being damaged, and of the strong easterly winds. She left again soon after, arriving at Portsmouth on Sunday last. A gentleman at Truro writes that he telegraphed to the Secretary of the Admiralty on the subject, and received the following answer: - "There is no truth whatever in the report of the loss of the “<i>Bulldog</i>”. Another correspondent says: - "Should the story be correct, the report must have just arrived when the mail left, and could only have been brought by one of the fast blockade runners, of which Halifax harbour is full. But it is difficult to imagine whence it could have been brought. At any rate, till further information arrives, there is ground for hoping that the rumour will not be confirmed”. The facts stand at present thus: - The “<i>Bulldog</i>”, in July last, left Plymouth for Bermuda, having on board, besides her crew, some supernumeraries. These men, on her arrival at Bermuda, were transferred to the “<i>Galatea</i>”, and conveyed to the admiral's ship at Halifax-viz., the “<i>Duncan</i>”. On the 29th of September, two of these supernumeraries - one a quartermaster, and the other a ship's steward - wrote to their friends at Plymouth, hurriedly from the deck of the “<i>Duncan</i>”, “the mail being just about to close”, to assure their friends that they are safe, although the “<i>Bulldog</i>” has been wrecked, with the loss, says one of the letters, of all her crew except seven; and according to the other letter, "we all " - meaning either all the crew or all the supernumeraries - "are saved”. The Admiralty say they know nothing of the occurrence. The captain of the “<i>Bulldog</i>” writes to his wife that a man-of-war," which his description fails to identify, has been wrecked, and her crew saved”. Captain Wake's letter, however, must have been written before the 14th of September, on which</p>
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			date his ship sailed for Jamaica. - <i>Western Morning News</i> . .....
			<p><b>3rd Sep 1870</b> the County Observer and Monmouthshire Central Advertiser reported as follows: -</p> <p>“.....A SMALL BUT VERY FORMIDABLE ironclad squadron is now assembled at the Nore. It consists of the “<i>Achilles</i>”, <b>Captain Richard V. Hamilton</b>, of 26 guns, 6,121 tons, and 1,250-horse power; the “<i>Hector</i>”, Captain A. F. R. De Horsey, of 18 guns, 4,089 tons, and 800-horse power; the “<i>Penelope</i>”, Captain M. Connolly, of 11 guns, 3,096 tons, and 600-horse power; the “<i>Repulse</i>”, Captain W. R. Rolland, of 12 guns, 3,749 tons, and 800-horse power; and the “<i>Wivern</i>”, Captain Charles W. Hope, of 4 guns, 1,800 tons, and 350-horse power.</p>
			<p><b>4th Feb 1871</b> the Cardiff Times newspaper commented upon the following: -</p> <p>“.....NAVAL AND MILITARY INTELLIGENCE.</p> <p>Many of the guns for the fort at Garrison Point, Sheerness - a work intended to prevent the entrance of a hostile fleet into the Medway, and to protect the dockyard at Chatham from danger from such a fleet - have now been placed in position. But the great embrasures in which the guns are placed will have to be protected by iron armour. The armour plates to be used for this purpose are expected to arrive shortly from the North by railway. The protection for the gunners will consist of several plates bolted together, so as to make a great thickness of iron, with which the embrasures will be closed, excepting that an opening will be left sufficient for the firing of the guns. Such the embrasures will be closed, excepting that an opening will be left sufficient for the firing of the guns.</p> <p>Such a protection as this is absolutely necessary for working the guns in this fort and those in the circular forts on the Medway, near Chatham, at Hoo and Bishop's Marsh. If an enemy were expected, torpedoes would also be sunk in the mouth of the Medway, to be fired from an observatory at the Garrison Point Battery, by means of an electric current, when any enemy's ships should pass over them.</p> <p>The ships composing the Channel squadron now at Portland are the “<i>Agincourt</i>”, 28, 6,021 tons, Capt. Henry H. Beamish, bearing the flag of Rear-Admiral Wilmot; the “<i>Hercules</i>”, 14, 5,234 tons, Capt. Lord Gifford the “<i>Northumberland</i>”, 28, 6,621 tons, Capt. C. H. May; the “<i>Warrior</i>”, 32, 6,109 tons, Capt. the Hon. H. C. Glyn; the turret ship “<i>Monarch</i>”, 7,512 tons, Capt. Charles M. Aynsley; and the “<i>Inconstant</i>”, 10, 4,066 tons. The “<i>Achilles</i>”, 26, 6,121 tons, Coastguard ship, <b>Captain Richard V. Hamilton</b>, is also at anchor in the harbour. The “<i>Hercules</i>” went outside the breakwater on Tuesday morning to test the merits of the new pebble gunpowder. Her great guns were firing most of the day. The “<i>Warrior</i>” went out on Monday for a like purpose. It is probable the fleet will remain at this rendezvous for some time longer. The “<i>Rupert</i>”, ironclad ram, 3,159 tons, 700-horse power, now building in Chatham Dockyard, has, considering the time when she was commenced, in June last, made very satisfactory progress. A great portion of the inner plating is now on the sides of the vessel and the ponderous armour-plates with which the ram will be covered are now in the yard, ready to be put on as soon as the vessel is sufficiently advanced to receive them. ....”</p>
			<p><b>22nd January 1875</b> the Pembroke Herald and General Advertiser reported the following: -</p> <p>“.....PEMBROKE DOCK.</p> <p><b>A TRAINING SHIP FOR MILFORD.</b> - A meeting of the tradesmen of the town was convened by circular at the Court Room, Victoria Hotel, on Monday after noon, under the presidency of the Mayor, Mr. W. Williams, for the purpose of taking initiatory steps to have a training ship stationed in Milford Haven. There was a good attendance, and after some discussion it was eventually resolved that a committee, comprising the following gentlemen: - The Mayor, Alderman S. Jenkins, and Messrs H. Teasdale, W. J. Davies, and Mr J. Gaddern, be formed for the purpose of drawing up a memorial to be signed by the inhabitants of the locality, and then to be presented to Mr Ward Hunt, First Lord of the Admiralty, by the gentlemen of the committee, who would form the deputation; but prior to this being done, another meeting will be held to hear the memorial read over, &amp;c. It was stated that Earl Cawdor was favourable to the project and it was anticipated that the members for the county and boroughs - Mr Scourfield, Lord Kensington and Mr Reed, - would render valuable assistance. A training and guard ship (the “<i>Revenge</i>”) has been stationed here for several years, and another similar vessel would not only be a boon to the inhabitants of the county, but to the whole of Wales.</p> <p><b>THE DOCKYARD.</b> - Although it has not been officially announced, it is believed that the Lords of the Admiralty have appointed <b>Captain Hamilton</b> of the Steam reserve, Devonport, Superintendent of this establishment, <i>vice</i>-Captain Courtenay, whose time expires in March next. The vessels at present under construction here are the “<i>Fury</i>”, armour plated turret ship, 10,950 tons, 8,000 horsepower; she is intended to carry four guns of the heaviest calibre, and is so far advanced towards completion that, according to present arrangements, she will be launched on March the 6th ensuing; the “<i>Shannon</i>” (in a forward state), armour plated ship, of 3,095 tons, with engines of 3,500 indicated horse power; her armament will consist of two 18-ton guns, and seven 12-ton muzzle loading rifled guns; the “<i>Emerald</i>”, screw-composite corvette, of 1861 tons, 350 horse- power. carrying 14 guns the double screw iron gunboats “<i>Gadfly</i>”, “<i>Griper</i>”, “<i>Tickler</i>”, and “<i>Pincher</i>”, of 245 tons, and 168 horse power each, carrying one heavy gun each but the work on these gunboats has been suspended for some time for the purpose of forwarding the work on the “<i>Fury</i>” and “<i>Shannon</i>”. .....</p> <p><i>On the 20th January 1875 the Western Mail repeated the very same article.</i></p>
			<p><b>9th Aug 1872</b> the Monmouthshire Merlin newspaper reported the following: -</p> <p>“....THE ROYAL VISIT TO WEYMOUTH. - The following ships of war are to assemble in Portland Roadstead to do honour to the Prince of Wales on the occasion of his declaring the Breakwater completed: - The “<i>Agincourt</i>” 28, ironclad, flagship of Rear-Admiral Wilmot; the “<i>Minotaur</i>”, 34, ironclad, flagship of Vice-Admiral Wellesley, C.B; the “<i>Northumberland</i>”, 28, ironclad, Captain Charles H. May; the</p>

			<p>“<i>Achilles</i>”, 26, ironclad, <b>Captain Richard V. Hamilton</b>; the “<i>Sultan</i>”, 12, ironclad; the “<i>Black Prince</i>”, 28, ironclad, Captain Alexander C. Gordon; the “<i>Bellerophon</i>”, 14, ironclad; the “<i>Hercules</i>”, 14, ironclad, Captain Lord Gifford; the “<i>Hector</i>”, 18, ironclad, Captain Algernon F. R. de Horsey; the “<i>Resistance</i>”, 16, ironclad, Captain William H. Haswell; the “<i>Audacious</i>”, 14, iron-clad, Captain David Spain; the “<i>Valiant</i>”, 18, iron-clad, Captain Arthur Wilmhurst; the “<i>Penelope</i>”, 11, ironclad corvette, Captain Matthew Connolly; the “<i>Vanguard</i>”, 14, ironclad, Captain Edward H. G. Lambert; the “<i>Favourite</i>”, 10, ironclad corvette; and the “<i>Lively</i>”, 2, paddle despatch boat. The “<i>Achilles</i>”, already in the roadstead, is expected to leave to-day to join the remainder of the Channel Fleet on their way from Bantry Bay. It is said that the reception committee will proceed to sea to meet the Prince on his way from Osborne to Portland. Twenty-five puncheons of flags have been sent by the admiralty to decorate the breakwater, while Messrs. John Edgington and Sons, of London, have been instructed to erect two marquees upon it. One of these will be about 300 feet in length, to be devoted to privileged persons, and another one, 80ft by 50ft is to be set apart for the use of his Royal Highness when laying the completion stone. Lord Richard Grosvenor, the Lieutenant-Colonel Commandant of the Queen's Own Dorset Yeomanry Cavalry, has provided at his own expense a troop of his regiment to act as a Guard of Honour to the Prince of Wales. After the Prince has left Weymouth for Osborne a grand banquet will be given in the new pleasure gardens. ....”</p>
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			<p><b>3rd December 1872</b> the South Wales Daily News</p> <p>“.....<b>WRECK OF THE ROYAL ADELAIDE</b></p> <p>The Board of Trade have sent an inspector to Weymouth, under the provisions of the Merchant Shipping Act, 1854, with power to examine witnesses, call for all documents, and generally inquire into the circumstances attending the wreck of the Royal Adelaide. <b>Captain Hamilton, R.N.</b>, of H.M.S. “<i>Achilles</i>”, appeals to the public in the <i>Times</i> on behalf of a lady and her seven children saved from the wreck, who sold all they had to enable them to buy an outfit, and to obtain a passage to Australia, where the lady's husband is employed as a clerk. Her mother, who had an annuity on which they depended, perished in the wreck. <b>Capt. Hamilton</b> adds: - “As the senior naval officer participating in the rescue, I can assure you the horrors of the scene are but faintly described in the (in other respects) truthful account given in your paper, and, looking back on it now, it is marvellous to me that so many were rescued on such a night. Under God's mercy, it can only be attributed to the skill and bravery displayed by the coastguard and fishermen of the vicinity, who must have been nobly aided by the exertions of some on board the ill-fated ship”.</p> <p>The Mayor of Lynn, writing to the same paper, urges the necessity of making some places of refuge at the head of West Bay for vessels in distress. A more dangerous place for a vessel to get into in a gale can scarcely be found on the south-coast. “Take the case of the Royal Adelaide”, he continues. “The vessel was seen within a short distance from this port, and, I believe I am correct in stating, might have made it had there been a harbour large enough to receive her”. No very extensive additions to the present harbour would, he thinks, make it a secure place of refuge, “the cost lost by the destruction of one such ship as the Royal Adelaide being a great deal more than sufficient for the purpose”, which seems especially needed, as a vessel cannot get into Torbay during a strong south west gale. ....”</p>
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			<p><b>26th March 1875</b> the Pembrokeshire Herald and General Advertiser addressed the following: -</p> <p>“.....<b>PEMBROKE DOCK.</b></p> <p><b>THE DOCKYARD.</b> - On Saturday <b>Captain Hamilton, R N</b> the new superintendent of this establishment, arrived here to take charge succeeding Captain Courtenay, whose term of command has expired. During the past week 20 shipwrights and 10 joiners have been entered for service. The whole of the employees of the establishment are working extra time, so as to have Saturday next, succeeding Good Friday as a holiday. ....”</p>
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			<p><b>7th January 1876</b> the Pembrokeshire Herald and General Advertiser reported on the following: -</p> <p>“.....<b>NEW YEAR'S BALL.</b></p> <p>“... The annual ball was held on New Year's eve, at the assembly-room when upwards of ninety ladies and gentlemen were present. The stewards were the Hon. A. Campbell, Stackpole Court, and Mr F. J. Lort Phillips, Lawrenny Castle, under whose auspices the proceedings went off with <i>éclat</i>, dancing being kept up with much zeal until a late hour. There were present -<b>Captain Hamilton, R.N.</b> Superintendent of the Dockyard, and Mrs. Hamilton, Mr Allen, Mr J. Allen, and Lady Catherine Allen, Woodfield; Lady Millman, Miss H. and Mr Walter Milman; Miss A. Saunders, Dr. Morrison, Mr D., Miss, and Miss J. Morrison, Miss C. Paynter, Mrs and Miss Hogg, Pembroke Dock; Ladies Evelyn, and Rachel Campbell, Stackpole Court; Lady Victoria Lambton, Brownslade; Mr Pearson, Mr. W. Saunders. Mr Morris, Miss Walker, Miss Summers, Glenowen; Miss Corke, Cresboro Mr Wanfield, 54th Regiment; Miss Lloyd, Miss Warren, Castlemartin; Mr A. Lewis, Capt Lloyd, Mrs John, Mr Burnet, Mr Aldridge, all of the 95<sup>th</sup> Regiment., Captain H. Leach, and Mrs Leach, Corston; Miss Leach, Ashgrove; Capt. R. Anderson, Miss Anderson, and Miss Maclaren, Bangeston; Mr Sparks, and Mr Lardette, and Major Walverton, 95<sup>th</sup> Regiment; the Misses Watts, Mr M. J. and Mrs Saurin, and Mr. E. Saurin, Orielson; Mr. J. A. Witson, Mr Fussil, Mr Veynoe, Mr Seourfield, M. P. Mr O. Scourfield, Mr Adams, Pembroke; Mr., Mrs.g, and Miss Jenkins; Mr Manry, Capt. Brookes and Mrs E. Brookes, Tenby; Miss Saunders, Mrs and Misses Davis (3), Trewarren; Mr Buker, Miss Harries, Hilton; Captain J. and Mrs Adams, Holyland; Major Knactchbull, 95ih Regt.; Captain Fleming, Dr. and Miss Murray, Pembroke; Mr H. S. Allen, Cresselly; Mr F. L. Clarke, Pembroke. ....”</p>
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			<p><b>9th October 1876</b> the Western Mail newspaper reported on the following: -</p> <p>“.....<b>THE LORDS OF THE ADMIRALTY AT PEMBROKE DOCK.</b></p> <p>On Saturday morning, Mr. Ward Hunt, and other Lords of the Admiralty, accompanied by Admiral Sir</p>
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			<p>H. Stewart, Controller of the Navy; Admiral Pasley, and Mr. F. Barnes, one of the board of construction at the Admiralty, landed at the Royal Dockyard, Pembroke Dock. Their lordships were received by <b>Captain Hamilton</b>, Superintendent; Mr. F. Martin, chief constructor and other officials of the Dock-yard at the same time a salute of 19 guns were fired from the Hill Fort by the Royal Artillery. Their lordships made an official inspection of the dockyard and the ships building therein, and proceeded thence about half-past 12 o'clock to Hobbs' Point, going on board the composite corvette "<b><i>Emerald</i></b>", that is being fitted out there with her machinery, &amp;c. They afterwards proceeded down the haven on board the "<b><i>Widgeon</i></b>", and boarded the turret ship "<b><i>Dreadnought</i></b>", which they minutely inspected. Their lordships shortly after three o'clock were taken on board their yacht "<b><i>Enchantress</i></b>", and shortly after that time the "<b><i>Dreadnought</i></b>" got under way, and preceded on her way to Portsmouth, accompanied by the steam frigate "<b><i>Valorous</i></b>", and by the "<b><i>Enchantress</i></b>", their lordships receiving another parting salute of 19 guns. It was believed that their lordships would, after keeping company with the "<b><i>Dreadnought</i></b>" for some distance at sea, proceed in the "<b><i>Enchantress</i></b>" to Queenstown. The customary half-holiday, on the occasion of the Admiralty visit, will be given to the workmen of the dock-yard on Tuesday or Saturday next. ...."</p>
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			<p><b>23rd March 1877</b> the <u>Pembrokeshire Herald and General Advertiser</u> reported on the following: -  ".....PEMBROKE.  <b>PETTY SESSIONS.</b> - These sessions were held on Saturday at the Town Hall, Jame Gwyther, Clarence Inn, Pembroke Inn, Pembroke Dock, was charged by Mr Superintendent Collins, of the Metropolitan police, stationed at the Dock-yard, with being in unlawful possession of some piece of timber, valued at Is 6d, the property of her Majesty, on the 36th inst. Defendant admitted taking the pieces of fencing for the purpose of repairing the fencing on the property he rented under the Government. Mr Superintendent Collins said he had been desired by <b>Captain Hamilton</b>, Superintendent of the Dockyard, to represent this case to the favourable consideration of their worships. What defendant had stated was true he rented two fields from the Government and close to the fence that divided the two fields defendant had taken the timber from and conveyed it to other property rented by the defendant from the Admiralty. The Mayor said in consequence of the recommendation of <b>Captain Hamilton</b>, and believing that defendant had no intention of disposing of the timber, they would deal leniently with him, and fine him 4s and costs. ...."</p>
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