

No.	Service:		Rank:	Names & Service Information:	Supporting Information:
20.	28 th Aug. 1891	28 th Jan. 1893	Captain	<p>Walter Stewart, C.B., A.D.C., R.N.</p> <p>B. 13 Jul 1841, Pwlmeysic, Mathern, Chepstow, Monmouthshire, Wales, (Registered in Chepstow). – D. 26 Oct 1896, 3 Suffolk Place, Pall Mall, Middlesex, London. Aged 55. B. 29 Oct 1896, Saint Mary the Virgin, Twickenham, Middlesex.</p> <p><i>[Information on the early life and subsequent parts of the career of Walter is sparse.]</i></p> <p>14 Sep 1854 Walter enrolled and joined the Royal Navy.</p> <p>7 Apr 1861 Census – shows Walter Stewart (1842) [20] as Acting Mate on board HMS “Renown” 91, anchored off Mt Bayrout [<i>Beirut</i>], Coast of Syria. [Identified as <i>now as Lebanon</i>]. Royal Navy>Vessels>Dist. Renown. “Renown” was a 2nd Rate wooden screw, two-decker ship of 3319 tons, with a displacement of 5500 tons. She carried a compliment of 860 men and was armed with 91 guns. She was launched 28 Mar 1857 from the Chatham Dockyard. From 21 Nov 1857-25 Sep 1861 she was commanded (from commissioning at Sheerness until being paid-off at Plymouth) by Captain Arthur Forbes, as part of the Channel squadron (from 7-10 Aug 1858 she was flagship of Rear-Admiral Charles Howe Fremantle, then (May 1859) operated in the Mediterranean. On the 24 March 1870 she was sold to N. German Confederation (Prussian) navy as training ship (in commission until 1881). In 1892 she was broken-up.</p> <p>10 Dec 1861 Stewart was promoted with seniority to the rank of Lieutenant.</p> <p>13 May, 1869 Lieutenant Stewart was promoted with seniority to the rank of Commander, in the hauling down vacancy of Vice-Admiral Lord Charles Paget.</p> <p>1871 Census – shows Walter</p>	<p>1st son of Arthur Stewart (B. 12 Dec 1813, London, Middlesex, England. - D. 30 Jun 1879, Cork, Ireland) and Mary Judith Madan, (B.20 Feb 1813 Lichfield, Staffordshire. D. 8 Nov 1872, 19 St Patrick’s Place, Cork, Ireland). (Daughter of Rev. Dr. Spencer Madan). He was the Rector at Ibstock, Leicestershire. He held the office of Prebendary of Peterborough.</p> <p>On 29 July 1840 Arthur and Mary married, at St Mary, Bryanston Square, Marylebone, London, England.</p> <p>Together Charles and Harriet had issues a total of 8 children, 3 boys and 5 girls.</p> <ol style="list-style-type: none"> Walter Stewart (B.13 Jul 1841, Pwlmeysic, Mathern, Chepstow, Monmouthshire, Wales. -<i>D.1896, The Strand, Middlesex, London.</i>) Frances Charteris Stewart (B.17 Oct 1842, Mathern, Chepstow, Monmouthshire, Wales. -D.8 Jan 1856, ?). Alan Stewart (B.19 May 1844, Mathern, Chepstow, Monmouthshire, Wales. -D.25 Dec 1924, Eastbourne, Sussex, England.) Sophia Louisa Stewart (B.13 Oct 1845, Lancaster, Lancashire, England.-D.2 Apr 1929, Federation Chambers, Wheeler Gate, Nottingham, Nottinghamshire, England.) Adela Jane Stewart (B.7 Jul 1814, Heavitree, Devon, England-D.25 Dec 1911, Bath, Somerset, England.) Jessie Charteris Stewart (B.7 Sep 1849, Heavitree, Devon, England -D.21 Sep 1903, , Bath, Somerset, England.) Mary Stewart (B.8 Dec 1852, Heavitree, Devon, England -D. 27 Mar 1942, Cheltenham, Gloucestershire, England.) Montgomery James Stewart (B. 28 Oct 1854, Scotland.-D.20 Aug 1881, Nightingale Cottage, East Twickenham, Middlesex, England.) <p><i>There remains a question as to if Walter was married ? in The Malta Directory – 1888 amongst the visitors lists are the following:- “...Mrs and Captain Walter STEWART, R.N., HMS <i>Thunderer</i>...”. See below for more information. Numerous searches have failed to confirm this; hence it is believed that Walter died “without issue”.</i></p>
	<i>Mason</i> 28 Aug 1891	31 Jan 1893			

			<p>Stewart (1842) [29] as a Commander in R.N. unmarried / Lodger @ 20 Upper Gloucester St, Russell Sq., Marylebone, London, England. London>St Marylebone>Chirstchurch.Dist.13.</p>	<p>1896 Probate Stewart Walter of 3 Suffolk-Place, Pall Mall, Middlesex C.B. Rear Admiral, Royal Navy died 29 Oct 1896 Probate London, 17 Dec to Geoffrey Holt Stilwell esquire and Henry Phillips, Colonel Her Majesty's Army. Effects £6961.7s 10d.</p>
			<p>29 Jun 1877-1878 Walter was appointed as the Commander of HMS Ganges, Boys Training Ship. She had had by this time an illustrious career, HMS Ganges was an 84-gun 2nd Rate ship of the line of the Royal Navy, launched on 10 Nov 1821 at the Bombay Dockyard, she was constructed from teak. She is notable for being the last sailing ship of the Navy to serve as a flagship, and was the second ship to bear the name. Admiralty orders of 4 Jun 1816 directed her to be built as a facsimile of HMS "<i>Canopus</i>" (the ex-French ship <i>Franklin</i>, which had fought at the Battle of the Nile). Building began in May 1819, under the direction of master shipbuilder Jamsetjee Bomanjee Wadia. She was commissioned at Portsmouth in 1823, and served in several locations over the following decades. Notable events included a period as flagship of the South America Station for three years, during which she landed Royal Marines in Rio de Janeiro after a mutiny by Brazilian soldiers. She also saw action in the Mediterranean in 1838-40, bombarding Beirut and blockading Alexandria. She was paid off during the Crimean War, and saw no action. From 1857-1861, she was the flagship of the Pacific Station, based at Valparaíso, Chile under the command of Rear admiral Robert Lambert Baynes. She spent considerable time addressing the San Juan Boundary Dispute from the Esquimalt Royal Navy Dockyard at the Colony of Vancouver Island, after which she returned to England to be converted into a training ship; she began service as the training ship HMS "<i>Ganges</i>" in 1865 at Mylor Harbour, near Falmouth, Cornwall; in 1899, she was moved to Harwich.</p> <p>9 Jan 1878 Walter was promoted with seniority to the rank of Captain.</p> <p>17 Aug 1886-30 Jun 1888 Walter was appointed to "<i>Thunderer</i>" 4, as her 2nd Captain, for service in the Mediterranean. "<i>Thunderer</i>" was one of two <i>Devastation</i> Class turret ships, laid down on 26 Jun 1869 and launched 25 Mar 1872 from Pembroke Royal Dockyard, by Mrs. Mary Meyrick, wife of Thomas Meyrick, MP. "<i>Thunderer</i>", was the fifth ship of her name. Two years later she was transferred to Portsmouth Dockyard to finish fitting out. As a Turret Ship, she was constructed of Iron, powered by screw; she weighed 4407 tons and has a displacement of 9330 tons. She suffered two serious accidents before the decade was out and gained a reputation as an unlucky ship for several years afterward. On 14 Jul 1876, she suffered a disastrous boiler explosion which killed 45 people. One of her boilers burst as she proceeded from Portsmouth Harbour to Stokes Bay to carry out a full-power trial. The explosion killed 15 people instantly, including her commanding officer; around 70 others were injured, of whom 30 later died. This was the Royal Navy's most deadly boiler explosion through the whole century. The boiler was repaired and the ship was completed on 26 May 1877 at a cost of £368,428. She then served with the Reserve Fleet in Particular Service Squadron and was then assigned to the Channel Squadron. During this time, she was fitted with experimental 16-inch torpedoes. She sailed for the Mediterranean in 1878 under the command of Captain Alfred Chatfield. [<i>Yet another, Captain Superintendent [16th] of the Pembroke Royal Dockyard Oct 1882-Jan 1885</i>].</p> <p>"<i>Thunderer</i>" was repaired, re-commissioned assigned to the Mediterranean Fleet in 1878. The ship suffered another serious accident in Jan 1879 when the left 12-inch 38 ton gun in the forward turret exploded during gunnery practice in the Sea of Marmora, (SW of Istanbul), killing 11 and injuring a further 35. The muzzle-loading gun had been double-loaded following a misfire. According to Admiral of the Fleet E.H Seymour.... "Both turret guns were being fired simultaneously, and evidently one did not to go off". It may seem hard to believe such a thing could happen and not be noticed, but from my own experience I understand it. The men in the turret often</p>	

			<p>stopped their ears, and perhaps their eyes, at the moment of firing, and then instantly worked the run-in levers, and did not notice how much the guns had recoiled. This no doubt occurred. Both guns were at once reloaded, and the rammer's indicator, working by machinery, set fast and failed to show how far the new charge had gone. "Thunderer" was reduced to reserve in 1881 before being recommissioned in 1885.</p> <p>She was recommissioned at Malta on 26 Apr 1885. "Thunderer" returned home in 1887 and was again placed in reserve. She re-joined the Mediterranean Fleet in 1891, but was forced to return to the UK by boiler problems the following year. The ship became a coast guard ship in Wales in 1895 and was again placed in reserve in 1900. "Thunderer" was taken out of service in 1907 and sold for scrap in 1909.</p> <p>1891 Census – shows Walter Stewart (1842) [49] Captain R.N. single, resident as a lodger @ 1 Suffolk Place, Pall Mall, London.</p> <p>30 May, 1891 On the occasion of the Queen Victoria's birthday Stewart was appointed an Ordinary Member of the Third Class, or Companion, of the Military Division of the Most Honourable Order of the Bath (C.B.).</p> <p>28 Aug 1891-28 Jan 1893 Walter was appointed to the post of Captain Superintendent of Pembroke Royal Dockyard. He was also appointed as the last 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.</p> <p>10 Feb 1892 Walter was again raised in rank (promotion) to the rank of Rear-admiral on the retirement of Richard D. King. Captain Walter Stewart, C.B., superintendent of Pembroke Dockyard, became a paid naval aide-de-camp to H.M. Queen Victoria.</p> <p>1 Jan 1893 – Stewart was appointed to full Rear-Admiral, as was normal Admiralty practice prior to leaving his post as Captain Superintendent of the Pembroke Dockyard.</p> <p>26 Oct 1896 Walter died at 3 Suffolk Place, Pall Mall, Middlesex, aged 55.</p> <p>29 Oct 1896 He was buried at Saint Mary the Virgin, Twickenham, Middlesex.</p>
			<p>The following is taken from the</p> <p style="text-align: center;">“....The Malta Directory - 1888</p> <p>.....During 1888 the Officers of the Malta Garrison and Royal Navy would find themselves face to face with pretty young females rather than a foreign foe, and handle a bat or racquet more often than a firearm. Invitations to society events were especially sought after since several members of the Royal family were present in Malta. The Duke and Duchess of Edinburgh, the Princesses Marie, Victoria Melita, and Alexandra of Edinburgh. The Princess Louise, and the Prince Louis and Princess of Battenberg Without doubt the most prestigious gathering of the year was the Carnival Fancy Dress Ball held on Monday 13th February by Governor and Lady Simmons at the Palace to which over 900 guests were invited.</p> <p>Just over two weeks later The Medical Staff gave a Grand Ball at the Malta Union Club which was then housed in the Auberge de Provence in Strada Reale. Again the Royal guests attended together with over 550 others, and spent a very enjoyable evening.</p> <p>The Malta Garrison that year included two Scottish Regiments, The Black Watch and the Gordon Highlanders, so in March the Highland Games were held at Marsa, when men from both regiments competed in traditional Scottish sports. Private Paton of the Gordon Highlanders took 1st place at Tossing the Caber, and Private Cairns of the Black Watch was the champion Sword Dancer. The English Regiments held their own Regimental Games.</p> <p>Another important Royal occasion took place in H.M. Dockyard on 20th March, when the young Princess Melita launched a gun-boat named HMS "Melita". In front of a large crowd of officials and public onlookers, she smashed a bottle of champagne over the bows in the traditional manner. The Reverend G. Sutton then read the prayers used at the launching of a ship, after which the young Princess cut the cord holding the "Dog-shore" with a chisel and mallet, and the new vessel slid slowly towards the water. During the summer months, the Eighth Annual Malta Rifle Meeting lasted for several days, and challenge Cricket Matches were played by Army as well as Naval teams. Even in November the weather was still favourable for a Lawn Tennis Tournament to be held and for Cricket Matches to continue.”</p>
			<p>10 Feb 1892 The Western Mail wrote in their section "WALES DAY BY DAY".</p> <p>“.....By the promotion of Rear-admiral Richard D. King, Captain Walter Stewart, C.B., superintendent of Pembroke Dockyard, becomes a paid naval aide-de-camp to the Queen. There is no more able and</p>

popular officer in the service than **Captain Stewart**, so says the World.”

29 Feb 1892 The Western Mail wrote.....

“.....**LAUNCH OF A BATTLESHIP AT PEMBROKE DOCKYARD.**
DESCRIPTION OF THE REPULSE.

...On Saturday afternoon the first-class armour-plated barbette battleship “*Repulse*”, twin ship to the “*Empress of India*”, was successfully launched at the Royal Dockyard at Pater. The event attracted a large number of visitors to Pembroke Dock, the Great Western Railway running an excursion from Newport and Cardiff and the Pembroke and Tenby Railway issuing cheap tickets on its line. Of course there was not so great an influx of strangers as on the occasion of the launch of the “*Empress of India*” last May, but to that event there was the additional attraction of the presence of their Royal Highnesses the Duke and Duchess of Connaught. Still, including inhabitant of the locality, there were scarcely less than 5,000 or 6,000 persons present in the dock-yard on Saturday. The event was fixed for about five p.m., the exact time being dependent upon the flow of the tide, a depth of over 15ft. being necessary before the launch could take place. The yard was opened to the public at 3.45 p.m., and the spectators gathered early, the waiting time being beguiled by the performances of the band of the Connaught Rangers (master, Mr. Keeley), who made their first public appearance in the locality on Saturday, the regiment having recently returned from India. About 4.30 the superintendent of the dockyard, **Captain Walter Stewart, R.N., C.B.**, and his party appeared in the booth at the head of the ship where the christening ceremony was to take place.

Amongst those present were Sir Charles E. G. Philipps, Bart., Lady Philipps, Miss Philipps, and Mr. Philipps; Sir O. B. P. Scourfield, Sir George Larpent., Colonel Giradot, Mr. A. P. Saunders-Davies, Mr. Mirehouse, Mr. E. Laws, and Mr. J. V. Colby. The Admiralty were represented by Mr. W. H. White, director of naval construction and deputy-controller of the Navy, and John Williamson, director of dockyards. Mr. J. C. Froyne, chief constructor at Pembroke Dockyard, superintended the arrangements for launching. An American and a German attaché were expected to be present at the ceremony, but they did not turn up. At 4.40 the Rev. J. B. Budd, chaplain of the yard, read prayers, which occupied about five minutes. Lady Philipps then performed the christening ceremony, a bottle of champagne being broken over the bows of the vessel, which bear a lion and scrolls, with the motto, "Dieu et Mon Droit," as figure-head. The work of knocking out the blocks took a longer time than usual, they being rather stiff. At 5.30 Lady Philipps cut the cord releasing the weights, and the usual hydraulic pressure was applied to prompt the movement of the monster. She stuck, however, and the next two or three minutes were an anxious period for those responsible for the safe launching of a ship which will cost, from first to last, a cool million. A gang of men undertook the ticklish work of trying to drive away the remaining block, when at three minutes after the half-hour the cry “Stand clear” was raised, and, with a movement scarcely perceptible at the start, but gathering momentum every second, the huge ship swept magnificently down the ways into the harbour, amid the ringing cheers of thousands, whose enthusiasm was heightened by the relief from the suspense of the previous few minutes. The following is a complete description of the ship:-The “*Repulse*” was laid down on January 1, 1890, and has been constructed from designs furnished by Mr. W. H. White, C.B., director of naval construction at the Admiralty, under the immediate supervision of Mr. J. C. Froyne, chief constructor at Pembroke Dockyard, Mr. James Owen, assistant constructor, being in charge of the building operations. The “*Repulse*” is a sister ship to the “*Empress of India*”, so successfully launched from the same establishment on May 7, 1891, by her Royal Highness the Duchess of Connaught, and is an embodiment of all the most important improvements upon modern war vessels. The principal dimensions of the ship are:- Length between perpendiculars, 380ft.; breadth, extreme, 75ft.; mean load draught, 27ft, 61n" with a load displacement of 14,150tons; indicated horse-power, with natural draught 9,000 and with forced draft 13,000 with anticipatory speeds of 16 and of 17½ knots per hour respectively. The vessel is built entirely of mild steel. The stem, stern post, and shaft brackets are formed of large steel castings, the stem below water forming a very formidable ram. The flat keel is composed of two thicknesses of plate of ¾ inch each, whilst the vertical keel has a thickness of 5/8 in., with a maximum height amidships of 5ft., tapering to 3ft 6in, at the extremities. Between the vertical keel and the shelf upon which rests the thick belt of armour are worked on either side five longitudinals, extending throughout the whole length of the double bottom, the centre one of which is made watertight, and this, together with the watertight frames, divides the whole of the double bottom into a series of watertight compartments-the whole of the hull is so largely sub-divided in this manner that the risk of danger from damage to the bottom plating in action or from rocks is minimised to the fullest extent. The frames have also been specially designed on the bracket system with reference to the great weight to be carried. A protective steel deck 2½in. thick extends under water from the bow for 76ft. and from the stern 72ft. From this deck is built a belt of steel-faced armour, with a backing of teak wood. This belt, the greatest thickness of which is 18in., extends for a length of 250ft. out of the total of 380ft., and terminates in two armoured bulkheads. At the fore and aft ends of this belt are the barbettes, formed of armour 19in thick, and these extend to the height of 18in. above the upper deck, and contain all the mechanism for working the large guns. Above this is other protective armour, which is additionally enhanced by the eight side armour coal bunker arrangements. Above these are armoured casements, two on each side, where the quick-firing guns are fought, on the main deck. Armoured tubes have also been fitted between the belt and main decks, in order to secure protection to the ammunition from the magazines to the guns. Precautionary measures have also been adopted to prevent water finding its way below the protective decks. Ample accommodation for the officers and crew (640) has been provided. The ship throughout will be lighted by electricity by means of 600 lamps, and she will also carry four electric search lights of 25,000 candle-power, all of which will be worked by dynamos under protection. She will carry 900 tons of coal, which is estimated to steam her 5,000 knot. Her armament will comprise of 13½in. 67-ton guns, ten 6in. 100-pounder quick-firing guns, sixteen 6 -pounder and nine 3-pounder quick-firers, eight small

			<p>machine guns and two 9-pounder field guns, The main armament is worked by hydraulic machinery, supplied by Sir W. Armstrong and Co., and the other guns are worked by hand. The ship is fitted with seven torpedo tubes, of which two are submerged, provision being made for carrying eighteen torpedoes. In action the ship will be fought from two conning towers heavily armoured. The engines are provided by Messrs. Humphrey, Tennant, and Co., and are of the triple expansion vertical type. The ship will be placed (afloat) under the shears at Hobbs' Point, where she will receive her machinery, & c., have her barbettes armoured, and be further proceeded with towards completion. The weight of the ship at launching was estimated at some 8,000 tons, and with this great weight the nicest calculations had to be made and the greatest precaution taken to ensure safety and success in the difficult operations. In other dock-yards these huge warships are built in a dry dock, and when completed floated out, but at Pembroke Dockyard there are no similar facilities.</p> <p style="text-align: center;">.....THE "EMPRESS OF INDIA".</p> <p>The new first-class battleship "<i>Empress of India</i>" arrived at Sheerness on Saturday afternoon from Pembroke, and was delivered to the Medway Dock-yard Reserve authorities to be armed and completed for sea service. She is the first of the new ironclads being built, under the Naval Defence Act, and is the largest ironclad ever seen in the Medway. She has a displacement of 14,150 tons, is of 13,000-horse power, and will be armed with four 67-ton guns, ten 6in. guns, and 25 small quick-firing guns. ..."</p>
			<p>3 Mar 1892 The Aberystwyth Observer wrote.....</p> <p style="text-align: center;">".....LAUNCH OF THE REPULSE.</p> <p>...Her Majesty's ship "<i>Repulse</i>" was successfully launched from Pembroke Dockyard on Saturday, in the presence of a large and distinguished company, including Sir Charles and Lady Philips, Captain Walter Stewart, Mr. W. H. White, Assistant Controller and Director of Naval Construction, Mr. J. Williamson, Director of Dockyards (representing the Admiralty); the American and German Naval attaches, and a large number of naval and military officers. The christening ceremony was gracefully performed by Lady Philips. The "<i>Repulse</i>" is one of a group of eight first-class armoured battle ships ordered under the provisions of the Naval Defence Act of 1889, and is built of mild steel; the stem, stem-port, and shaft brackets are formed of large steel castings, the stem below water forming a very formidable ram. She will be fitted as a flag ship, and provided with accommodation for 640 officers and men. The lighting of the ship will be by electric power. She will have seven torpedo tubes. The engines will be of the triple expansion and vertical type. A special feature is the immense weight to which she had been advanced at the time of launching, exceeding by 400 tons the weight of any other war vessel previously launched in this or any other country. The weight moved is estimated at 7700 tons. Some idea of its immensity may be had by the fact that it took over 1400 wedges to "set up" the ship, that is, lift by means of wedges the weight from the blocks on which she had been built on to the ways down which she was launched. The vessel was built from designs by Mr. W. H. White, under the immediate direction of Mr. J. C. Froyne, Chief Constructor, and Mr. J. Owen, Assistant Constructor. The weather was beautifully fine and spring like, and the launch was a success. ..."</p> <p>5 Mar 1892 The Cardigan Observer and General Advertiser for the Counties of Cardigan Carmarthen and Pembroke rewrote a very similar article.....</p>
			<p>17th September 1892 the South Wales Daily News (Third Edition) covered the following: -</p> <p style="text-align: center;">".....PEMBROKE DOCK.</p> <p>GARDEN PARTY. - A company numbering quite 150, and comprising the gentry from the surrounding district and the naval and military officers stationed here, were entertained at a garden party by Captain Stewart, C.B., A.D.C., Superintendent of the dockyard, on Thursday afternoon. The party assembled at the dockyard about 2.30 p.m., and broke up at six o'clock. the band of the Connaught Rangers played during the afternoon."</p>
			<p>29th September 1892 the South Wales Daily News (Third Edition) addressed the following visit: -</p> <p style="text-align: center;">".....PEMBROKE DOCK.</p> <p>ADMIRALTY VISIT. - Admiral Fisher Controller of the Navy, paid an official visit to Pembroke Dock on Wednesday, and, in the company of Captain Stewart, C.B. and other dockyard officials, made a tour of the dockyard, inspecting the ships under construction there. The full Admiralty are expected on Tuesday next."</p>
			<p>8 Nov 1892 Evening Express and The Western Mail wrote.....</p> <p style="text-align: center;">".....INSPECTION OF PEMBROKE DOCKYARD. ACCIDENT TO THE CAPTAIN-SUPERINTENDENT.</p> <p>...On Monday Mr. W. H. White, C.B., F.R.S, Assistant Controller and Director of Naval Construction, paid a visit of inspection to Pembroke Dockyard, in which he was accompanied by Captain Walter Stewart, C.B., A.D.C., superintendent of the dockyard; Mr. J. C. Froyne, chief constructor, and other principal officials. In going over the battleship "<i>Repulse</i>", now lying alongside the pier at Hobbs' Point receiving her machinery, the party were proceeding through the machinery department in the dark when Captain Stewart struck his head against a screw, which for a time stunned him. The doctor of H.M.S. "<i>Belferephon</i>", which was lying a little distance off, was sent for, and arrived almost immediately, when he pronounced the injury as not of a severe character, and the gallant officer was subsequently taken to the dockyard."</p>

31st January 1893 the Evening Express newspaper and the Western Mail newspaper reported the following launch: -

“.....**LAUNCH OF A WARSHIP AT PEMBROKE DOCK.**

The Cruiser "Cambrian" Afloat.

On Monday afternoon Pembroke Dockyard contributed another addition to the strength of the British Navy. The new vessel was happily, and, having regard to the situation of the dockyard, very appropriately named the “*Cambrian*”. It seem the general rule that the ceremony connected with the launching of cruisers - for such the new warship is – hardly excites so much interest as that connected with the launching of larger vessels. The proceedings on Monday were, therefore, of rather a modest kind, though they were quite conventional in character. At four o'clock, No. 4 shed, in which the vessel stood, was well-filled with the general public, and on an enclosed platform, reserved for more distinguished persons, there was a somewhat brilliant assembly. It included **Rear-admiral Stewart**, the newly-appointed Superintendent of the yard; Colonel and Mrs. Saurin, of Orierton (the latter of whom played a. very important part in the proceedings); Sir Owen Scourfield, Williamston; Sir Charles Philipps, Picton Castle; Mr. A. P. Saunders-Davies, Pentre; Captain Brook, Tenby; Mr. Mirehouse, Angle; Colonel Goodeve, commandant of the garrison Dr. Stamper. Mr. Isaac Smedley, Mr. Phillips, Honeybee ugh House, New Milford; the Rev. J. S. Allen, Pembroke Dock; the Rev. S. R. Paterson, senior chaplain to the forces; Captain Lecky, New Milford; and Major Wynn, Mellesion. In addition to these were the officers of the Connaught Rangers, Royal Artillery, Royal Engineers, the Army Works Corps, and a number of naval officers. Mr. Superintendent Hobbins and a force of Metropolitan police were present to see that the arrangements were duly carried out, and the band of the Connaught Rangers, under Mr. Keeley, band-master, beguiled the rather dreary time preceding the ceremony with a selection of music.

It was after four o'clock when Colonel and Mrs. Saurin arrived, and the preliminaries to the launch were forthwith proceeded with. The Rev. J. A. Nicolls said the usual prayers, and Mrs. Saurin christened the vessel in the regulation way. The “dog-shores” were removed and, amid the strains of “Rule Britannia” and the cheers of the assembly, the “*Cambrian*” glided into her future element. On each side of her bows there was auspiciously enough, a leek to symbolise the gallant little country from which she had taken her name. The band then played "God Save the Queen", and the assembly dispersed, leaving the “*Cumbrian*” anchored in Milford Haven, with the Royal Standard and the Union Jack proudly floating over her. In the evening **Admiral Stewart** gave an "at home".

The “*Cambrian*” is technically described as a protected cruiser of the second class, and her principal dimensions are as follow: - Length between perpendiculars, 320ft.; breadth extreme, 49ft. 9in.; depth of hold, 15ft. 6in.; mean draught, 19ft.; displacement, when fully equipped, 4,360 tons; crew, officers, and men, 289. Armament -two 6in. quick-firing guns, eight 4in. guns, eight 6-pounder guns, one 3-pounder gun; she has four torpedo ports, one at the bow, one at the stern, and one upon either broadside, which admit of training, and all are fitted for the discharge of 18in. torpedoes. The hull is constructed of mild steel, sheathed with teak. The ship has a protective deck, fore and aft, varying from 1 in. to 2 in. in thickness. Her cylinders are protected with 5in. steel armour, on 7in. of backing. The engines are by Messrs. Hawthorn, Leslie, and Co., Newcastle, and will be of 9,000 indicated horse- power under forced draught, and 7.000 under natural draught. There are three vertical cylinders, diameter of high pressure 33½ in., inter mediate 49in., low pressure 74in., stroke 39in., revolutions 140 per minute when developing 9,000 indicated horse-power, estimated speed 19 knots - The ship is fitted with the usual auxiliary engines, such as circulating, feed, fire, bilge, steering, windlass, ash hoist, electric light, air- compressing, &c., and eight double-sided fans for forced draught. The steam is supplied by eight single-ended boilers, with shells lin. thick. The ship is extremely well supplied with all minor fittings, and will, when completed, be a powerful addition to the cruising fleet of her Majesty's Navy. The “*Cambrian*” has been built under the direction of Mr. W. C. John, foreman of the yard, and supervision of Mr. J. C. Froyne, chief constructor. In all probability, Mr. John will have the entire completion of the ship for sea, as he had for the cruiser “*Pearl*”, built and completed for sea at this dockyard.”

6th February 1893 the South Wales Echo (Special edition); the South Wales Daily News and the Cardiff Times newspapers (11th February) reported on the following: -

“.....**PEMBROKE DOCKYARD.**

Enthusiastic Farewell to Admiral Stewart.

About seven or eight hundred workmen, who had temporarily ceased work for the purpose, assembled in the roadways adjacent to that leading to the main landing place, to witness the departure of **Rear-Admiral Stewart**, from Pembroke Dockyard, on Friday evening. The number would probably have been considerably augmented had it been generally known that the gallant officer was leaving on that day. As it was, however, the intelligence only got whispered abroad a few moments before he came in sight, and accordingly those only who chanced to be employed in the immediate vicinity of the landing place, were able to reach the spot in tune to join in the ringing cheers, again and again repeated, which greeted him as he walked towards the Superintendent's pinnace which lay at the landing place waiting to take him to Neyland. Before embarking **Admiral Stewart** paused a moment to shake hands with Staff-Captain Dodds (acting Superintendent), Mr J. C. Froyne (chief constructor), and several others who were standing by. On embarking in the pinnace, the cheers were renewed, the crew of the tug “*Stormcock*” and a number of men in a steam launch which had just arrived, joining with their fellows on shore to give the inspiring-Superintendent an enthusiastic God-speed. **Admiral Stewart** left New Milford by the evening mail train for Teignmouth where, it is understood, he intends to permanently reside. Some of the older workmen say it is quite 20 years since a similar display was witnessed at Pembroke Dockyard on the departure of a Superintendent.”

			<p>14th February 1893 the South Wales Daily News (Third Edition) wrote thus: - “.....PEMBROKE. THE NEW SUPERINTENDENT OF THE DOCKYARD. – Capt. Penrose Fitzgerald, R.N., who succeeds Rear-Admiral Stewart, arrived at Pembroke Dock on Friday evening, and assumed his duties as superintendent of the dockyard on Monday morning.”</p>
			<p>25th January 1896 the Aberdare Times and the Cardiff Times newspapers reported on the following: - “.....FASHIONABLE MARRIAGE. On Tuesday afternoon, at St. George's Church, Hanover-square, with fully choral service, the marriage was duly solemnised of Mr John Bell White, of the Inner Temple, barrister-at-law, and the Marine Department Belfast, and Mrs Babington Jones, of Paraon's Mead, Ashstead, Surrey, widow of Mr T. Babington Jones, of Bryn-y-Mor, Penarth, and daughter of the late Mr David Davis, of Maesyffynon, Aberdare, Glamorganshire, and Tyn-y-Coed, Arthog, Meirionethshire. The ceremony was conducted by the Rev Canon Ringer, M.A. (Master of the Temple), assisted by the Rev. Canon Jones, M.A., rector of Upper St. Leonard's (cousin of the bride), and the Rev. A. Clemens, M.A., chaplain of the Trinity House. Mr Frank Edwards (brother-in-law of the bride) gave her away. The bridegroom was supported by his personal friend, Commander Warren F. Cuborne, R.N.R., who acted as “best man”. The bride's two little daughters, Miss Dorothy Jones and Miss Irene Jones, were the only bridesmaids. The reception given by Mrs Frank Edwards at Buckland's Hotel, Brook-street, was very largely attended, among those who accepted invitations being the Right Rev. the Lord Bishop of St. Asaph and Mrs Edwards, Rear-Admiral Stewart, Sir Sydney Webb, K.C.M.G., (Deputy-Master Trinity House), Mr Philip Morell, Mr and Mrs Price-Edwards, Miss Price Edwards, and others..The presents, over 200, were both choice and valuable.” <i>Walter Stewart died in the Oct of this year.</i></p>