

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
19.	7 th Aug. Jan. 1891. 1889	Captain	<p>Samuel Long, A.D.C., R.N.</p> <p>B. 5 Jan 1840, Whitchurch, Shropshire, England – D. 25 Apr 1893, Blendworth, Hampshire, England, aged 53</p> <p><i>[Information on the early life and career of Samuel is sparse.]</i></p> <p>1851 Census shows Samuel Long (1840) [11] as a Pupil at private school, Park Street, Worksop, Nottinghamshire. Nottinghamshire >Worksop>Dist.02.</p> <p>8 Dec 1852 He entered the service as a naval cadet. Aged 12 years.</p> <p>Mar 1853-1 Apr 1856 Samuel fought in the Crimean War served in the "Agamemnon" 91, and "Royal Albert" 121. He was present at the bombardment of Sevastopol on 17 Oct 1854. Samuel received the Crimean Medal with Sebastopol clasp. "Agamemnon" was a 2nd rate, wooden screw 2 decker ship, launched and commissioned 22 May 1852 from the Woolwich Dockyard. She was 230 ft. in length, of 3120 tons with a displacement 4614 tons. She carried 860 men and 91 guns. She was commanded as follows: - by Captain William Robert Mends, flagship of Rear-Admiral Edmond Lyons, 22 Oct 1853-1 Jan 1854; by Captain Thomas Matthew Charles Symonds, flagship of Rear-Admiral Edmund Lyons (SIC), 1 Jan 1854-27 Nov 1854; by Captain Thomas Sabine Pasley (<i>later Capt. Sup of Pembroke Dock</i>), flagship of Rear-Admiral Edmund Lyons, 27 Nov 1854-10 Feb 1856, all in the Black Sea and during the Russian war. The "Royal Albert" was a 1st Rate three-decker wooden screw ship of 3726 tons and a displacement of 5517 tons. Her length was 232 ft. with a complement of 1050 men and 12 guns. She was converted to screw whilst still on her stocks. She was launched 13 May 1854 from the Woolwich Dockyard, commissioned 19 Jun 1854 at Sheerness. She was ccommanded</p>	<p>1st Son of the Venerable Charles Maitland Long (B.16 Aug 1803, London, England -D. 16 Oct 1875, London, England) second marriage.</p> <p>1st Marriage to Harriet May Ellice (B. ?-D.3 Jun 1835, Whitchurch, Shropshire, England.). They were married 10 Jun 1834, London England. Together Charles and Harriet had one issue, a girl.</p> <p>1. Harriet Mainland Long (B.27 May 1835, Whitchurch, Shropshire, England –D.1920, West Ham, Essex, England.).</p> <p>2nd Marriage to Anna Marina Wigram (B.1812, 20 Jan 1812, Walthamstow, Essex, England - D.11 Mar 1856, Malton, Yorkshire, England). They married at West Ham, Essex, England on the 11 April 1839. Together Charles and Harriet had 10 children, 3 daughters and 7 boys</p> <p>1. Samuel Long (B.5 Jan 1840, Whitchurch, Shropshire, England-D.25 Apr 1893, Catherington, Hampshire, England).</p> <p>2. Mary Long (B.1841, Whitchurch, Shropshire, England – D.?).</p> <p>3. Charles Wigram Long (B.1843, Whitchurch, Shropshire, England -D. 13 Dec 1911, Upton om Severn, Worcestershire, England).</p> <p>4. William Houstoun Long (B.8 Nov 1843, Whitchurch, Shropshire, England – D.?).</p> <p>5. Eleanor Long (B.13 Dec 1844, Whitchurch, Shropshire, England –D.?)</p> <p>6. Jane Elizabeth Long (B.11 Mar 1846, Whitchurch, Shropshire, England - D.?)</p> <p>7. Edward Maitland Long (B.19 Feb 1848,Settrington, Yorksire-D.4 Aug 1905, Kensington, London)</p> <p>8. George Boswall Long (B.31 Jul 1849, Settrington, Yorkshire -D.4 Jan 1873, Pacific Ocean)</p> <p>9. Henry Heathcote Long (B.9 Mar 1852,Malton, Yorkshire, England-D.24 Sep 1855, Scarborough, Yorkshire, England)</p> <p>10. Loftus Sidney Long (B.5 Mar 1854, Settrington, Yorkshire, England-D.9 Nov 1915, London, England).</p> <p>12-15 Oct 1868 Samuel Married Alice Jane Wigram. (B.17 Oct 1839 – D. 8 Nov 1928.London). Aged 89 years. Daughter of Rt. Hon Sir James Wigram and Anne Arkwright. At St Marks Church, North St Audley Street, London.</p>

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7 Jan 1889
25 Aug 1891

by Captain William Robert Mends, flagship of Rear-Admiral Edmund Lyons, in the Mediterranean (and in the Black Sea during the Russian War).

5 Jan 1859 Samuel was appointed sub-lieutenant.

24 Apr 1860 Samuel was appointed as a full-lieutenant.

7 Apr 1861 Census shows Samuel Long(1840)[21] single as Lieutenant (1of3) on board HMS "**Bacchante**" 51, moored off Esquimalt, Vancouver Island, British Columbia, Canada. "**Bacchante**" was a wooden screw steam Frigate of 2667 tons with a displacement of 3631 tons. She was 235 ft. in length carrying a compliment of 560 men and armed with 51 guns. She was launched 30 Jul 1895 from the Portsmouth Dockyard. She was commanded from commissioning at Portsmouth 17 Apr 1860; until being paying off at Portsmouth 3 Aug 1864, by Captain Donald McLeod Mackenzie, flagship of Rear-Admiral Thomas Maitland, Pacific. Her last commission was in 25 Jul 1864. The "**Bacchante**" crossed the equator on the 15th of Jun in long. 30 W., and the Tropic of Cancer on the 26th of Jun in long. 42 35 W. Vice-Admiral Sir Michael Seymour, G.G.B., embarked on board the "**Fire Queen**" steam yacht, Staff Commander Paul, on Saturday, and proceeding out to Spithead inspected the "**Bacchante**". The vessel after her inspection weighed her anchor and steamed into Portsmouth harbour to dismantle and pay out of commission. She was broken up in 1869.

3 Apr 1868 Samuel was promoted in rank to the rank of Commander.

15 Oct 1868 Marriage to Alice Jane Wigram (B.17 Oct 1839-D. 8 Nov 1928 aged 89 years).

1871 Census shows Samuel Long (1840) [31] Commander R.N. with his wife Alice Jane (1840) [31] and son Samuel Chas (1870) [1]-living with Samuels's father – Chas. Martland Long (1804) [67] widow

Together they **Samuel** and **Alice Jane** had 8 children 6 boys & 2 girls.

1. **Samuel Charles Long (B.** 29 Sep 1869, Settrington, Yorkshire, England-**D.** 15 Oct 1950, Surrey North Western, Surrey, England) later Lt.-Col.
2. **Wilfred James Long (B.** 20 Aug 1871, Bramfield, Hertfordshire, England-**D.**24 May 1954, Surrey Mid-Eastern, Surrey, England) later Lt.-Col.
3. **Bernard Long (B.** 4 Sep 1872, Bramfield, Hertfordshire, England -**D.**23 Mar 1946, Wandsworth, Surrey, England) later Captain
4. **George Edward Long (B.**4 Oct 1873, Bramfield, Hertfordshire, England -**D.**15 Jul 1942)
5. **Mary Katharine Long (B.**6 Jun 1878, Bramfield, Hertfordshire, England - **D.**23 Aug 1949, Barnwood, Gloucestershire, England)
6. **Anna Margaret Long (B.**10 May 1879, Bramfield, Hertfordshire, England -**D.**8 Nov 1942, Winchester, Hampshire, England)
7. **Clement Loftus Long (B.**23 Jan 1881, Bramfield, Hertfordshire, England -**D.**6 Feb 1964, Wandsworth, Surrey, England) later Captain
8. **Hubert Arthur Maitland Long (B.**21 Jul 1884, Bramfield, Hertfordshire, England-**D.**21 Aug 1896, Catherington, Hampshire, England)



and Head (Reverend) and his 2 daughters Eleanor (1845) [26] and Jane Elizabeth (1846) [25] together with 9 nine servants, resident at the Rectory, Settrington, Yorkshire. Yorkshire>Settrington>Dist.8.

May 1873 Samuel joined the Freemason Lodge of Union of Malta, Lodge. Passing Dec 20 1875-Rising Sept 18 1878, whilst serving on H.M.S. "*Shearwater*".

12 Dec 1876 - Samuel was promoted in rank to the rank of Captain.

3 Apr 1878 Samuel was appointed to H.M.S. "*Vernon*" for a Torpedo Course.

9 Mar 1881 he was appointed to "*Iron Duke*" 14 for command of "*Curacao*" in the Detached Squadron. "*Iron Duke*" was an iron screw Central Battery ironclad of 3774 tons with a displacement of 6010 tons, armed with 14 guns. She was 280 ft. in length with a beam of 54 ft., she drawing 22 ft. 7 inches of water. She was of the *Audacious* class. She was launched 1 March 1870 from the Pembroke Dockyard, she was ordered 26 Sep 1868, laid down 23 Aug 1868, and completed 21 Jan 1871. She had a speed of 13 knots with a complement of 450 men. She was commanded (until paying off) by Captain Richard Edward Tracey, flagship of Vice-Admiral George Ommaney Willes, on the China station, 3 Jan 1881-15 Mar 1883. "*Curacao*" was a wooden screw *Comus*-class corvette, barque or ship rig, with deck armour of 1.5 inch over her engines. She had a single screw driven by compound engines of 2,590 i.horse power, giving her a speed of 13.75 knots under power of 14.75 knots under sail. She had a displacement of 2,380 tons; she was 225 ft. in length, with a beam of 44 ft. and draught of 19 ft. She was launched 18 April 1878 from John Elder & Co, Govan, Scotland. She carried the following armament 2 × 7-inch muzzle-loading rifles. / 12 × 64-pounder muzzle-loading rifles. / 2 × light guns. / 8 × Q.F. Nordenfelt guns and 2 × torpedo carriages. The corvette commenced service on the Cape of Good Hope and West Africa Station before being transferred to the Australia Station arriving on 5 August 1890. Recently discovered log books from descendants of Mr. (Captain) J.P. Shipton, record the journey to Australia. Daily logs show "*Curacao*" leaving port in the UK on 1 April 1889, with stops at Perth, Albany, Adelaide, Launceston, Melbourne, Sydney, Wellington, Auckland, Christchurch / Lyttleton, and the final entry shows 31 Dec 1890, in port at Lyttleton (near Christchurch), New Zealand. She left the Australia Station in December 1894. Photographs exist of H.M.S. "*Curacao*" in dry dock in Sydney Harbour c. 1890. She was sold 1904 for breaking up.

27 Mar 1883 Samuel was paid-off from the "*Curacao*".

28 Mar 1883 Samuel was appointed to "*Thalia*" 6, for the passage home, thence to half pay. "*Thalia*" was a wooden screw Corvette of 1459 tons and a displacement of 2240 tons. She was of the *Juno* class, 200 ft. in length, carrying a compliment of 200 men and 6 guns. She was launched from the Woolwich Dockyard on 14 Jul 1869. She was commanded (from commissioning until paying off at Plymouth) by Captain John William Brackenbury, in the Mediterranean (Egyptian war; the Urabi revolt, followed by British conquest of Egypt), then taking replacement crews to China, 21 July 1882-**18 July 1883**

21 Apr 1884 Samuel was re-appointed to "*Vernon*" for the half pay torpedo course, and on

13 Jun 1884 he was attached to "*Excellent*" Portsmouth shore establishment (the stone frigate) for the half pay gunnery course. This was commanded by Captain Compton Domville (later Admiral).

2 Sep 1884 Samuel was appointed to "*Royal Adelaide*" for command of the turret ship "*Agamemnon*", which he commissioned on 16 September for service on the China Station. A newly-promoted Lieutenant in the "*Agamemnon*", Ernest C. T. Troubridge, [Admiral SIR **Ernest Charles Thomas Troubridge**, K.C.M.G, C.B., C.V.O.,

R.N. (15 Jul 1862 – 28 Jan 1926) then a junior officer] recalled that Samuel Long was "a great stickler for dress, & we wore frock coats & sword belts on watch even through the Red Sea." He claimed that "**Agamemnon**" was excluded from the Sudanese campaign because the Senior Officer at Suakin ... "didn't want his nose put out of joint by Captain Long". [*These words are taken from "Recollection in Ranks". Troubridge Papers. NMM. TRO/300/6. Troubridge had been appointed to the turret ship "Agamemnon" on the China Station on 16 Sep 1884.*]

28 May 1886-late 1888 Samuel was appointed Captain (OIC) of the **HMS Vernon** (Torpedo Training School), (another stone frigate). In January 1886 HMS "**Donegal**" replaced the original "**Vernon**" as a more spacious torpedo school ship. "**Donegal**" was renamed "**Vernon**", the original "**Vernon**" was renamed "**Actaeon**" and took over as the practical workshop.

15 Jun 1886 Samuel was appointed Chairman of the Torpedo Discharge Committee. **1887** during the Naval Review celebrating Queen Victoria's Golden Jubilee in 1887 Samuel Long was lent to "**Glutton**" for command of the Destroyer Flotilla.

1 Jan 1889 Samuel was superseded in "**Vernon**", by Captain Arthur K. Wilson, 1 Jan 1889-9 Feb 1892.

7 Jan 1889-25 Aug 1891 Samuel was appointed Captain of "**Nankin**", receiving ship, Pembroke, and Superintendent of Pembroke dockyard. The "**Nankin**" was a 4th Rate wooden sailing ship of 2049 tons with a displacement of 2540 tons, carrying 50 guns. She was constructed and launched from Olive Lang and Son, Woolwich; she was the last 4th Rate to remain sailing all of her life. She had an illustrious history serving in both the Russian and 2nd Anglo-Chinese Wars. She was scrapped in 1905.

1891 Census shows Samuel Long (1840)[51] Captain R.N. married-wife Alice Jane(1840)[51]-8 children-Samuel Charles(1870)[21]-Samuel James(1872)[19]-Bernard(1873)[18]-George E-(1874)[17]-Mary K(1879)[12]-Anna M(1880)[11]-Clement L(1881)[10]-Arthur M(1885)[6]-governess and 9 servants, all resident at Admiralty House, Residence of the Captain/Superintendent, Pembroke Dockyard. Pembrokeshire>St Mary Pembroke>Dist.10. *A reproduction of the census return is shown below.*

27 Aug 1891- Samuel was promoted in rank to the rank of Rear-Admiral, on the retirement of Admiral Chatfield, who was a previous Captain Superintendent of Pembroke Royal Dockyard on the 8 Oct 1882-31 Oct 1885.

1892 Samuel was appointed and served as the official Umpire during the Navy Manœuvres of the same year.

22 Mar 1893 Samuel Long gave a very thoughtful paper to the Institution of Naval Architects, "On the Present Position of Cruisers in Naval Warfare", on "the work such vessels [cruisers] are likely to be called upon to perform in case of war". [*In all cases this was proved correct during the latter in World Wars*].

25 Apr 1893 whilst out riding on the Petersfield Road near his home, he was thrown from his horse & received fatal head injuries.

26 Apr 1893 - died at his house, Blendworth Lodge, Horndean, Hampshire.

21 Jun 1893 probated estate £79,992 10s 9d, a vast amount of money for that time, Which was later increased to £80,415.19s 6d, after being re-sworn Dec 1893.

1891 Census for Pembroke, St Mary, Dist. 10, Page 8 item36, shows the family at the Capt. Superintendents Residence, Admiralty House, Royal Dockyard, Pembroke Dock:							
No:	Name:	Positon:	AGE	Sex:	DOB:	Born:	
36	Samuel Long	Head	51	M	1840	Whitchurch, Shropshire, England.	
36	Alice Jane Long	Wife	51	F	1840	London, England.	
36	Samuel Charles Long	Son	21	M	1870	Yorkshire, England.	
36	Samuel James Long	Son	19	M	1872	Bramfield, Hertfordshire, England.	
36	Bernard Long	Son	18	M	1873	Bramfield, Hertfordshire, England.	
36	George Long	Son	17	M	1874	Bramfield, Hertfordshire, England.	
36	Mary Long	Daughter	12	F	1879	Bramfield, Hertfordshire, England.	
36	Anna Long	Daughter	11	F	1880	Bramfield, Hertfordshire, England.	
36	Clement Long	Son	10	M	1881	Bramfield, Hertfordshire, England.	
36	Arthur Long	Son	6	M	1885	Bramfield, Hertfordshire, England.	
36	Laura Gummen	Governess	55	F	1836	Paris, France.	
36	Harriet Addison	Cook	42	F	1849	Fincham, Norfolk, England.	
36	Eliza Jane Major	Nurse	48	F	1843	Hutton Buschell, Yorkshire, England,	
36	Laura Grundy	House Maid	24	F	1867	Worcestershire, England.	
36	Lucy Linge	House Maid	27	F	1864	Chelmsford, Essex, England.	
36	Clarissa Wheatley	Nurse Maid	18	F	1873	Knipton, Lincolnshire, England.	

			36	Amelia Ellen	Kitchen Maid	17	F	1874	Pembroke, Pembrokeshire, Wales.
			36	Harry Clarke	Footman	23	M	1868	Bardwell, Suffolk, England.
			36	Elizabeth Hurst	Trained Nurse	32	M	1859	Southwall, Nottingham, England.
			36	William Phillips	Groom	23	M	1868	Shepall, Hertfordshire, England.

6th - 8th May 1891 Royal Visit as reported by George Mason.

...The Royal yacht "*Victoria and Albert*," with the Duke and Duchess of Connaught, their three children, the Duke of Edinburgh and the hereditary Princes of Anhalt on board arrived off the Dockyard on Wednesday afternoon. A royal salute of 21 guns, fired from the Defensible Barracks, announcing the fact. The Royal yacht was escorted by H.M. ships "*Touranga*" and "*Ringarooma*" cruisers for the protection of Australian waters. The object of the visit was the launch of the "*Empress of India*" (built under the name of "*Renown*"). On the evening of arrival, some of the Royal visitors landed at Hobb's Point and enjoyed a quiet walk, and early on the following morning, the Duchess of Connaught and the Princes of Anhalt enjoyed a drive through the town and country district without being recognised.

The precincts of the ship which contained the "*Empress of India*" were decorated with flags and the roads leading to ship, gateway and mould loft were festooned. The spacious Mould Loft was fitted up on lines which obtained on the visit of the Duke and Duchess of Edinburgh, 9 years before, but the decorations on this occasion were far more elaborate, provision being made to hold upwards of 500 guests to a Royal Reception and Ball.

The town, notwithstanding bad weather, displayed a show of flags that fluttered from every house and public building. Mr Kenneth McAlpin again came into requisition for the design of arches, also for the beautification of the interior of the Market House, and fully sustained his unique reputation. The route, via the Dockyard Avenue, Victoria Road, and Pembroke Street, was festooned with flags. At the top of Pembroke Street was the first arch bearing the words "Revenuz, Arthur – Louise"; the next arch – which was really the principal one – was erected opposite the east gate of the Market House. It was a three-spanned arch; over the centre was a life-size representation of St. George and the Dragon. The horse was a model and on it sat, at the time the Royal party passed beneath a local jockey, Mr Isaac Phillips. Below in gilt on blue were the words, "Wales, Love, Loyalty, Liberty, Labour," and "Welcome Arthur and Louise to Pembroke." The letters "V.R." and the monogram "A.L." were formed of gas jets for illumination. There was an arch in Albion Square of semi-gothic structure with evergreens and floral adornments. It reached from the Albion House to the house of the Superintendents of Police. Another arch composed of evergreens was erected from Page's to Evans's Corner at the top of Dimond Street. At the Railway Station entrance the second important arch was erected by the Pembroke and Tenby Railway Company. It represented the great gateway and Barbican of Kenilworth Castle, which was illuminated at night with a large star of gas light.

Decorations were carried out on a large scale at the Market. In the centre was placed the Royal platform, providing accommodation for a large party. The front of the dais was parallel, relieved in pink and white and gold, surmounted by a Gothic arcade, with shields, devices, bannerettes, and floral emblems, and set off at the top with a parapet in keeping with the other decorations. Several ancient chairs in Egyptian style were lent by Dr. Morison (ex-mayor) for the accommodation of the Royal visitors. Around the halls were placed groups of flags and shields with the mottoes "Long to reign over us," "God save the Queen" and "Success to the Empress of India". A belfry was erected over the Market House and peals were rung at intervals throughout the day. The gallery was occupied by a large and representative choir, conducted by Mr. T.G. Hancock and an orchestra, of which the leader was Mr. S. Allen.

.....**7 May 1891** At half-past twelve on, a Royal salute was fired from the Hill Fort announced the landing of the Royal party in the Dockyard. The Duke and duchess were accompanied by their two children and the Princess of Anhalt, and were attended by Staff-Lieutenant the Hon. North Darlryple and Mrs. Darlryple, but his Royal Highness the Duke of Edinburgh was not present.

The Royal party were received by Admiral Mayne, C.B., M.P., Captain Superintendent **Long R.N.** General Sire Richard Harrison (commanding the Western District, Colonel Smith, R.A., Colonel Davidson, and a guard of honour of the Duke of Cornwall's Light Infantry (commanded by Colonel Roberts, with band and colours).

Captain A.P. Sanders-Davies and Lieutenant E. Saurin, commanded the Troop A of the Castlemartin Yeomanry (Colonel Saurin commandant, being also present).

The Royal party, escorted by the Yeomanry drove to the Market House, via the Avenue, and Pembroke Street, where they received by the Mayor of Pembroke in his robe and chain of office, the lord –lieutenant of the county (Lord Kensington), Lord Emlyn, the ex-mayor (Dr. Morrison), also robed, and the town clerk (Mr. W.O. Hulm) with a guard of honour of the Pembroke Volunteers under the command of Captain Percy George. Their entrance was greeted with cheers and the choir rendered with effect the English and German National Anthems, during which the Duke of Connaught watched the choir with evident interest, and beat time to the music.

Amongst those having places on and immediately around the dais, in addition to those already named were: Earl Cawdor, Sir Charles Phillips, Bart (lord lieutenant of Haverfordwest) and Lady Phillips, Lady Emlyn and the Hon. Miss Campbell, Colonel Lambton and Lady Victoria Lambton, Lady Kensington, Lady Catherine Allen, Mr. H.C. Allen, QC., Mr. W Davies, M.P., in his uniform as deputy lieutenant; Mrs. Mayne, the Hon Misses Edwards (two), Colonel H. Davies-Evans (lord lieutenant of Cardiganshire) and Mrs. Davies-Evans, Captain Brooks (Tenby), Mrs. Saurin (Orielson), Mrs. Colby (Ffynon), Major J.V. Colby (Rhosygilwen), Mr. Ince Webb-Brown (Chief Constable of Pembrokeshire), Alderman and Mrs. George, Mrs. Morison, the Misses Hulme, Dr. and Mrs. Stamper, Dr. H.D. Reynolds, Mrs. Sketch, Mr. and Mrs. Smedley, Mr Lionel Wood (Tenby), Mr T. Baker (Mayor of Haverfordwest) and Mrs. Baker, Dr. and Mrs. Lean, Major Disney Roebuck and the Officers of the Duke of Cornwall's Light Infantry, Captain Lascelles, and the members of the Pembrokeshire Corporation.

A presentation of an address of welcome was made to their Royal Highnesses, which was read by the

			<p>Town Clerk as follow:- To their Royal Highnesses, the Duke and Duchess of Connaught and Strathearn. <i>We, the Mayor, Alderman, and Burgesses of the Borough of Pembroke, beg to approach your Royal Highnesses with an address of welcome on your visit to this ancient borough, and we congratulate ourselves that you have honoured us with this visit for the purpose of christening and launching Her Majesty's vessel the "Empress of India" one of the largest and most important additions to our naval defence. Sir, you being a soldier, we have watched your career and have observed how distinguished it has been, and how popular, you are with all grades of the Army, whosoever you have served. We hope your Royal Highnesses cannot fail to perceive what a very important military station this is for all reasons and purposes, and we trust that a beneficial result may be obtained as the outcome of your Royal Highnesses visit. We beg to assure your Royal Highnesses on our part, as well as that of the inhabitants of this neighbourhood, of our sincere loyalty and affection for our illustrious Sovereign the Queen and hope she may be long spared to govern her dominions in the same happy manner as she has hitherto. Given under our common seal this 7th of May 1891.</i> <i>W. O. Hulm, Town Clerk.</i> <i>S.B. Sketch, Mayor</i> The Mayor then presented the address to the Duke, who received it and shook hands with his Worship. On rising to reply, His Royal Highness was received with cheers. He said Mr. Mayor and Gentlemen; I thank you in the name of Her Royal Highness and myself for the address of welcome which you have just read to us. The Queen, having deputed the Duchess of Connaught to perform this afternoon the ceremony in her name, shows the deep interest she takes in so great an addition being made to her fleet. The fact of launching so large and powerful a ship as the "<i>Empress of India</i>" proves the great value of Pembroke Dockyard to the country and to the Navy. (Applause). The military importance of this harbour cannot be denied and I rejoice to see you gentlemen, are fully alive to it. (Cheers). I thank you most cordially for the kind terms in which you have referred to myself personally and to my service in the Army. I will not fail to convey to Her Majesty the loyal sentiments to which you have given expression in your address. (Applause). Mr. Stuart Patterson, wife of Rev. Stuart Petterson chaplain to the Forces at Pembroke Dock sang the song of "Land of my Fathers," the choir rendering the chorus. Several ladies (including the Mayoress) and gentlemen were presented to the Duke and Duchess by Lord Kensington and the choir having sung "Men of Harlech" the rendering of "God Save the Queen" terminated the proceedings. The Royal party then returned to the Dockyard, and embarked for luncheon. The launch took place at half-past four in the afternoon. At 4.15 p.m. prayers were read by Rev. S.S. Brown, B.A. Chaplain of the Dockyard and shortly afterwards Her Royal Highness the Duchess of Connaught was presented by J.C. Froyne, Esq., Chief Constructor, with an elaborate box, containing a picture of the ship and a mallet and chisel, with which the last ceremonies were to be performed. Mr Froyne then initiated the Duchess into the mysteries of the launching process. The Duke of Edinburgh announced in clear tones "The ship will now be named." The Duchess thereupon touched a button embedded in the flowers, and at the simultaneous dropping a pair miniature anchors down the side of the ship, a bottle suddenly appeared to dash and break itself against the bows, which were thus sprinkled with its content. Her Royal Highness at the same time said "Success to the "<i>Empress of India</i>"". Soon after the Duchess severed the cord, and the "dog-shore" weights fell. Amid dead silence there was a slight quiver – a graceful glide – and the monster ship floated on the waters of Milford Haven. A thundering cheer from 20,000 throats testified that the heavy task was well and worthily achieved and the band struck up "Rule Britannia," which soon relapsed into "Life on the Ocean Wave." Then followed hearty congratulations from two Royal Dukes to Mr. Froyne on the success if the launch. The officials who carried out the launching arrangements under the direction of Mr. Froyne were: - Port side – Mr. J. Owen and Mr. Lemon; Starboard side – Mr. H. John and Mr. Toms. Three of these officials were formally apprentices at this Yard. Vice Admiral J. O. Hopkins, Controller of the Navy, and W. H. White, Esq., C.B. Director of Naval Construction, were among those who were in the Royal booth at the launch. The splendid band of the Duke of Cornwall's Light Infantry, under Bandmaster J. Campbell, played at intervals. At 5 o'clock, the Royal party attended a Reception Levee in the Mould Loft, which was splendidly decorated for the occasion, and about 500 guests were present at the invitation of Captain and Mrs Long. Light refreshments were served, and the orchestral band of the Duke of Cornwall's Light Infantry provided the musical programme. On the evening of Thursday May 7th, after the Reception at the Dockyard their Royal Highnesses entertained some distinguished guests to dinner on board the yacht "<i>Victoria and Albert</i>". The party was comprised as flows:- The Duck and Duchess of Connaught, the Duke of Edinburgh, the Princess of Anhalt, Vice Admiral J.O. Hopkins, General Sire R. Harrison (commanding the Western District) Colonel Roberts D.C.L.I., (commanding the Garrison, Staff-Lieutenant the Hon. North Dalrymple, W.H. White, Esq C.B. (Director of Naval Construction, and Captain Lascelles, A.D.C. to General Harrison. A grand ball was also given at the Mould Loft by Captain and Mrs. Long, in honour of the Royal Visit....</p>
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			<p>6th May 1891 the South Wales Echo (Special edition) newspaper covered the following proposed event: - ".....THE ROYAL VISIT TO PEMBROKE DOCK. On Thursday their Royal Highnesses the Duke and Duchess of Connaught and the Duke of Edinburgh will pay a visit to Pembroke, on the occasion of the launching of the screw battle-ship "<i>Empress of India</i>", formerly known as the "<i>Renown</i>". This vessel, which has been nearly two years in constructing, will be the largest vessel that has yet been launched at Pembroke Dockyard, the next largest to her built here</p>
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having been the “*Nile*”. A sister-ship to the “*Empress of India*” - the “*Repulse*” - is in course of construction at Pembroke, and will be ready for christening sometime in the early part of next year. The “*Empress of India*” is one of the eight first-class battle ships sanctioned by the Naval Defence Act of 1839, the others being the “*Hood*”, the “*Royal Sovereign*”, the “*Repulse*”, the “*Ramillies*”, the “*Resolution*”, the “*Revenge*”, and the “*Royal Oak*”. Her principal dimensions are: - Length, 380 feet; breadth, 75 feet; mean load draught, 27 feet 6 inches; load displacement, 14,150 tons; indicated horse-power, 9,000 with natural draught, and 13,000 with forced draught speed, from 16 to 17) knots per hour. She is a barbette ship, armed with four 67-ton guns, ten 100-pounder quick firing guns, sixteen 6-ponnder and nine 3-pounder quick firing guns, eight small machine guns, and two 9-pounder field guns. The official arrangements on the day of the launch provide for the dockyard workmen leaving as usual at 11.45 a.m. and returning at 1.15 p.m. At 2.45 ticket holders for the respective stands will be admitted by the church gate, and at 3.45 the general public will be admitted through the main gateway. At 4.15 the customary prayers used on the occasion of the launch of a man-of-war will be read by the naval chaplain, the Rev S. S. Browne, R.N., and at about a quarter to five the ceremony of christening will be performed by Her Royal Highness the Duchess of Connaught. Upon the completion of the launch their Royal Highnesses will hold a reception in a commodious building known as the “Mould Loft”. Several hundred invitations have been issued, and light refreshments will here be partaken of. The Duke of Cornwall’s Light Infantry, commanded by Colonel Roberts, will furnish the guard of honour. The band of the regiment, under the leadership of Mr John Campbell, will perform in the vicinity of the vessel from 2.45 until the time for launching, and the orchestral band of the regiment will play at the reception in the “Mould Loft” from 5.10 to 7.30 p.m. In the evening a ball will be given by **Captain and Mrs Long**, in the “Mould Loft”, in honour of the Royal visit. Earlier in the day there will be presentation of addresses from the Mayor and Corporation and the Chamber of Trade, this part of the proceedings taking place in the market-house. The escort will be furnished from the Pembroke Yeomanry Cavalry, while the guard of honour will be furnished by the Pembroke Volunteers. The locality will be extensively decorated, and if the weather is fine a most successful and enjoyable demonstration of loyalty and patriotism on the part of the populace of Pembroke may be looked for.

The Latest Arrangements.

On the occasion of the launch of the “*Empress of India*” at Pembroke, on Thursday, the Royal party will consist of the following: - The Duke and Duchess of Connaught, their three children, and Miss Robson; the Duke of Edinburgh and his flag lieutenant, the Hereditary Prince of Auhalt. Attendants - The Hon. Colonel North and Mrs Dalrymple; and also a lady-in-waiting on the Princess. The preparations in the dockyard are on an elaborate scale. The “Mould-loft”, where ships of war are laid off, is fitted up most elegantly, and the floor has been laid for the grand ball in the evening, which will be given by the gallant Superintendent, **Captain Samuel Long, R.N.** A special staircase has been erected on the south side of the building. In the town, the work of decoration is being proceeded with at a rapid pace, under the direction of the mayor (Mr S. W. Sketch) and committee. The market-house, where the address will be presented, at 12.15 o'clock noon on Thursday, is being fitted up for accommodating upwards of 3,000, persons, who will be admitted by ticket. A choir, trained for the occasion, will here sing selected pieces, and a belfry will be erected for a peal of eight bells, to be rung at intervals during the day. In the evening there will be a display of fireworks on the Barrack Hill.”

8th May 1891 the South Wales Echo (Special early edition) and the South Wales Daily News (**8th May 1891**) newspapers wrote: - Sketches taken from photographs Messrs. Trindall and Co., Pembroke Dock.

“.....**The Launch of the “*Empress of India*”.**

BIOGRAPHICAL SKETCHES OF THOSE INVOLVED.



Captain Long.

Captain Samuel Long, R.N., A.D.C., the superintendent of Pembroke Dockyard was born on the 5th January, 1340. He entered the service as a naval cadet on the 8th December, 1852, and was appointed sub-lieutenant on the 5th January 1859, and lieutenant on the 24th April, 1860. His subsequent

promotions were - Commander. 3rd April, 1868; and Captain on the 12th December, 1876. On the 7th January 1889, he was appointed to the important post of Superintendent of the Naval Dockyard at Pembroke, the responsible duties connected with which he has since discharged with the utmost zeal and efficiency. The gallant officer served in the early part of his career on board the “*Agamemnon*”, the “*Royal Albert*”, the “*Euryalus*”, the “*Edgar*”, the “*Bacchante*”, the “*Highflyer*”, and the “*Liverpool*”. He commended the “*Fantome*” in the Pacific, and the “*Curacoa*” and “*Agamemnon*” on the China station. For a time he held the post of Superintendent of the “*Vernon*” Torpedo School Ship at Portsmouth.



Mr J. C. Froyne.

Mr J. C. Froyne, taken from a photograph by Messrs. Symonds and Co., Portsmouth.

Mr J. C. Froyne is a native of Pembroke, having been born there on the 3rd November, 1854. He entered as a shipwright apprentice in her Majesty's dockyard in February, 1849, being the first on the examination list out of 40 candidates. In May, 1852, he was selected by the late Professor Moseley as a candidate for the School of Naval Construction at Portsmouth, having taken first place in the examination list from Pembroke yard. In the following month he passed another competitive examination before Professor Moseley and Dr Woolley with the nine best candidates from all the royal yards, including candidates 12 months his senior. Again he obtained first place on the list. He would have been appointed to the School of Naval Construction, but the Board of Admiralty about that time abolished it, and his professional prospects were thus seriously interfered with. At the conclusion of his apprenticeship he was specially commended by the late Dr. Woolley for the excellent examinations which he passed. In March 1859, Mr Froyne was appointed writer in the master shipwrights' office, being first on the examination list. In July 1860, he was appointed third-class draughtsman as a result of an examination in which he took first place, and he rose to second-class draughtsman. In April, 1865, he came into direct communication with Sir E. J. Reed, K.C.B., M.P., then Chief Director of Naval Construction, in connection with the carrying out of the details of H.M.S. S. “*Penelope*”, the first iron ship built at the Pembroke Dockyard. He was warmly complimented by Sir Nathaniel Barnaby, K.C.B., on the able manner in which this work had been performed, and as a result he was made a first class draughtsman under special circumstances. In June, 1869, he was appointed foreman of the yard at Pembroke, being first on an examination list which contained candidate from all the dockyards, and was appointed to carry out the work on “*Thunderer*”, which ship was launched in March 1872, being at that time one of the heaviest ironclads afloat. In November, 1872, he was appointed Assistant Master-Shipwright (Constructor) at Portsmouth Yard, being in the examination for this situation, as on all previous occasions, at the head of the list. At Portsmouth Yard he took a leading position in the work of that large establishment, and, on several occasions, had the honour of being presented to many imperial and royal personages. In the course of his duties as Constructor, he supervised the work on several important ships and heavy ironclads, among others the “*Inflexible*”, which was launched H. R. H. the Princess Louise, Marchioness of Lorne, and the Canada, which was launched by the present Empress Frederick, then the Crown Princess of Germany. He was also one of the officers specially commended by their Lordships for bringing in the ill-fated “*Eurydice*” and the fitting out of the “*Dreadnought*” and “*Inflexible*”, two of the most important ironclad of that period. In August, 1881, he was offered and accepted the post of Chief Constructor of his native yard on 1st January, 1883, since which time he has successfully launched a large number of vessels, including such heavy ironclads as the “*Howe*”, “*Anson*”, “*Nile*”, and no least the “*Empress of India*”. Mr Froyne has the singular distinction of in all his service examinations, and holds an enviable record of successes, having obtained first position in 29 examinations. Besides other positions of trust, he has been for the last eight years president of the Mechanics' Institute, in which he took a warm interest.



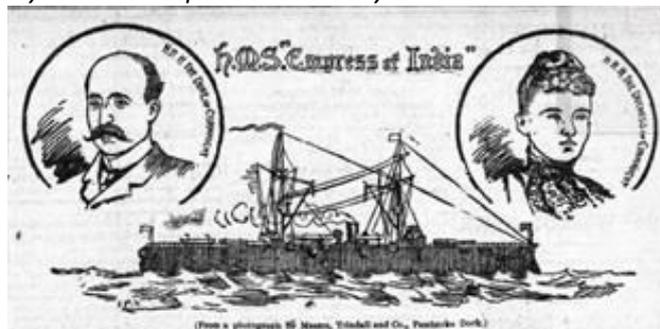
Mr Horatio Johns.

Mr Horatio Johns, assistant constructor, who has had the charge of building the magnificent battle-ship, the "*Empress of India*", is a native of Pembroke Dock, and was entered in the yard as a shipwright apprentice at the first examination held here by the Civil Service Commissioners in 1860; he was promoted to draughtsman in 1873 and to first-class draughtsman in 1883 at Portsmouth dockyard, and in 1884 to Devonport dockyard. At the examination held for foremen of the yard in 1884, he gained second position, and was established a foreman of Pembroke dockyard, where he has built and successfully launched the cruiser "*Forth*", and the armour belted cruiser "*Aurora*", and the gunboats "*Magpie*", "*Redbreast*", and "*Redpole*". Having passed the qualifying examination in 1889, he was made a member of the "Royal Corps of Naval Constructors."

8th May 1891 the Western Mail newspaper; the Evening Express newspaper; (Second; Third Edition; Fourth Edition; Fifth Edition; Pink Edition and Special Edition), which would demonstrate the importance and demand for information covering the launch: - "**...LAUNCH OF A WARSHIP AT PEMBROKE DOCK.**

**PRESENCE OF ROYALTY.
CEREMONY BY THE DUCHESS OF CONNAUGHT.
PEMBROKE DOCK. THURSDAY EVENING.**

"...from their very own correspondent actually on-board: -



In my time I have penned descriptive reports in many queer looking places, but where I am now "caps them all", namely, 'tween decks on board of the "*Empress of India*" on the waters of Milford Haven. Rain is falling through the openings in the upper deck and one of her Majesty's blue-jackets has assisted me to pile one box on top of another for a table, and, seated on the top of another box put on its end, here goes. The top of the sides of the huge man-of-war is at least 30ft. above the water. The man-of-war is in the rough, with everything in it unfinished except the gigantic hull and the tremendous iron frames intersecting its interior 'tween decks, and its upper deck, 385ft. in length, is quite bare. The entire weight of that "Britannic fortress" on the deep is 7,450 tons. It is stated that George III., called once at a farmhouse where dumplings were on the farmer's wife's table. The apples inside the dumplings astonished his Britannic Majesty, and he asked Mrs. Hodge in amazement, "How in the world did the apples get there". Perhaps it has occurred to the reader to ask how in the world did I get here. My anxious question at this moment is as to how to get from here, I have been led into my present difficulty through a love for the sea, imparted to me during my recent trip to the United States. Actuated by what is described as Celtic inquisitiveness, I climbed on deck and mixed there with the tars and the workers in iron. While there the Royal party arrived at the elaborately furnished space in front of the fore part. The ladders were withdrawn, and all on deck had there and there to share the fate of the monster of the deep, whatever happened to it while the launch was taking place. Beyond us, in the vast natural harbour of noted Milford Haven, with the low, green slopes of New Milford beyond it, the Royal yacht "*Victoria and Albert*" lay

calmly on the surface of the water, its mast carrying at its summit the Royal banner of Britain and its rigging gay with many-coloured fifths, all fluttering in the breeze. There were one or two other ships in view whose rigging was gay with flags. There were also many small boats with sightseers on board. Some of these were continually coming within the line which the man-of-war would shoot over if all went well with us. Around the semi-circle in front of the "*Empress of India*" were seen below a brilliant staff of officers in uniform, in attendance upon the Royal Dukes and Duchess and the children of the Duke and Duchess of Connaught. There also was the military band. Suddenly we saw all below uncovering, and the voice of prayer reached us from below. That, being over, the military band struck up "Rule, Britannia, Britannia rates the waves". The tremendous looking craft of iron upon which we stood conveyed to the mind the conviction that the stirring song with its proud assertion was no idle boast. We beheld near the extremities of the deck two circular hollows, into each of which two guns will be inserted in what is called a "barbette", and so arranged that each gun will sink and rise at will by machinery, and revolve so as to sweep the horizon. We learn now that the Duchess of Connaught is engaged in christening the "*Empress of India*" ironclad with – what do you think? - Champagne. The scores of seafaring men on board now grow somewhat excited. The critical moment is at hand. Suddenly is heard a thundering report, followed by immense cheering from the thousands of people gathered at the sides below. We were off! It was a most exciting moment. We were going down, stern foremost, with terrific speed, and the roar of a cheering nation reached our ears. On deck the sides of the huge ship seemed to fly backwards, and the spray as the "*Empress of India*" cleaved the water, into which she rushed with great speed, flew back against us. One of the officers took hold of my arm, and said, "Watch its stern rising", and with the word the stern rose before our eyes like a gigantic wave on the Atlantic. The cheering was now far behind us, but still, like the sound of many waters, it reached us. The next minute we felt we were afloat, the ship riding like a duck. The next instant the Royal Standard flew from the mainmast, and the cross of St. George and the anchor flag of Trinity House fluttered from the masts at the fore and aft of the ship. Now most exciting scenes were witnessed. Many small boats had remained dangerously near to the course of the ship as it rushed into the water. It became imperatively necessary to let go the 6-ton anchor so as to hold the ship from rushing against the land on the opposite side of the harbour. Down went the anchor with a thundering noise, and the cable -- each bar of each link of which is more than two inches and a half in diameter - rattled out with a tremendous roar. The ship continued to rush, and it was uncertain what would be the result. At that moment a boat full of men and women passed over the submerged cable chain, which, at the instant the anchor held, shot out of the water, one end attached to the anchor and the other to the engine on board. It seemed as if nothing could save the boat. The officer shouted excitedly, directing those in the boat to steer one way, and others to steer in another. Suddenly the anchor held, and the huge chain - 40 yards in length - rose close to the stern of the boat with tremendous force. It was a close shave from a fearful tragedy in sight of thousands. In about an hour the anchor was raised, and our huge ship was taken in tow by two powerful tugboats. Then we came again to anchor. There were heavy swells, rain came down in torrents, and there were violent gusts of wind blowing. How to leave the monster was a problem which perplexed one greatly. At seven o'clock Staff-Captain Dodds befriended me and said, "Come along; I'll see you sent ashore". He took me through the blinding rain to the side of the ship, and pointed out a ladder with very narrow steps running down a distance of 30 feet, and fixed in the side of the ship. Below danced the wave', which dashed against the ironclad. A small tugboat came along, and racked below the narrow stairs. Two ropes, fixed to the gunwale, were let down, and, a sailor going down first, I was directed to follow. The next moment I was dangling by my arms to the two loose ropes. The wind blew my cloth cap over my head, so that I could not see even daylight. I slipped on one of the steps, and the sailor below shouted to me, "Take care". Then one of the several men following me from above came against my clinging hands, which were wet and cold. But the sturdy sailor below me had reached the tugboat, and, taking hold of me, landed me on deck, literally in his arms. We then made our way, a distance of between two and three miles, back to Pembroke Dock through the pelting rain, and as we gazed back during the journey though the gathering gloom at the "*Empress of India*", she seemed like a huge castle in the waters, while the other vessels seemed by contrast like so many fishing smacks.

The above somewhat alarming experience, which I acquired accidentally, has prevented me from describing the scenes of the day in their regular order. Earlier in the afternoon, the Duke and Duchess of Connaught, their three children, and suite, and accompanied by a military escort, visited the gaily decorated market-place. A platform, beautifully decorated, had been prepared for their reception, and opposite to the platform stood a choir representing the musical talent of Pembrokeshire, under the conductorship of Mr. T. G. Hancock. The choir was accompanied by several instrumentalists, notably by lady violinists. The building, which is of moderate size, was full, but not inconveniently crowded. The mayor (Mr. S. B. Sketch), in his scarlet robes, followed by the members of the Pembroke Dock Corporation - a numerous and grave looking body of gentlemen, many of them with a Flemish cast of countenance - entered the building bareheaded. There were present also Mr. N. A. Roch (mayor of Tenby) and Mr. Baker (mayor of Haverfordwest), wearing their robes of office. The platform bore also many of the lady members of the leading families of the district. Among the notabilities present opposite the platform in the body of the building was a gentleman whose face was once familiar to the public of the South Wales Circuit - namely, Mr. H. G. Alien, Q.C. It did one good to be able to conclude by his appearance that he is in the enjoyment of a hale old age. There, too, was the portly form of Mr. William Davies, M.P., dressed in the uniform of the deputy-lieutenant of the county. Presently in came a group of other notabilities, among them Admiral Mayne, M.P., the venerable Earl Cawdor, and his distinguished son, Viscount Emlyn. There, also, were Lord Kensington (whose services were afterwards required by his Royal Highness the Duke of Connaught) and General Sir Richard Harrison, commandant of the district. The many medals and crosses on the breast of this officer, as well as on that of Admiral Mayne, M.P., proved long service and deadly perils incurred for their country. There were many other personages of

distinction present, whose names will be reported elsewhere. The strains of the National Anthem brought all present to their feet, and the Royal party entered and ascended the platform in the midst of cordial demonstrations of loyalty. After a formal address to their Royal Highnesses, read by the town-clerk standing in the centre of the line of the corporation, with the mayor on his right, the Duke of Connaught advanced and read his reply in a clear voice. This being over, Mrs. Patterson, stationed in the fore part of the choir on the platform opposite, sang the solo of the Welsh national song, "The Land of My Fathers". Her voice was rather weak for the building, but she sang very sweetly. But the choir was strong, and when they sent forth "Wales, Wales, beloved land of Wales", they did it with such expression as to thrill all present. The name "Wales", each time the refrain came to be repeated, was delivered with charming effect. Their Royal Highnesses seemed to be much interested in it. I observed her Royal Highness the Duchess whispering something to her Royal husband in reference to it. One could not help at that moment thinking of my old friend, the late Mr. Evan James, Pontypridd, author of the melody. "The Watch on the Rhine" was also sung, in compliment, to the Duchess of Connaught. Then came the splendid Cymric war march, "Men of Harlech". The gathering came to a close by the singing of "God Save the Queen".

As the Royal party, followed by the spectators, left the building rain began to fall. The town was gaily decorated with flags and evergreens. Down at the docks, on either side of the portal through which the Royal party would pass into the shed where lay the man-of-war ready to be launched, were two great wreaths of flowers, one on each side of the entrance. One bore the words, "Heaven's light is our guide", and the other a large painted leek. But a leek, as a symbol of Wales, should always be exhibited upside down. The roots symbolise the sun's rays, the white the light of the sun, and the green leaves the verdure of spring. Throughout the day there have been heard the roar of cannon and the music of the military on the march from place to place. The town band was under the conductorship of Mr. S. James. Preparations have been made for a grand display of fireworks to-night by Messrs. Llewellyn, Bristol, but the continued downpour will inevitably interfere with this arrangement.

[BY OUR OWN REPORTER.]

PEMBROKE DOCK, THURSDAY EVENING.

Their Royal Highnesses the Duke and Duchess of Connaught, accompanied by his Royal Highness the Duke of Edinburgh and the Hereditary Princess of Anhalt, visited this town to-day for the purpose of launching the warship the "*Empress of India*". It is nine years since Royalty visited the place for a similar function, the last occasion being the launching of the "*Edinburgh*", when the Duke and Duchess of Edinburgh were present. Pembroke Dock put itself into its best attire in honour of today's ceremony, and from the surrounding country and as far up the line as Cardiff, Newport, and the Rhondda visitors poured into the town by thousands. Unfortunately, the day opened with a heavy mist, which, after a brief promise of sunshine, turned to heavy and continuous rain, with the usual results in respect to the pleasurable anticipations of visitors and townsfolk alike. The Royal Party arrived in the steam yacht "*Victoria and Albert*", and the two Royal Dukes paid an incog., visit to the town yesterday. The programme for their official visit included the presentation of an address by the Corporation of Pembroke. For this function the Market-house was fitted up in an elaborate manner. This work, together with the decoration of the streets of the town, was carried out by a committee consisting of the principal tradesmen, of which the mayor (Mr. S. B. Sketch, was chairman, and a sub-committee, of which Mr. Isaac Smedley was chairman.

THE DECORATIONS.

Four large arches were erected. The two principal ones were at the Market-house gate and the railway station. The former was a three-span arch; over the centre was a life-size representation of St. George and the Dragon, the dummy horse having a living rider, while below, in gilt on blue, were the words, "Wales, Love, Loyalty, Liberty, Labour", and "Welcome, Arthur and Louise, to Pembroke". The letters "V.R." and the monogram "A.L." were formed of gas jets for the illumination. The railway station arch was of Norman architecture - a copy of the great gateway and barbican at Kenilworth Castle-and was illuminated at night with a large star. Albion-square was ornamented with a light semi-Gothic structure in evergreen and fleur-de-lis adornments. The fourth arch was at the entrance to Diamond-street. The design for the beautification of the Market-house was very elaborate, but the limited time devoted to the actual work of adornment did not permit of its completion, although Mr. McAlpin and his men were engaged continuously from three o'clock yesterday morning till noon to-day. In the centre was placed the Royal platform, providing accommodation for a large party. The front of the dais was panelled, relieved in pink and white and gold, surmounted by a Gothic arcade, with shields, devices, bannerettes, and floral emblems, and set off at the top with a parapet in keeping with the other decorations. Several ancient chairs in Egyptian style were lent by Dr. Morison (ex-mayor) for the accommodation of the Royal visitors. Around the hall were placed groups of flags and shields with the mottoes: "Long to reign over us, God Save the Queen", and "Success to the Empress of India". A belfry was erected over the Market-house, and peals were rung at intervals throughout the day. The gallery was occupied by a large and representative choir, conducted by Mr. T. G. Hancock, and an orchestra, of which the leader was Mr. S. Allen.

LANDING OF THE ROYAL PARTY.

At about half-past twelve a Royal salute fired from the Hill Fort announced the landing of the Royal party in the dockyard. The Duke and Duchess were accompanied by their two children and the Princess of Anhalt, and were attended by Staff-Lieutenant the Hon. North Dalrymple and Mrs. Dalrymple, but his Royal Highness the Duke of Edinburgh was not present.

PROCEEDINGS AT THE MARKET-HOUSE.

At the Market-house ceremony the Royal party were received by Admiral Mayne, C.B., M.P., **Captain-Superintendent Long, R.N.**, General Sir Richard Harrison (commanding the Western District). Colonel Smith, R.A., Colonel Davidson. and a guard of honour of the Duke of Cornwall's Light Infantry

(commanded by Colonel Roberts), with the band (master, Mr. J. Campbell) and colours, and escorted by Troop A of the Castlemartin Yeomanry (commanded by Captain A. P. Sanders-Davies and Lieutenant E. Saurin, Colonel Saurin, commandant, being also present). The Royal party drove to the Market-house, where they were received by the Mayor of Pembroke in his robe and chain of office, the lord-lieutenant of the county (Lord Kensington), Lord Emlyn, the ex-mayor (Dr. Morison), also robed, and the town-clerk (Mr. W. O. Hulm), with a guard of honour of the Pembroke Volunteers, under the command of Captain Percy George. Their entrance was greeted with cheers, and the choir rendered with effect the English and German National Anthems, during which the Duke of Connaught watched the choir with evident interest and beat time to the music. Amongst those having places on and immediately around the dais, in addition to those already named, were Earl Cawdor, Sir Charles Philipps, Bart. (lord-lieutenant of Haverfordwest) and Lady Philipps, Lady Emlyn and the Hon. Miss Campbell, Colonel Lambton and Lady Victoria Lambton, Lady Kensington, Lady Catherine Allen, Mr. H. C. Allen, Q.C., Mr. W. Davies, M.P., in his uniform as deputy-lieutenant; Mrs. Mayne, the Hon. Misses Edwards (two), Colonel H. Davies-Evans (lord-lieutenant of Cardiganshire) and Mrs. Davies-Evans, Captain Brooke (Tenby), Mrs. Saurin (Orierton), Mrs. Colby (Flynone), Major J. V. Colby (Rhosygilwen), the Chief-constable of Pembrokeshire (Mr. Luce Webb-Bowen), Alderman and Mrs. George, Mrs. Morison, the Misses Halme, Dr. and Mrs. Stamper, Dr. H. D. Reynolds, Mrs. Sketch, Mrs. and Miss Smedley, Mr. Lionel Wood (Tenby), the Mayor of Haverfordwest (Mr. T. Baker) and Mrs. Baker. Dr. and Mrs. Laen, Major Disney Roebuck and the officers of the Duke of Cornwall's Light Infantry, Captain Lascelles (aide-de-camp to General Sir Richard Harrison), and the members of the Pembroke Corporation.

PRESENTATION OF AN ADDRESS OF WELCOME.

The address, which was splendidly illuminated and embossed, was read by the Town-clerk as follows: -

To their ROYAL HIGHNESSES the DUKE and DUCHESS OF CONNAUGHT and STRATHEARN.

We, the mayor, aldermen, and burgesses of the borough of Pembroke, beg to approach your Royal Highnesses with all address of welcome on your visit to this ancient borough, and we congratulate ourselves that you have honoured us with this visit for the purpose of christening and launching her Majesty's vessel, the "*Empress of India*", one of the largest, and most important additions to our naval defence. Sir, you being a soldier, we have watched our career and observed how distinguished it has been, and how popular you are with all grades of the Army, wheresoever you have served. We hope your Royal Highness cannot fail to perceive what a very important military station this is for all reasons and purposes, and we trust that a beneficial result may be obtained as the outcome of your Royal Highnesses' visit. We beg to assure your Royal Highnesses on our own part, as well as that of the inhabitants of this neighbourhood, of our sincere loyalty and affection for our illustrious Sovereign the Queen, and hope she may be long spared to govern her dominions in the same happy manner as she has hittho. Given under our common seal this 7th day of May, 1891.

S. B. SKETCH.

W. O. Hulm, town-clerk.

....The Mayor then presented the address to the Duke, who received it and shook hands with his worship.

THE DUKE OF CONNAUGHT'S REPLY.

On rising to reply his Royal Highness was received with cheers. He said: - Mr. Mayor and Gentlemen, - I thank you in the name of her Royal Highness and myself for the address of welcome which you have just read to us. The Queen, having deputed the Duchess of Connaught to perform this afternoon the ceremony her in name, shows the deep interest she takes in so great an addition being made to her navy. The fact of launching so large and powerful a ship as the "*Empress of India*" proves the very great value of Pembroke Dockyard to the country and to the Navy. (*Applause.*) The military importance of this harbour cannot be denied, and I rejoice to see you, gentlemen, are fully alive to it. (*Cheers.*) I thank you most cordially for the kind terms in which you have referred to myself personally and I to my service in the Army. I will not fail to convey to her Majesty the loyal sentiments to which I you have given expression in your address. (*Applause.*)

Mrs. Stuart Patterson, wife of the Rev. Stuart Patterson, chaplain to the forces at Pembroke Dock, sang the solo of "Land of My Fathers", the choir rendering the chorus. Several ladies and gentlemen were presented to the Duke and Duchess, and, the choir having sung "Men of Harlech", the rendering of "God Save the Queen" terminated the proceedings. The Royal party then returned to the dockyard and re-embarked for luncheon.

THE LAUNCH.

The launch was fixed for half-past four, and just after four o'clock the Royal party landed from their yacht, and appeared on the platform reserved for them about 4.10. Most of the ladies and gentlemen named above had places on the same platform, and we noticed in addition Sir Owen Scourfield, Bart., the Mayor of Tenby (Mr. N. A. Roch) and Mrs. Roch, Mr. J. C. Foryne (chief constructor of the dockyard), Colonel Leach, and a number of naval and military officers. The huge ship almost filled the shed to the roof, and the upper part of the bow seemed almost to pierce the skylight. The arrangements for launching, of which no inconsiderable item was the use of not less than nine tons of Russian tallow to grease the "ways", were under the superintendence of Mr. Froyne, and were conducted by Mr. H. John, deputy-constructor, who has been in charge of the ship during its construction. The period of waiting was enlivened by the military band, which played a fine selection of music.

THE CEREMONY.

At 4.15 the Rev. S. Brown, dockyard chaplain, read the customary prayers, and at 4.20, the Duke of Edinburgh having announced "The ship will now be named," the Duchess of Connaught, who carried a magnificent bouquet presented by Miss Long, turned the handle which released the bottle of champagne and caused it to break on the bows, at the same time saying, "Success to the Empress of India. At 4.25 Mr. Froyne presented the Duchess with a handsome mallet and chisel enclosed in an oak box, with a

picture and description of the ship. Three minutes later her Royal Highness, under the direction of Mr. Froyne, severed the cord which held the "dog-shores", and after a very brief pause the huge ship began to move and, rapidly gathering momentum, in another minute was afloat, drawing about 12ft. of water. The successful send-off was greeted with loud and repeated cheers by the thousands of spectators at the sides of the building shed.

ROYAL LEVÉE.

At five o'clock the Royal party attended a reception levee in the Mould Loft, which was splendidly decorated for the occasion, and about 500 guests were present at the invitation of **Captain and Mrs. Long**, and light refreshments were served. The orchestral band of the Duke of Cornwall's Light Infantry (Mr. Campbell conductor) provided the musical programme.

THE BALL.

Late in the evening a ball was held in the Mould Loft, at which the Royal party were present, and the invitations were the same as to the reception levée.

THE GENERAL ARRANGEMENTS.

The general arrangements throughout the day were good, especially at the dockyard, which was in charge of the Metropolitan Police, under the direction of Chief-inspector J. C. Bobbins and Inspector Hackney. Outside the dockyard the rejoicings were sustained by the Pembroke Dock town Band, which performed at various places in the town, and at nine o'clock a display of fireworks was arranged to be got off on the Barrack Hill by Messrs. Llewellyn, of Bristol, but the continuous rain sadly interfered with both those proceedings. The local authorities did their best to neutralise the discomfort of the thousands of visitors by turning the Market-house into a huge reception-hall, where refreshments were provided, and the band played for the amusement of the people, many of whom were thus saved from putting in their time wandering the sodden streets in a bedraggled condition.

THE ROYAL YACHT DETAINED BY A STORM.

It was intended that the Royal yacht should leave Pembroke Dock at two o'clock on Friday morning, but, the gale increasing tonight; it was decided to defer the departure till noon on Friday.

DESCRIPTION OF THE VESSEL.

The "*Empress of India*" was laid down on the 9th of July, 1889, and it speaks highly in favour of the capabilities of the yard that she has been advanced to her present launching state in less than 22 months. There is no question that, with the limited resources of the yard, great things have been done, as if the yard had been fortunate enough to have had a capacious dock for her to be built in. she might have been floated out at a much greater weight several months earlier. It may also be mentioned that the "*Repulse*", sister ship, will be launched in February next, and thus two of the largest ships in the world will be turned out of hand from Pembroke within nine months of each other, a feature which, we understand, has never been surpassed by any establishment. The mere mention of this fact causes one to wonder that a yard with such capabilities has no dock or jetty accommodation for these large ships. The fact is, as these two ships had necessarily to be built on slips, it would be desirable, for economical reasons, to retain them on the slips as long as possible consistent with their great weight, seeing that as soon as they are launched they have to be berthed alongside Hobbs' Point, half a mile away from all the shops and conveniences of the yard. It is not difficult to see that a jetty alongside the yard - which has long been talked about-would have given far greater facilities in carrying on the work after launching, and, consequently, been the means of a great saving in their construction. The principal dimensions of the "*Empress of India*" are 380ft., length between perpendiculars; 75ft., extreme breadth; mean load draught, 27ft. 6in., with a load displacement of 14,150 tons. The i.b.p. is specified at 9,000 with natural draught and 13,000 forced draught, producing speeds of 16 and 17½ knots per hour respectively. Contrasting these particulars with those of the "*Nile*", the last heavy ship built at Pembroke, we find that the "*Nile*" was 345ft. long between perpendiculars; 73ft. extreme breadth; mean load draught, 27ft. 6in. with a load displacement of 12,500 tons. Her i.h.p. is 8,000 with natural draught and 12,000 forced draught, producing speeds of 15½ and 16¾ knots respectively. It will, therefore, be seen that the "*Empress of India*", at the same load draught, is a marked advance upon this vessel, both in dimensions and speed. She will be fitted for a flagship, and ample accommodation is made for the officers and messing and sleeping accommodation for the regular crew, which, with the officers, amounts to 640. She will be lighted throughout with electric light, by means of over 600 lamps, and will also carry four electric search lights of 25,000-candle power. The new ship is designed to carry 900 tons of coal, which, at a uniform speed of ten knots, is estimated to steam for at least 5,000 knots. The armament of the "*Empress of India*" will comprise four 13½-inch 67-ton guns, mounted in barbette, in pairs, and firing a projectile weighing 1,250lb., with powder charge of 630lb.; ten 6-inch 100-pounder quick-firing guns, double banked, the four on the main deck being mounted in case-mates protected by 6-inch armour, while the six on the upper deck are mounted, on "sponsons"; sixteen 6-pounder and nine 3-pounder quick-firers, eight small machine guns, and two 9-pounder field guns. The auxiliary armament is distributed all over the ship, and extends from bow to stern, the top-sides and bridges having a large number disposed upon them. The main armament is worked by hydraulic machinery, supplied by Sir W. Armstrong and Co. The other guns are all worked by hand, even the 100-pounder being capable of being worked by one man, thus liberating a large number of men for supplying ammunition, which is a great advantage in view of the speedy supply required for rapid firing. The ship is fitted with seven torpedo tubes, of which two are submerged, and provision is made for carrying eighteen torpedoes. The ship in action will be fought from either of two conning towers, of which the forward one is armoured to the extent of 14in. and the after one to 3in. The engines are provided by Messrs. Humphry, Tennant, and Co., who have also the contracts for the whole of the dockyard ships of the class. They are of the triple expansion vertical type now becoming general in the service, and, as stated before, are to indicate 9,000-horse power with natural draught and 13,000 with forced draught, producing speeds of 16 and 17½ knots respectively on a weight of 14,150 tons. The "*Empress of India*" has been built from the designs of Mr. W. H. White, C.B. director of naval construction, under the immediate direction of Mr. J.

			<p>C. Froyne, chief constructor, Mr. H. Johns, assistant constructor, being in charge of the building operations, assisted by Mr. Lemmon, foreman of the yard.”</p> <p>The BIOGRAPHICAL SKETCHES OF THOSE Officers INVOLVED, are detailed above and were originally reprinted here, in this article.</p>
			<p>10th July 1891 the Carmarthen Journal and South Wales Weekly Advertiser wrote: -</p> <p style="text-align: center;">THIS MONTH'S NAVAL MANOEUVRES.</p> <p>Detailed orders for the mobilization of two formidable fleets and two independent squadrons, to take part in naval manoeuvres this month have been issued. There is to be no great naval battle between the huge ironclads of these two fleets, whose movements will be of a purely tactical character, designed to test the skill of commanding officers in various evolutions, and the handiness of ships under different conditions. The Northern Fleet, under command of Vice-Admiral Sir Michael Culme Seymour, with Rear-Admiral L. F. Jones as second in command, is to assemble first of all in the Downs, and after seven or eight days of preliminary exercise at sea, will proceed to the Firth of Forth, and make that its base for further operations. The Western Fleet, assembling first at Portland, and proceeding after its preliminary cruise to Berehaven, will be commanded by Rear-Admiral R.O.B. Fitzroy, with Rear-Admiral N. Bowden- Smith as second in command. The main interest so far as actual hostilities are concerned will centre in the manoeuvres of the two less imposing squadrons which are to operate against each other from opposite shores of St. George's Channel. The English Squadron, with its headquarters at Milford Haven, is under the command of Captain Samuel Long. The hostile squadron, commanded by Rear Admiral J. E. Erskine, will be distributed at their officers' discretion at various harbours along the Irish coast, and attack the English ports as occasion or the admiral's enterprise may determine. At the close of the manoeuvres some interesting experiments are to be tried with a view of testing the accommodation that exists in the hospitals of various ports for the reception and treatment of wounded men after a general action at sea. Orders will be given to ships and torpedo-boats having an assumed number of wounded on board to proceed to Portsmouth, Devonport, Queenstown, or the Medway, where they will land the number of men detailed under just the conditions that would exist in case of actual warfare, and have them taken to the hospitals, where provision must be made for the number of wounded thus needing treatment.”</p>
			<p>17th September 1891the Western Mail newspaper wrote: -</p> <p style="text-align: center;">“.....WALES DAY BY DAY</p> <p>Rear-Admiral Alfred J. Chatfield, C.B., has been placed on the retired list of his rank, and Captain Samuel Long, A.D.C., has been promoted to be rear-admiral in her Majesty's fleet. Both gallant officers have officiated as Captain Superintendent of Pembroke Dockyard, Admiral Long, to the regret of everybody, leaving a fortnight ago.”</p>