

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
21.	28 <sup>th</sup> Jan. 1893	23 <sup>rd</sup> Mar. 1895	<b>Captain</b> <b>Charles Cooper Penrose Fitzgerald, R.N.</b> <b>B. 30 Apr 1841</b> , Corkbegg, Co Cork, Ireland. <b>D. 11 Aug 1921</b> , 1. Trinity Road, Folkestone, Kent. <b>1853</b> He was educated at Doctor Burney's Academy, Gosport, a preparatory school or "crammer" school, whose aim was to prepare young men for the Royal Navy's entrance examinations and a naval career. <b>1854</b> joined the Navy, as a cadet on-board HMS " <b>Victory</b> " 100, at Portsmouth. " <b>Victory</b> " was a 1 <sup>st</sup> Rate wooden sailing ship of 2142 tons, launched 7 May 1765, from Portsmouth Dockyard. She was rebuilt in 1801. In Charles time she was commanded by Captain Thomas Maitland, flagship of Rear-Admiral Thomas John Cochrane, Portsmouth; 20 Dec 1853-19 Mar 1854. And commanded by Captain John Charles Dalrymple Hay, flagship of Vice-Admiral Thomas John Cockrane, Portsmouth; 19 Jan 1854-Feb 1855. She was dry-docked at Portsmouth 1922 and is still in R.N. service. <b>1855</b> it is reported that he, Charles, served in the Channel and the Baltic Sea Fleet. <b>1856</b> he was then officially transferred to the Black Sea Fleet. <b>1856</b> Charles was transferred and was posted serving on HMS " <b>Retribution</b> " an <i>Apollo</i> -class protected cruiser on the China station. " <b>Retribution</b> " was a 1 <sup>st</sup> Class wooden paddle Frigate of 1641 tons, launched 2 Jul 1844, from the Chatham Dockyard; she was laid down as the " <b>Watt</b> ". She was commanded by Captain Charles Barker, in the East Indies and China (including 2nd Anglo-Chinese War), until Barker was invalided; 30 Aug 1856-26 Jan 1859. And commanded (until paying off at Portsmouth) by Commodore Harry Edmond Edgell, in the East Indies and China; 27 Apr 1859-22 Dec 1860.	Charles was 2 <sup>nd</sup> son of <b>Robert Uniacke Penrose</b> , DL JP (B. 1 Jul 1800, of Cork Begg Island, Co Cork– <b>D.11 Jun 1857,?</b> ) (Aged 56) who married <b>Francis Matilda Austin (1807</b> , Co Cork, Ireland- <b>1892</b> , London England), daughter of the <b>Revd Robert Austin</b> (B. 1771-1854), presbendary of Cloyne Cathedral, Ireland. <b>Robert Penrose</b> in <b>1834</b> assumed the name of <b>Fitzgerald</b> after the death of <b>James Penrose, 1<sup>st</sup> Baronet of Cork begs and Lisquinlan</b> . He was son of <b>James Penrose</b> and <b>Louisa Pettitot Fitzgerald</b> . On 14 Feb <b>1830 Robert</b> and <b>Francis Matilda</b> married, at Cork, Ireland. Together <b>Robert</b> and <b>Francis Matilda</b> had <b>issues</b> a total of 4 children, 3 boys and 1 girl. 1. <b>Robert Uniacke Penrose Fitzgerald</b> (B. 1839-D.1919) 2. <b>Charles Cooper Uniacke Penrose Fitzgerald</b> (B.1841-D.1921) 3. <b>James Henry Brabazon Penrose Fitzgerald</b> (B.1843-D.?) 4. <b>Fanny Louisa Geraldine Penrose Fitzgerald</b> (B.1846-D.1939) <b>29 Nov 1882 Charles Cooper Uniacke Penrose Fitzgerald</b> married <b>Henrietta Elizabeth Lilius Hewson</b> , (B. <b>1855</b> Carbury, Kildare, Ireland – <b>D. 27 Sep 1942</b> , Essex, England), daughter of <b>Revd. Francis Hewson of Dunganston</b> , Co. Wicklow, Ireland. At <b>Rathdrum, Co Wicklow, Ireland</b> . Together <b>Charles</b> and <b>Henrietta Elizabeth Lilius</b> had <b>issues</b> a total of 4 children, 2 boys and 2 girls. <b>Issues:</b> They had 2 daughters and 2 sons: - 1. <b>Mary Elizabeth Uniacke Penrose Fitzgerald</b> (B. <b>8 Sep 1883</b> , Greenwich, Kent, England - <b>D.22 Feb 1938</b> , Maldon, Essex, England). 2. <b>Laura Frances Uniacke Penrose Fitzgerald</b> (B. <b>1 Mar 1885</b> , Greenwich, Kent, England - <b>D.Sep 1977</b> , Eastbourne, East Sussex, England). 3. <b>Robert Francis Uniacke Penrose Fitzgerald</b> , ( <b>08 Sep 1886</b> , Rathdrum district, Co. Wicklow, Ireland – <b>19 Sep 1965</b> Wadhurst, Battle district, Sussex). Married ( <b>Feb 1916</b> , USA) <b>Mabel Frances Warne Tower</b> ( <b>15 Jan 1886 – 13 Nov 1975</b> ); they had one daughter. 4. <b>John Uniacke Penrose Fitzgerald</b> ( <b>27 Jul 1888</b> Dunganston, Co Wicklow, Ireland – <b>11 Dec 1940</b> , aged <b>52</b> years) who also joined the navy and was killed on active service in World
	<i>Mason</i> 1 <sup>st</sup> Feb 1893	22 Mar 1895		

			<p>An article from the Times dated Monday 24 Dec 1860 follows, below.</p> <p><b>1860</b> Charles was attached to HMS "<b>Ariadne</b>" 26. "<b>Ariadne</b>" was a wooden Screw Frigate of 3214 tons and a displacement 4583 tons, launched 4 Jun 1859 from the Deptford Dockyard. She carried a compliment of 450 men and 26-guns; she was of an <i>Ariadne</i> class. She was commanded (from commissioning at Chatham until paying off at Sheerness) by Captain Edward Westby Vansittart, Channel squadron, then (Jul- Nov 1860) in the squadron taking the Prince of Wales (aboard the "<b>Hero</b>") to North America, then Mediterranean, then North America and West Indies, 18 Nov 1859-19 Mar 1864.</p> <p><b>2 April 1861 Census</b> shows <b>Charles Fitzgerald</b> (1841) [20] as an unmarried private in Chatham Naval Barracks. Item 13. Kent&gt;Chatham&gt;Gillingham&gt;Dist. Royal Marine Barracks Chatham. He was <b>also shown</b> with his Mother in Paddington. Charles P Gerald (later modified to Fitz Gerald) (1842) [19] unmarried son in R.N. Mother: Head: Fanny P Fitz Gerald (1809) [52]-2 daughters. Matida P Fitz Gerald (1839) [22] widow &amp; Geraldine P Fitz Gerald (1846) [15] &amp; 6 servants and 1 boarder. All resident at 63, Oxford Terrace, Paddington. Middlesex&gt;Paddington&gt;St John Paddington&gt;Dist.15.</p> <p><b>22 May 1861</b> he was promoted to the rank of Lieutenant.</p> <p><b>2 Apr 1871 Naval Census</b> shows <b>Charles</b> as <b>C.C.P. Fitzgerald</b> (1842) [29] single, Lieutenant on-board HMS "<b>Hercules</b>" at single anchor (moored off) Spithead, Portsmouth, Hampshire. Part of the Channel squadron, commanded by Lord Gilford.</p>	<p>War II. He was Commander of Convoy HX-92 aboard the steamer "<b>Rotorua</b>" which was attacked &amp; sunk by U-96, (some 110 miles of St Kilda). John was married 1st (<b>1919</b>) <b>Cecil (died 1920)</b>, daughter of late <b>A.M.G. Goldie Scot</b> Craigmuire, Kirkcudbright.</p> <p><b>2nd Marriage 1925</b>, Eugénie Beatrice, daughter of <b>James Allport</b>, of Port Hope, Ont., Canada; one son, three daughters.</p> <p>Both of the sons of Charles Cooper Penrose Fitzgerald fought in the <b>Battle of Jutland</b>: Robert as gunnery officer of the light cruiser "<b>Birkenhead</b>" as part of the Third Light Cruiser Squadron. John served as torpedo officer in "<b>Collingwood</b>", serving as flagship of the First Battle Squadron.</p> <p><b>1896 Charles</b> changed his own surname to Charles <b>Uniacke-Penrose-Fitzgerald</b>, by Royal Licence.</p>
			<p><b>24 Jul 1871</b> Charles was appointed to the rank of Commander while still serving as first lieutenant on HMS "<b>Hercules</b>", a central-battery ironclad and was the first warship to mount a main armament of 10-inch (250mm) calibre guns, under Captain Lord Gilford.</p>	 <p>Charles Cooper Penrose-Fitzgerald.</p>

He was appointed to 2<sup>nd</sup> in command of HMS *“Agincourt”*, a *Minotaur*-class armoured frigate, flagship of the second division of the Mediterranean squadron, Commander Captain Hopkins. *“Hercules”* had been involved in the rescue of *“Agincourt”* when her previous commander had allowed her to run aground near Gibraltar.

Charles spent three years on HMS *“Asia”*, an 84-gun second rate ship of the line; she was converted to serve as a guard-ship 1858, she was flagship of the Admiral-Superintendent of Portsmouth Dockyard, which later became an old hulk moored near Fareham. Lord Gilford was once again in command. The posting was a bad one for an officer concerned about his career, but allowed plenty of leave, hunting and writing. The most onerous duty was that he was sometimes called to sit on courts-martial. In the summer he had a small yacht to sail about in the Solent so as not to get out of practice. After *“Asia”* Charles spent a period on half pay and while in Ireland had a bad hunting accident, which required him to lie flat for most of a year while recovering.

**4 Jan 1878** Charles was appointed to his first independent command in HMS *“Rapid”*, an 11-gun *Rosario*-class wooden-hulled screw-driven sloop in the Mediterranean. Lord Gilford was now a junior Lord of the Admiralty so was able to assist in obtaining the command. *“Rapid”* was the slowest ship in the fleet, so was normally used for 'detached' duties. It was fourteen months before Fitzgerald met the squadron commander, Admiral Geoffrey Hornby.

**19 Mar 1880** Charles was promoted to Captain and was appointed to HMS *“Inconstant”*, was an iron-hulled screw frigate launched in 1868. She was used for harbour service from 1898, flagship of the flying squadron. Although he wrote on the subject of sailing, he was an advocate of the complete removal of sails from naval vessels (which frequently were equipped with both engines and sails at this time).

**03 April 1881 Naval Census** shows **Charles C. P. Fitz Gerald** ([39] single as Captain of HMS *“Inconstant”*, 1<sup>st</sup> Class frigate cased in wood, located in Simon’s Bay, South Africa.

**16 Jul 1882** he left command of *“Inconstant”*.

**29 Nov 1882** Charles Cooper **Uniacke** Penrose Fitzgerald married Henrietta Elizabeth Lilius Hewson. *Although shown as “Uniacke” he never officially changed his name to “Uniacke” until 1896 by a Royal Licence.*

**1883** He wrote the book *“Boat sailing and Racing”*: Containing practical instructions for bending and setting sails, trimming, steering, and handling boats under all circumstances... hints on racing, with a view to winning. Griffin and Co. *“The Hard”*, Portsmouth 1883, [which is still available online at Google].

**1884** Charles was appointed as the Captain of the Royal Naval College, Greenwich.

**1886** he was reappointed and commanded HMS *“Bellerophon”*, a central battery ironclad. He was one of the public supporters of a campaign for increased Naval funding (alongside Captain Lord Charles Beresford and Admiral Sir Geoffrey Hornby) which led to the Naval Defence Act 1889 and he continued to be involved in public debate on naval matters throughout his life.

**28 Jan 1893** Charles was appointed as Captain Superintendent of Pembroke Naval Dockyard, commanding this facility first from the deck of the *“Bellerophon”*, an Apollo class cruiser, from that date, transferring to the *“Rupert”*, battleship, on **5 Jul 1893**.

**20 Feb 1895** he was appointed to the rank of Rear Admiral, as was normal custom for a departing Captain Superintendent.

**23 Mar 1895** Charles left HMS *“Rupert”* and the Pembroke Royal Dockyard on. He gave up his command at Pembroke Dockyard and went on Half Pay.

**1896** – Charles changed surname to Charles **Uniacke-Penrose-FitzGerald** by Royal Licence, after his father.

**27 Oct 1897** he was appointed Second-in-Command (SIC) on the China Station. His flag was hoisted in *“President”*, a *Nymphe* class composite screw sloop.

**3 Nov 1897** Charles was transferred as Captain of the *“Edgar”*, name ship for her class of 9 first-class protected cruiser. She was laid-down 3 Jun 1893, launched from the Devonport Dockyard on 24 Nov 1890 and completed 2 Mar 1893. *“Edgar”* gave her

name to a class of 9 vessels. They were all protected cruiser built around 1891 for the Royal Navy. Nine ships were completed, all of which participated in the First World War. One, HMS "**Hawke**", was lost during the war, with the other eight being scrapped in the 1920s.

**18 Jul 1889–19 Sep 1889** he was appointed Captain of "**Inflexible**" the battleship. "**Inflexible**" was a Victorian ironclad battleship carrying her main armament in centrally placed turrets. The ship was constructed in the 1870s for the Royal Navy to oppose the perceived growing threat from the Italian "Regia Marina" (Italian Royal Navy) in the Mediterranean. The Italian Navy had started constructing a pair of Italian battleships, "Caio Duilio" and "Enrico Dandolo", equipped with four Armstrong 17.7-inch guns weighing 100 tons each. These were superior to the armament of any ship in the British Mediterranean Squadron, "**Inflexible**" was designed as a counter to them. "**Inflexible**" mounted larger guns than those of any previous British warship and had the thickest armour ever to be fitted to a Royal Navy ship. Controversially, she was designed so that if her un-armoured ends should be seriously damaged in action and become water-logged, the buoyancy of the armoured centre section of the ship would keep her afloat and upright. The ship was the first major warship to depend in part for the protection of her buoyancy on a horizontal armoured deck below the water-line rather than armoured sides along the waterline. The original concept was based upon an outline design similar to that for HMS "**Dreadnought**", but with greatly improved armament. The ship was conceptually constructed from three components, several outline studies being produced by Nathaniel Barnaby.

**7 Nov 1889** Charles was made Captain of HMS "**Collingwood**". She was the lead ship of her class of ironclad battleships built for the Royal Navy during the 1880s. The ship's essential design became the standard for most of the following British battleships. She was launched from the Pembroke Royal Dockyard, laid down 12 Jul 1880, launched 22 Nov 1882, by Mrs. Louise Chatfield, wife of the then dockyard's Captain-Superintendent, **Captain Alfred Chatfield**. "**Collingwood**", was named after Admiral Cuthbert Collingwood, (again with local connections), Horatio Nelson's 2<sup>nd</sup> in-command in the British victory at the Battle of Trafalgar, she was the second ship of her name to serve in the Royal Navy. She was 325 ft. long; with a beam of 68 ft. and a draught of 26 ft. 11 inches. Her propulsion was provided by 2 Humphreys compound expansion engines driving 2 screws. She was armed with 2 × twin BL 12 inch Mk II guns, (later Mk V) ; 6 × single BL 6 inch Mk IV guns, (later Mk V); 12 × single QF 6-pdr 2.2in Hotchkiss guns; 8 × single QF 3-pdr 1.9 inch Hotchkiss guns and 4 × 14 inch torpedo tubes. Her armour was as follows: - Waterline belt: 18–8 inch. Bulkheads: 16–7 inch. Barbettes: 11.5–10 inch. Conning tower: 12–2 inch. Deck: 3–2 inch. While conducting gunnery trials on 4 May 1886, **Collingwood's** rear left gun partially shattered and all of the Mk II guns were withdrawn from service. They were replaced by heavier Mk V "w" models with approximately the same performance. (*She was after this considered an unlucky ship*). Excluding her armament, she cost the then sum of £636,996. The ship was commissioned and completed at Portsmouth on 1 July 1887 ready for Queen Victoria's Golden Jubilee Fleet review and was paid off into reserve in August. She was to spend the next two years in reserve before she was assigned to the Mediterranean Fleet for the following eight years. "**Collingwood**" was recommissioned for the annual summer manoeuvres for the next two years, before she was assigned to the Mediterranean Fleet, where she served from November 1889 until March 1897, with a refit in Malta in 1896. Captain **Charles Penrose-Fitzgerald** commanded the ironclad when she joined the Mediterranean Fleet in 1889. The ship later became the coastguard ship at Bantry, Ireland. Upon her return, "**Collingwood**" accidentally collided with the cruiser HMS "**Curacoa**" in Plymouth harbour on 23 January 1899, badly damaging the latter ship, but was not significantly damaged herself. She took part in the fleet review held at Spithead on 16 August 1902 for the coronation of King Edward VII, and was back in Ireland later that month when she received the Japanese cruisers "Asama" and "Takasago" to Cork. The ship was paid off into the reserve in June 1903 and was transferred to East Kyle in January 1905.

*Collingwood* remained there until she was sold for scrap to Hughes Bolckow at Dunston, Tyne and Wear for only £19,000.

**1892** He became a naval aide de camp and served on the council of the Naval Records Society.

**1894** Charles was a proponent of Rear-Admiral George Tryon's ideas that a simplified system of flag signals was needed for battle conditions. After Tryon's death, 22 Jun 1893 Charles distributed a pamphlet seeking to continue the campaign for their adoption. Tryon drowned when his flagship HMS "*Victoria*", she was one of two *Sans Pareil* Class battleships. "*Victoria*" was sunk by a collision off Tripoli, Libya, with HMS "*Camperdown*", an *Admiral*-class battleship, during fleet manoeuvres, which caused both public and naval opinion to turn against him and his ideas. Tryon was held responsible for the sinking and his flag system also blamed. Penrose Fitzgerald wrote a biography describing Tryon's achievements during his career, but these efforts rebounded to the detriment of his own career.

**14th Feb 1895** **THE SOUTH WALES DAILY NEWS** wrote in an article on Charles, entitled "Welsh Gossip" *see below*:

**20 Feb 1895** (notwithstanding the above) Charles was promoted to the rank of Rear Admiral, on the appointment of Walter Talbot Kerr to Vice Admiral.

**1897** he wrote the book "Life of Vice-Admiral Sir George Tryon K.C.B.," William Blackwood and sons, Edinburgh and London, (1897), which again was to have a detriment of his own career.

**1897-1899** was appointed second-in-command of the China station.

**1899** He continued his writing career by contributing a biography of Admiral Rooke for "*From Howard to Nelson: Twelve sailors*" (1899) edited by John Laughton for Greenwich College.

**23 Dec 1899** Charles handed over duties to Rear-Admiral James A. T. Bruce on, and struck his flag in "*Barfleur*", a pre-dreadnought second-class battleship, on **4 Jan 1900**. HMS *Barfleur* was the second and last of the *Centurion*-class pre-dreadnought battleships built. Laid down 12 Oct 1890 and launched from the Royal Dockyard Chatham, 10 Aug 1892, and finally completed **Jul 1894**. Intended for service abroad, they exchanged heavy armour and a powerful armament for high speed and long range to counter the foreign armoured cruisers then being built as commerce raiders and were rated as second-class battleships. She had been assigned to the Mediterranean Fleet in 1895 and participated in the blockade of Crete imposed by the Great Powers after a Greek rebellion began on Crete against their Ottoman overlords in Feb 1897. "*Barfleur*" departed Malta for the Far East on 6 Feb 1898 and arrived at Singapore on 4 March. From there she accompanied the destroyers "*Fame*" and "*Whiting*" to Hong Kong, where she joined the China Station. On 1 Oct, "*Barfleur*" became the flagship of the station's second-in-command, Rear-Admiral Charles FitzGerald. On 26 Oct 1899 Captain Sir George Warrender was appointed in command of the ship. FitzGerald was relieved by Rear-Admiral Sir James Bruce on 23 December. She joined her sister ship "*Centurion*" on the China Station the following year and became the flagship of the station's second-in-command. During the Boxer Rebellion in 1900, both ships contributed landing parties to participate in the Battles of the Taku Forts and of Tientsin. Commander David Beatty, 1st Earl Beatty (the future First Sea Lord) was serving aboard "*Barfleur*" when he was wounded at Tientsin during operations onshore. Already made obsolete by the increasing speeds of the cruisers the ship was designed to defend against, she was placed in reserve in 1904, although She often participated in the annual fleet manoeuvres. In Sept, the battleship HMS "*Albion*" relieved "*Barfleur*" as flagship and she became a private ship again. She also served as a flagship in the reserve for several years before the ship was listed for disposal in 1909. The ship departed Hong Kong on 11 Nov 1901 and arrived at Plymouth on 31 Dec. After being sold for scrap the following year, she got jammed underneath the piers of a swing bridge on her way to the scrapyards, forcing it to remain open and blocking traffic while she had to be freed.

**3 Feb 1900** He arrived back in England.

			<p><b>28 Mar 1901</b> He was retired with the rank of Vice-Admiral on his own request.</p> <p><b>April 1901 Census</b> shows <b>Charles C. P. Fitzgerald</b> (1842)[59] Rear Admiral in Royal Navy-Head, married-wife <b>Henrietta E.</b> (1855)[46] together with 2 daughters- <b>Mary E.</b> (1882)[19] and <b>Laura F.</b>(1885)[16] and 4 servants resident at 3, Trinity Crescent, Folkestone. Kent&gt;Folkestone&gt;Dist.11.</p> <p><b>15 Mar 1902</b> He was appointed President of the Committee on Torpedo Boat Destroyers on the promotion of Admiral to Vice Admiral of Harry Holdsworth Rawson.</p> <p><b>1902</b> he was appointed to the Committee respecting Subsidies to British Steam Ship Companies.</p> <p><b>1904</b> he was requested to write an article for the <i>Deutsche review</i> on British naval policy. He had no control over the German translation of his article and claimed it had exaggerated his statements, but the article expressed a British interpretation of the threat implied by German naval expansion to traditional British command of the seas. It included the observation that Britain would be better served by a war sooner rather than later when the German navy would be bigger. The article was used in Germany to whip-up and increase support for their (<i>German</i>) naval program.</p> <p><b>20 Feb 1905</b> Charles Cooper Penrose FitzGerald was promoted to the rank of Admiral on the promotion of Admiral Sir Edward Seymour G.C.B. to Admiral of the Fleet, in accordance with the provisions of the Order in Council of 22 Feb 1870.</p> <p><b>2 Mar 1905</b> Charles C. Penrose FitzGerald was again placed on Retired List at his own request.</p> <p><b>April 1911 Census</b> shows <b>Charles Fitzgerald</b> (1842) [69] <b>Admiral</b>, as a visitor in Ireland, Durmahaire Town&gt;Durmahaire&gt;Leitrim. (<i>Dromahair meaning "Ridge of Two Demons" is a small village in County Leitrim, Ireland. 10 km from Manorhamilton and 17 km from Sligo town. North west Ireland.</i>)</p> <p>His Wife &amp; family are shown thus ...<b>Henrietta Elizabeth Penrose Fitzgerald</b> (1855) [56] together with 2 daughters-<b>Mary Elizabeth</b> (1884) [27] and <b>Laura Frances</b> (1885) [26] with 4 servants, resident at 1, Trinity Crescent, Folkestone. Kent&gt;Folkestone&gt;Dist.11.</p> <p><b>1913</b> He wrote the book "<b>Memories of the Sea</b>", Edward Arnold, London (1913) (autobiography part 1, [it is available at internet via Google]).</p> <p><b>1914 Charles Uniacke-Penrose-Fitzgerald</b> organised a group of thirty women in Folkestone to distribute "<b>white feathers</b>" to men <b>not</b> in uniform. This was reported in the press and rapidly spread nationwide. The government responded by issuing a badge which could be worn by civilians occupied in war work. <i>Charles part in this is now long forgotten.</i></p> <p><b>Jul 1914</b> a story by Sir Arthur Conan Doyle entitled "Danger! Being the log of Captain John Sirius" appeared in an issue of The Strand magazine. It envisaged Britain being starved into submission by eight enemy submarines. The underwater menace came from the fictional country of Norland but was a thinly veiled reference to Germany's naval power. The Strand subsequently published an accompanying piece with a response by naval experts. There was scepticism to the prediction of outright submarine war. Admiral CC Penrose Fitzgerald wrote: "I do not myself think that any civilized nation will torpedo unarmed and defenceless merchant ships."</p> <p><b>1916</b> he wrote the book From Sail to steam, naval recollections 1878-1905. 1916 [still available from Amazon or other sources].</p> <p><b>11 Aug 1921</b> Charles died at 1, Trinity Crescent, Folkestone, Kent.</p>
			<p>Extract from <i>the Times</i> newspaper.....</p> <p><b>Monday 24 December 1860:</b></p> <p>".....The "<b>Retribution</b>", 28, paddle, Commodore Harry E. Edgell, C.B., was paid off on Saturday at Portsmouth in a manner highly creditable both to officers and men. Good conduct medals and gratuities of 15 shillings. Each were given to three of her crew - James Grant, boatswain's mate, 24 years' service; Richard Lee, captain of the forecastle, 24 years' service; and Robert Gould, quartermaster, of 21 years' service. The "<b>Retribution</b>"'s crew were a body of men such as are seldom seen together now in one ship. Many of her A.B.'s left England as "boys". The appearance of the men at the pay-table sustained the character they had hitherto borne in the ship, for, although an extra degree of liberty has been allowed them during the process of clearing out and returning stores, not a single man appeared to be the worse for</p>

			<p>liquor; all were clean, smart, and respectable. Some of the men received large sums - as much as 100 shillings. (And even 120 shillings each), and 1,600 shillings was remitted by the men from the pay-table to their homes. The ship was commissioned on the 24th of August, 1856, by Capt. C. Barker, since which period she has sailed and steamed upwards of 70,000 miles, and gone round the world. She commenced her cruise by taking supernumeraries to Malta. She ultimately sailed from Plymouth on the 16th of March, 1857, touching at Rio de Janeiro, and putting into the Falkland Islands to repair the rudder, which had become damaged in a gale of wind after leaving Rio, passing through the Straits of Magellan, and arriving at Valparaiso on the 3d of July, 1857. During the next nine months she cruised along the coasts of Peru and Chili, protecting British property, and watching the movements of the revolutionary frigate "Apurimac". She next received orders to proceed to China. She called at Honolulu, and arrived at Hong-Kong on the 12th of June, 1858. She accompanied Lord Elgin to Jeddo, and transferred the yacht presented by Her Majesty to the Emperor of Japan, calling on the way at Nangasaki and Simea. The treaty being signed, she returned to Shanghai, and thence proceeded to the Yang-tze-Kiang, having to engage the rebels at Nankin in passing. She conveyed Lord Elgin 450 miles up the river, when, owing to the shallowness of the stream, his Lordship left the "<b>Retribution</b>" and went on board the "<b>Furious</b>", which conveyed him about 230 miles further on, to Hungchow. She returned to Shanghai from this navigation in unknown waters, the greater part of which was marked by the ship's keel on the sands and mud of the river, reaching Hong-Kong on the 26th of January, 1859, when Capt. Barker was invalided home, and succeeded in the command by Capt. Peter Cracroft, who was also superseded on the 27th of April following by Commodore Harry E. Edgell, C.B., who commanded her until hauling down her pendant on Saturday. During Commodore Edgell's command he has recovered upwards of 5,000 shillings. From the wreck of the Ava, near Trincomalee. Since then the "<b>Retribution</b>" has accompanied the vessels laying down the submarine telegraph cable from Kurrachee to Aden, via Muscat and the Kooria Moorla Islands. She sailed from Aden on the 29th of February, 1860, and arrived at Bombay on the 20th of March, where the ship was placed in dock and underwent very extensive repairs to enable her to reach England. She sailed from Trincomalee for England on the 15th of September, and arrived at Portsmouth on the 9th of December in a terribly disabled state and, fortunately for, perhaps, the safety of all on board, fine weather had been experienced the greater part of the passage. During the whole period of her commission she has lost four officers and 23 men by death, and five officers and 76 men have been invalided. ...."</p>
			<p><b>1st January 1886</b> the Western Mail newspaper reported on the following: -  <b>".....REMARKABLE TRIAL ON A MAN-OF-WAR.</b>  A remarkable trial was made with the Bellerophon ironclad, <b>Captain Fitzgerald</b>, flagship of Admiral the Earl of Clanwilliam, for the North American and West India Station, outside Plymouth Breakwater on Thursday. The vessel is a box of machinery, having no less than seventeen machines, although her main engines are not compounded. She is the most formidable broadside ship afloat, and has been recently fitted with the Hotchkiss guns and the stern-chasers made of phosphor bronze. A broadside of 500 lbs., of powder and 1,050 lbs., of shell was fired by electricity. ...."</p>
			<p><b>9th June 1888</b> the Aberystwyth Observer newspaper advised on a Meeting: -  <b>".....NAVAL DEFENCES.</b>  A meeting was held on Tuesday, Mr. J. H. Tritton presiding, in the City of London, to consider the state of our naval defences. Admirals Colomb and Lord Alcester, <b>Captain Fitzgerald</b>, Lord C. Beresford, and other speakers urged that our fleet was inadequate to the work it might be called on to do, and resolutions were adopted declaring that the state of the navy and the national defences gave reason for anxiety, calling on the Government to take steps for the security of the country, and urging the citizens of all commercial towns to promote the movement. ...."</p>
			<p><b>20th April 1889</b> the Aberystwyth Observer newspaper commented thus:-  <b>".....A BIG INVENTION.</b>  At one of the recent meetings of the Institution of Naval Architects, held at the Society of Arts, a Mr. Beauchamp Tower described an apparatus he had invented, the primary object of which is to provide a steady platform for guns at sea, but which was stated: to largely prevent sea-sickness. There were probably many purposes to which the apparatus could be use-fully applied but the particular purposes for which the machine was designed were mounting a quick-firing or machine gun and a search-light or telescope on-board ship, and especially on small vessels, the quick motion of which, even in a moderate sea, rendered these weapons and appliances almost useless. A ship with guns mounted on these machines would have a great advantage in an encounter in a seaway with a ship not so fitted, especially in these days of rapid firing, when one cannot afford to wait till the ship rolls to a convenient angle for firing. He was not without hope that the apparatus would prove useful for diminishing the horrors of sea-sickness, and he thought that it could be applied in such a manner as to keep a swinging saloon steady. In the discussion that followed, Mr. Brunell and Mr. Froude bore testimony to the relief from sea-sickness that the apparatus gave. <b>Captain Long</b> expressed the view that, if successful, the machine would exercise a great influence on naval warfare. Admiral Sir John Hay thought that it would not be of much service. <b>Captain Fitzgerald</b> was sceptical of its efficiency as a cure for sea-sickness. ...."</p>
			<p><b>14th August 1891</b> the Cambrian newspaper commented on the following: -  <b>".....IS SEAMANSHIP A DEAD SCIENCE?  THE YES AND THE NO OF IT.</b>  The Nautical Magazine has been discussing this question - than which nothing can be more important for a maritime Empire like our own. And in the <i>United Service Magazine</i> for July, Captain Gerard Noel, R.N., contributes a reply to <b>Captain Fitzgerald</b> on the war training of the Navy. The article is short, but</p>

			<p>it is to the point, and appeals directly to everyone who desires to preserve the science which has made and maintained England's name. We commend the following passage to the attention of the R.N.A.V. and their friends: - "The first and most important part of war training, both for officers and men, is to initiate them into the mysteries of seamanship; a matter not understood by any who have not experienced the working part of sea-life. Seamanship is the science which enables its possessor to effectively combat the elements under all circumstances, and it is the want of it which renders the ordinary landsman helpless on board ship when any difficulty occurs". Captain Noel shows a true appreciation of his subject when he points out that seamanship is not simply a matter of learning how to reef topsails or how to furl top-gallant sails, but it is learning how to overcome difficulties, to fight against the elements, and to be always engaging a subtle enemy. "What is a nautical man nowadays, or what is a sailor?" recently queried an officer of the R.N.A.V. He, and others like him (says the <i>Nautical Magazine</i>), who have been wont of late to talk so flippantly about seamanship, will find themselves sufficiently answered in Captain Noel's able article which has not appeared one moment too soon to counteract the injurious effect, on the ignorant and the thoughtless, of the false doctrines of those who are seeking to prove that seaman-ship is a dead science. ...."</p>
			<p><b>12th January 1893</b> South Wales Daily News(Third Edition) and the Cardiff Times (<b>14th January 1893</b>) commented upon the new Superintendent: -  <b>".....PEMBROKE DOCKYARD.  The New Captain Superintendent.</b>  The appointment of <b>Captain Penrose Fitzgerald</b> to be Superintendent of Pembroke Dock-yard is a very good one. He is not likely to attain flag rank for about three years, and so will I continue to hold the post, worth £1,125 per annum, with a capital official residence, for that time. <b>Captain Fitzgerald</b> possesses advanced and modern ideas on naval matters, considers sails in fighting-ships as worse than useless, has written a little book on boat, and was not long ago capsized in his own galley. He is a keen sportsman, and is sure to be very popular in Pembrokeshire. - <i>The World</i>. ...."</p>
			<p><b>10th July 1893</b> the Evening Express (Pink Edition) reported upon the following: -  <b>".....NAVAL ARCHITECTS AT CARDIFF.  Some Distinguished Visitors.</b>  About 200 members of the Institution of Naval Architects will visit Cardiff this week, and among them will be some eminent representatives of the institution, including the Right Hon. Lord Brassey (president), Sir Edward Reed, K.C.B., M.P. (vice-president), Sir Edward Harland, Bart., M.P., Sir Nathaniel Barnaby (formerly director of naval construction at the Admiralty), Mr. W. H. White, C.B. (the present chief constructor to the Admiralty), Sir James Ramsden (Barrow-in-Furness), Mr. B. Martell (chief surveyor of Lloyd's), Mr. J. T. Mildon (chief engineer surveyor of Lloyd's), Mr. R. S. Donkin, M.P. (North Shields), Mr. James Laing (Sunderland), Mr. John Scott, C.B. (Greenock), Mr. H. H. West (Liverpool), Mr. A. J. Durston (engineer-in-chief of the Navy), Mr. W. Brock and Mr. Archibald Denny (Dumbarton), Mr. A. F. Yarrow (the well-known torpedo builder, London), Professor Bills (professor of naval architecture at Glasgow University), and Mr. Frank Marshall (Newcastle-on-Tyne). The Navy will be represented by "Admiral Boys" and <b>Captain Fitzgerald</b> (Captain-Superintendent of Pembroke Dockyard.) The French and Italian naval <i>attachés</i>, Captain Le Clerc and Captain Persica, will be present, as will also M. Mark Berrier Fontaine, head of the French Naval Dockyard at Toulon. Lord Brassey will come round to Cardiff in his yacht "Sunbeam", and is expected to arrive tomorrow (Tuesday) morning. Mr. George Holmes, secretary to the institution, has arrived in Cardiff, and will have his headquarters at the Town-Hall. ..."</p>
			<p><b>12th July 1893</b> the South Wales Echo (Special edition) [<i>proving that nothing really changes</i>]:- <b>".....PEMBROKE DOCK AND THE ROYAL WEDDING.  A Curious Echo of the Celebration.</b>  The marriage of the Duke and Duchess of York was celebrated at Pembroke Dock by a bonfire on the Barracks Hill. To make the necessary arrangements for that bonfire, a committee was appointed by a representative public meeting, convened at the instance of the Pembroke Dock Chamber of Commerce. In order to secure suitable material for the fire, the Captain-Superintendent of the Dockyard was approached, with the result that a considerable quantity of oaken planks was procured from the dockyard. Whether the committee agreed to purchase the planks or not has not transpired, although what has since occurred would appear to suggest that they either did not, or, if they did, they obtained them, on the specific understanding that they were to be consumed at the bonfire in question. Certain it is, however, they obtained the planks, and equally certain it is that a large number of them, which were to be seen lying some distance from the burning pile on the evening of the wedding-day, were not consumed. The next morning, a local tradesman removed the spare planks to his own premises. Later on the Metropolitan police detective officer attached to the dockyard visited the premises, and, finding the timber there, reported the fact to the authorities at the dockyard. Following that, the bonfire committee were communicated with, and some of them summoned to an audience with <b>Captain Fitzgerald</b>. What actually took place at the interview is not known, but so far as can be gathered the committee explained that the individual who had possession of the planks gave some old railway sleepers, which they thought would answer the purpose of a bonfire much better than heavy oak, in exchange for them. As the result of further inquiry, it is rumoured that the Captain-Superintendent has ordered the planks to be returned to the storekeeper at the dockyard. ...."</p>
			<p><b>4th November 1893</b> South Wales Daily News (Third Edition); the South Wales Echo (Special edition)( <b>7th November 1893</b>); the South Wales Daily News (Third Edition)</p>

and The Cardiff Times (**11th November 1893**) announced the following: -  
“.....**REDUCTION AT PEMBROKE DOCKYARD.**

On Monday a deputation of hired joiners waited on **Captain Penrose Fitzgerald**, Super-intendent of Pembroke Dockyard, relative to the proposed transfer of joiners to Portsmouth. The deputation, on behalf of themselves and their fellow-workmen, agreed to accept the offer made to them by the Admiralty, of which particulars appeared in these columns on Saturday last. Eighteen of their number volunteered to proceed to Portsmouth at the close of the present week, and the remainder, 21 or 22 in number, would be ready to go sometime in the following week, or as soon as possible afterwards. **Captain Fitzgerald** expressed pleasure at hearing that the men had agreed to the proposal. It is understood that arrangements have been made under which 10 men will, leave Pembroke Dockyard on Thursday evening, and proceed to Portsmouth on the following day. The remainder will follow in batches of 10 during succeeding weeks. The decision to agree to being transferred was not definitely adopted by the men until they had satisfied themselves that it was useless to hope for the withdrawal of the order rendering such a step necessary.  
.....”

**22nd November 1893** the South Wales Daily News (Third Edition)

“.....**LAUNCH OF H.M.S. “FLORA”.**

**CEREMONY AT PEMBROKE DOCKYARD.**

In the presence of an assemblage which barely leached 1,000 persons the second class protected cruiser “*Flora*” was successfully launched by **Mrs C. C. Penrose Fitzgerald**, wife of **Captain Fitzgerald**, Superintendent of the yard, from Pembroke Dockyard on Tuesday afternoon. A smaller gathering has, perhaps, never been witnessed on a similar occasion, although considerable interest was evinced by a large proportion of those assembled to witness the actual launching ceremony, there being some doubt as to who was to be honoured with the performance of that function. The arrangements for the accommodation of visitors gave general satisfaction, although three booths had been erected across the stem of the ship, no effort was made by the police to exclude any person desiring admission into them. This feature, being in glaring contrast to the old-time usage, under which only favoured and selected ticket-holders were permitted to get a sight of the ship, was the subject of not a little favourable comment amongst visitors. In the centre booth, where the launching ceremony was performed, it was remarked that plebeian and aristocrat were, for the first time on such aristocrat were, permitted to stand by side. During the time the visitors were arriving, the Pembroke Dock Town Band, under the leadership of Mr Stephen James, played an excellent selection of music. Meanwhile, in the launching enclosure, in addition to **Captain and Mrs Fitzgerald**, amongst others who were present to witness the ceremony were Lady Catherine Allen, Sir Owen Scourfield, Bart., Colonel and Mrs. Saurm, Colonel Goodeve, R.A., Colonel George, R.E., Capt. Basil Cochrane, R.N., Colonel Leach, Mr H. G. Allen, Q.C., the Rev. Father Murphy, and Mrs W. B. Mirehouse.

Prayers were read by the Rev. A. Nicholl, chaplain for the dockyard, 2 40, and, a quarter-of- an-hour later, **Mrs Fitzgerald** severed the cord, which released the “dog-shores”, thus liberating the ship. About half-a-minute later, she [the ship] commenced to move, and gliding steadily down the slip, floated in the waters of Milford Haven, while those assembled cheered, and the band played “Rule Britannia”. After the launch was over, the crowd slowly dispersed. In the evening, **Captain and Mrs. Fitzgerald** entertained a number of the more distinguished visitors at their residence, Admiralty House. The lunching arrangements were under the direction of Mr J. C. Froyne, chief constructor, assisted by Mr Horatio John, assistant constructor, under whose supervision the “*Flora*” was built.

The “*Flora*” is a sister ship of the “*Cambrian*”, which was launched from Pembroke Dockyard in January last, and has since been fitting-out at that establishment. Both vessels belong to what is technically known as the improved Apollo or Astræ type of second-class cruisers, for nine of which provision was made in the Naval Defence Act of 1889. In design these improved vessels are practically identical with the earliest constructed cruisers of their class, although their displacement is considerably greater. The vessels of the original Apollo type, of which twenty were provided by the Naval Defence Act, each displaced about 3,400 or 3,600 tons, while the displacement of the “*Flora*” and her eight sister ships - all of which were built in Government dockyards, when fully equipped and ready for sea, will be 4 360 tons. The eight vessels referred to are the “*Astræ*”, “*Sybilie*”, “*Ædus*”, “*Brilliant*”, “*Bonaventure*”, “*Hermione*”, “*Cambrian*” and “*Forte*”. The Keel of the “*Flora*” was laid down on the 1<sup>st</sup> March, 1892, and her construction to the present stage has, therefore, occupied about 28 mouths. She is constructed of steel, but her outer bottom from the keel upwards to about 16 inches above the water line on both sides is sheathed with teak wood 3½ inches thick. For about two-thirds of her length has the usual double bottom, and her propelling machinery, boilers, magazines, and principal storerooms are situated below what is called the protective deck, which traverses the entire length of the ship from stem to stern, forming the lower deck. Her armament, which will be fitted almost entirely on the upper deck, will consist of two 6 inch and eight 4 x 7 quick firing guns, eight 6-pounder and one 3-pound Hotckin guns, and four 45 Maxim guns. The vessel has four torpedo ports, one at the stem, one at the stern, and one at each side, all above the water line and fitted to discharge 18-inch Whitehead torpedoes, of which the ship will carry 12 when in commission. The contractors' specification provides that the engines must develop collectively 9,000 horse-power during a continuous run of four hours with natural draught, and 7,000 horse-power for eight hours consecutively with forced draught. The engines, which have been manufactured by the Naval Construction and Armament Company, Barrow and Furness, have already arrived and are ready for shipment. Their total weight, including auxiliary machinery, and water in the boilers, when ready for steaming, must not exceed 780 tons, and their cost will be £53,000. The cost of the ship's hull, exclusive of armament will be £135,000.

The total weight of the ship as way on Tuesday afternoon was 2,400 tons. After the launch the ship was taken in tow by the tugs “*Storm Cock*” and *Æena* and moored off the Dock-yard, preliminary to be taken

			to Hobbs Point to have her boilers and machinery placed on board. Staff Captain Dodds, Queen's harbourmaster, had charge of the launch during mooring operations. ....”
			<p><b>19th February 1894</b> the Evening Express (First Edition); the Western Mail and the County Echo (<b>22nd February 1894</b>)</p> <p style="text-align: center;"><b>Launch at Pembroke Dock.</b></p> <p>On Saturday afternoon the “<i>Hazard</i>”, torpedo gunboat, was safely launched at Pembroke Dockyard. The ceremony of christening was gracefully performed by <b>Miss Fitzgerald</b>, daughter of <b>Captain Fitzgerald, R.N.</b>, Superintendent of the establishment. ....”</p>
			<p><b>24th February 1894</b> the Cardiff Times</p> <p style="text-align: center;"><b>LAUNCH OF A GUNBOAT AT PEMBROKE DOCKYARD.</b></p> <p>The launch of the torpedo gunboat Hazard took place at Pembroke Dockyard on Saturday. There was but a limited company present, as the weather was unpropitious, and the launch of a comparatively small vessel such as the “<i>Hazard</i>” type was not an event to draw the general public of the neighbourhood, who are accustomed to see the heaviest ships of her Majesty's Navy launched. There was one point, however, of exceeding great interest in the “<i>Hazard</i>”, so far and that was the fact of the vessel being advanced on the building slip that, providing her engines prove satisfactory on her trial trip, she will leave for Devonport on the 24th inst. As a rule the ships, when they leave the slips here, are in a vary unfinished condition, and it occupies many months to put in their machinery, &amp;c. The “<i>Hazard</i>” had had her machinery - by Fairfield, of Glasgow - all fitted on board, and she was almost ready for sea when launched. This is the first time since the existence of Government dockyards that a vessel has been so far advanced on the building slip as to foe in a. condition to steam out of port within a few days of being launched. The ceremony of naming and launching was gracefully performed by <b>Miss Fitzgerald</b>, the daughter of <b>Captain Fitzgerald, R.N.</b>, Superintendent of Pembroke Dockyard. The ship has been built under the supervision of Mr O. J. Martin, foreman, and Mr J. C. Froyne, chief of the yard. ....”</p>
			<p><b>21st March 1894</b> the Evening Express (Special Edition); Evening Express (Fifth Edition) and the Evening Express (Pink Edition) reported on the death and burial of the Chaplin of the Dockyard: - “.....<b>FATHER MURPHY.</b></p> <p style="text-align: center;"><b>Impressive Ceremony at the Pembroke Dock Priests Funeral -</b></p> <p>In connection with the death of the Rev. Oliver Murphy a special service was held in the chapel at Pembroke Dock on Tuesday morning, when high mass was performed by Bishop Hedley, assisted by the Rev. W. L. M. Clement and Mr. Fulton. O.S.B., and several of the local clergy. The Mass of Requiem, performed by the choir, was the Gregorian. The burial service was performed by the bishop, assisted by the gentlemen already named, and the “<i>Gregorian Benedictus</i>” was performed by the choir. The rev. gentleman was buried in the grounds surrounding the chapel. The body had lain in the chapel in the coffin for some days, and was visited by a large concourse of friends. The coffin was surrounded by wreaths of artistic beauty from the officers of the Welsh Regiment, of the Royal Artillery, and other branches of her Majesty's service, from <b>Captain Fitzgerald</b>, Superintendent of the Dockyard. &amp;c. The body was conveyed to the grave by sailors of her Majesty s ship “Rupert”, the route from the chapel to the grave being lined by men of the 41st Regiment and of the Royal Artillery. The famous band of the 41st Regiment was present, and under the direction of Mr. Rowlandson, the veteran bandmaster, placed the "Dead March in Saul" No. 1 and 2 <i>Beethoven's</i> and <i>Meradertes's</i> “Song of Death,” and the hymn “Thy will be done”. There were thousands of people present. ....”</p>
			<p><b>14th April 1894</b> the Weekly Mail reported on a incognito Royal Visit: -</p> <p style="text-align: center;"><b>“.....DUKE OF CAMBRIDGE AT PEMBROKE DOCK.</b></p> <p style="text-align: center;"><b>Inspecting the Garrison and Works at Pembroke Dock.</b></p> <p>On Friday morning his Royal Highness the Duke of Cambridge arrived at Pembroke Dock by special train from Tenby, accompanied by his suite, comprising General Sir Redvers Butler, G.O.B., adjutant general; Lieutenant-general Sir Richard Harrison, E.C.B., commanding the Western District; Major-general Lloyd, adjutant-general of Artillery; and Colonel FitzGeorge, A.D.C. The weather, which had been wet during the preceding night, was fine, and a large concourse of persons had congregated at the railway station to witness the arrival of his Royal Highness, who visited Pembroke Dock in his official capacity as Commander-in-Chief exactly 25 years ago. At 9.30 the gallant Welsh Regiment (41st), under the command of Colonel Quirk, marched through the town to the dockyard, headed by their famous band, under Mr. Rowlandson, where the battalion formed up on the parade ground, north of the church, with the men of the Royal Artillery, under the command of Colonel Bury, and the men of the Royal Engineers, under the command of Colonel Georges, the <i>tout</i> ensemble presenting a most imposing spectacle. The whole of the troops were under the command of Colonel Goodeve, assistant adjutant-general of the district, all of the field officers being amounted. At 10.30 a Royal salute of 21 guns announced that his Royal Highness had arrived at the railway station, where he was received by Colonel Goodeve and a detachment of the Pembrokeshire Yeomanry Cavalry (being the regulation Commander-in-Chiefs older), consisting of Sergeant-major Ambrose and twelve troopers. The party, escorted by the Yeomanry, proceeded in carriages to the Dock- yard, where his Royal Highness was received by <b>Captain Fitzgerald</b>, Superintendent of the establishment; by Captain Cochrane, of her Majesty's turret ship “<i>Rupert</i>”; and other officers, amongst whom were Captain Percy George and Lieutenant Treweeks, representing the 1st Battalion Volunteers (Welsh). His Royal Highness was attired in plain clothes, although most of his staff were in uniform. On reaching the parade ground his Royal Highness was received with a general salute. The Duke made a most minute inspection of the troops on parade, the band playing the "Troop" "May</p>

			<p>Blossom." The troops then marched past splendidly, the band playing "The British Grenadiers" and "Ap Shenkin," the famous colours of the grand old regiment, "The Welch", being most conspicuous by their war-worn and dilapidated appearance. The (amalgamated) battalion afterwards marched past in quarter column, which concluded this part of the proceedings. There was a large gathering of the elite of the neighbourhood present, and the police arrangements to facilitate matters were well organised and carried out by Superintendents Carter (Metropolitan) and Evans (county constabulary). Sir Redvers Buller, after minutely inspecting the escort of Yeomanry, desired Sergeant-major Ambrose to thank Colonel Saurin, the commander of the Pembrokeshire Yeomanry, on behalf of his Royal Highness, for the mounted escort provided, and said that the men and horses were a credit to the county. His Royal Highness and suite then left the dockyard, and proceeded down the haven, accompanied by his brilliant suite, on board her Majesty's steamer "Storm-Cock", to inspect the various forts and works in the haven, and at 4.30 returned by train to Tenby, and at 5.7 left for London. The staff of the Duke remain at the Royal Gate House Hotel, and will leave Tenby this (Saturday) morning.</p> <p>An Old Soldier Introduced at Cardiff, His Royal Highness passed through Cardiff by the mail at 9.5 p.m. During the brief time the train stood at the platform Colonel Lloyd, who had accompanied his Royal Highness, introduced T. Morgan, labelling poster at the station, to the Duke, and his Royal Highness shook him warmly by the hand, and expressed pleasure in meeting him. T. Morgan had served upwards of fourteen years in the 102nd Regiment, eleven years of which time he had done service in India, he having enlisted in the Indian Forces in 1859 in Cardiff. ...."</p>
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			<p><b>19th May 1894</b> the South Wales Daily News (Third Edition) commented upon the following: - (<i>maybe the death knell of the local Dockyard – or warnings of the future ?</i>).</p> <p style="text-align: center;"><b>“.....WAGES AT PEMBROKE DOCK. CAPTAIN FITZGERALD, R.N., ON THE FUTURE OF THE DOCKYARDS.</b></p> <p>A number of hand drillers, who were dissatisfied because they did not receive an increase of pay which they were given to understand the Admiralty intended they should have had from the 26th March last, waited on <b>Captain Penrose Fitzgerald, R.N.</b>, Superintendent of Pembroke Dockyard, on Friday, to know whether they were correctly informed that it was intended to give them an increase, and, if so, why it was that it had been withheld from them for such a long time. In reply, <b>Captain Fitzgerald</b> said it was perfectly correct that some of them would get increased pay, but he could not say exactly when they were likely to receive it. There had been some correspondence with the officials at other dockyards on the subject, and a final decision had been arrived at, but it had been impossible to give the increased pay as yet. However, those who would ultimately get it would be paid up from the 26th March. The selection of those to whom increments would be given would be left with Mr Froyne, the chief constructor, on whose judgment he (the Superintendent) should be prepared to act. Referring to the agitation for increased wages at the Royal dockyards, which had been going on for years, <b>Captain Fitzgerald</b> said he was afraid it would not conduce to the ultimate prosperity of those establishment. He was not a politician, and he did not profess to belong to either political party, but he thought both Liberal and Conservative Governments were favourable to reducing the dockyards. That being so, many workmen, who looked forward to getting employment at the yards for their sons, would probably experience disappointment in the future. Wages might increase, but the number of workmen employed would be constantly diminishing. A large proportion of the ship-building work was already given out to be performed by contractors, who were said to build the ships cheaper than they were built at the dockyards, and the tendency in future would be to follow that practice to a greater extent. ...."</p>
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			<p><b>9th July 1894</b> the Evening Express (Third Edition) and Evening Express (Pink Edition) and the Weekly Mail (<b>14th July 1894</b>) reported on the following: -</p> <p style="text-align: center;"><b>“.....PEMBROKE DOCKYARD. TRIAL TRIP OF THE CRUISER “FLORA”.</b></p> <p>The cruiser "<b>Flora</b>", which was launched from Pembroke Dockyard on November 21, 1893, had her first official trial trip on Saturday, leaving her moorings at the Weir at seven a.m., and proceeded down the haven to St. Ann's Head, from which point, and precisely at eight o'clock, the departure for the official eight hours run was made, under natural draught, the ship heading eastward up the Bristol Channel. About two hours after starting a slight accident to the bearings of the starboard engine necessitated the disconnection of this engine, and the ship proceeded with one engine only. The mishap was soon rectified, and the trial, so far as the official time was desired, commenced <i>de novo</i>, the "<b>Flora</b>" running up Channel, leaving Lundy on the starboard hand, and when off Ilfracombe the ship was put about and ran down Channel against a brisk wind and rather heavy sea to the Smalls, and from thence back to St. Ann's Head, arriving at her moorings at the Weir at nine p.m. The "<b>Flora</b>" accomplished 153½ knots in eight hours, and; this (as we have already intimated) with natural draught only. The "<b>Flora</b>" in the early part of the trip was accompanied by the powerful dock-yard tug "Storm Cock", but she was soon run hull down. The ship was in charge of Staff-commander Tate, R.N., and a navigating party of men-of-wars men. The ship is 2,575 tons, 320ft. long, and engines of 7,187 horse-power, made by the Naval Construction and Armament Company, Barrow-in-Furness, the machinery being in charge of their representative, Mr. T., Hamilton, the engines working most smoothly and satisfactorily, with a pressure of 151 lb; revolutions - starboard engine, 1,324; port, 1,334. <b>Captain Fitzgerald, R.N.</b>, Superintendent of the Dockyard, was on board as representing the Admiralty, and the dock-yard officials on board were deputy chief-constructor, Mr. Horatio John: chief engineer, Mr. Fred. Sanders; draughtsman, Mr. R. Vaughan, with whom were associated (in the respective departments) sections of workmen in case of emergency. The "<b>Flora</b>" is a splendid ship, and so far has fully realised the expectations that were entertained of her. On Tuesday (to-morrow) the ship will have her four hours trial with forced draught, and, this satisfactorily accomplished; the machinery will then be transferred from the charge of the contractors to that of the Admiralty. ...."</p>
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			<p><b>16th August 1894</b> the South Wales Daily News (Third Edition) announced: -</p> <p style="text-align: center;"><b>“.....PEMBROKE DOCK. HORTICULTURAL SOCIETY.-</b></p> <p>The annual exhibition, organised under the auspices of the above Society, was held at the Market House on Wednesday afternoon. The schedule included 115 classes, and the exhibits were, generally speaking, in point of merit quite equal to what they have been in previous years. Messrs Worgan, Llanelly, and Gay, Saundersfoot, adjudicated on the plants, fruit, flowers, and vegetables exhibited Mr G. Davidson, Pembroke Dock, judged the honey and <b>Mrs Penrose Fitzgerald</b>, wife of <b>Captain Fitzgerald, R.N., A.D.C.</b>, Superintendent of the Dockyard, and Mrs Quirk, wife of Lieut. Col. Quirk, of the Welsh Regiment, performed a similar office with respect to several special classes open to ladies only. The band of the Welsh Regiment played a selection during the evening. ....”</p>
			<p><b>14 Feb1895</b> the South Wales Daily News wrote in an article the following:</p> <p style="text-align: center;"><b>“...WELSH GOSSIP. ...</b></p> <p>...Capt. <b>Charles Cooper Penrose Fitzgerald</b>, recently captain-Superintendent of Pembroke Dockyard, would have been compulsory retired next year had he not been promoted to Rear-Admiral. ....”</p>