

No.	Service:		Rank:	Names & Service Information:	Supporting Information:
23.	21 st Mar 1895	Oct. 1896	Captain	<p>Charles John Balfour, R.N.</p> <p>B. 3 Oct 1841, Ventnor, Isle of White, Hampshire, England – D. 19 Jan 1902, Ealing, Middlesex. (aged 61 years). Buried: South Ealing Cemetery, Middlesex, London, England.</p> <p>12 Oct 1854-1 Mar 1856 Charles John Balfour joined her Majesty's service as a naval cadet, aged 13 years, on board H.M.S. "<i>Calcutta</i>" 84 guns, a Teak timber 2nd rate vessel, launched: Bombay 14 Mar 1831. She actively served in the China war 1856. She carried a complement of 435 officers and men; 60 boys; 150 marines, when operational. She had been paid off in 1842 at Plymouth and then recommissioned at Devonport and utilised as a training and gunnery ship. She was of 2299 tons and finally disposed of in 1908.</p> <p>2 Mar 1856-25 Aug 1856 Naval Cadet Charles John Balfour re-attached to H.M.S. "<i>London</i>" 90 gun, as a Naval Cadet. "<i>London</i>" was a 2nd Rate Wooden two decker sailing ship, of 2590 tons with a displacement of 4375 tons, launched Sep 1840. She was 213 feet long and converted to screw on 13th May 1858; she was of the "<i>Rodney</i>" class. She was commanded (until paying off at Plymouth) by Capt. William Henry Jervis, as troop transport from the Crimea, 24 Jan 1856-25 Aug 1856.</p> <p>26 Aug 1856-11 Oct 1856 Naval Cadet Charles John Balfour Charles reattached to H.M.S. "<i>Conqueror</i>" 101 guns, ship.</p> <p>12 Oct 1856 Naval Cadet Charles John Balfour was promoted in rank to that of midshipman and re attached to H.M.S. "<i>Conqueror</i>". He served here until 29 July 1859. She was of the "<i>Conqueror</i>" class screw-propelled first-rate ship of the line. She was launched in 1855, but spent only six years in service before being wrecked on Rum Cay in the Commonwealth of the Bahamas in 1861, due to a navigation error. All 1,400 aboard were saved. The wreck lies in 30 ft. (9.1 m) of water off Rum Cay and is preserved as an Underwater Museum of the Bahamas and is a popular dive site.</p> <p>30 Jul 1859 Midshipman Charles John Balfour was reposted to H.M.S. "<i>Exmouth</i>" 90 guns, until the 23 Oct 1860. She was commanded by Capt. James John Stopford, on the Mediterranean Station, May 1859-1 May 1860.</p> <p>24 Oct 1860 Midshipman Charles John Balfour was increased in rank to Acting Mate</p>	<p>Believed son of Charles Anthony Balfour and Charlotte Balfour, baptised on the 5 Nov 1841 in Milbrook, Hampshire, England.</p> <p>1869 Oct-Dec: Marriage of Charles John Balfour to Constance Marian Brooke (B. Oct 1844, Ilfracombe, Devon, England. D. 10 Nov 1910, Chichester, Chester, England. Buried. 15 Nov 1910, Ealing & Old Brentford Cemetery [with husband Charles John Balfour]). Marriage held in Exeter, Devon.</p> <p>Issue:</p> <ol style="list-style-type: none"> Margaret Edith Balfour (B. 1870, Southsea, Hampshire, England) Constance M.E. Balfour (B. 1871, Southsea, Hampshire, England) Frances M.L.S. Balfour (B. 1876, Middlesex, London, England)
	Mason 23 Mar 1895	27 Nov 1896			

on board H.M.S. "*Exmouth*", and for a period from the **24 Oct 1860** was promoted to sub-lieutenant, until **2 Oct 1861**.

7 Apr 1861 Census shows Charles John Balfour (1842) [19] [Born Milbrook, Hampshire] single, as Acting Mate on board HMS "*Exmouth*" 90 guns. Location and Position of the ship was within Naples Bay, Naples, Italy. Commanded by Capt. James A Paynter (1814) [47], from Pembroke, Pembrokeshire. Royal Navy>Vessels>District Exmouth.

3 Oct 1861-9 Dec 1861 Charles John Balfour was again increased in rank to Acting Lieutenant on board H.M.S. "*Exmouth*".

10 Dec 1861 Acting Lieutenant Charles John Balfour was appointed as substantive Lieutenant on board H.M.S. "*Exmouth*", which lasted until the crew were paid-off. She was commanded (until paying off) by Capt. James Aylmer Dorset Paynter, again on the Mediterranean station, 1 May 1860 to 14 Oct 1862. HMS "*Exmouth*" was a 2nd Rate wooden screw driven two-decker-ship of 3100 tons with a displacement of 4382 tons, of the "*Albion*" class. Converted to screw whilst on the stocks and launched 12 Jul 1854, from the Devonport Dockyard. She was 204 ft. long and carried a complement of 830 men.

22 Jan 1863-26 Nov 1866 Lieutenant Charles John Balfour was re-appointed on board H.M.S. "*Buzzard*" 6 guns; a period of 3 years and 310 days, until again being paid off. "*Buzzard*" (1849) was a wooden paddle sloop launched in 24 Mar 1849, of approximately 980 tons with a displacement of 1530 tons. She was broken up in 1883. She was commanded by Commander Herbert Frederick Winnington Ingram, on the North America and West Indies stations from 21 Jan 1863.

14 Jan 1867-31 May 1869 Lieutenant Charles John Balfour was posted and appointed as on-board H.M.S. "*Caledonia*"; a period of 2 years and 139 days, until again being paid off. She was a broadside ironclad of the "*Prince Consort*" class. Originally laid down as a wooden 2nd rate, two-decker steam ship of the line of the "*Bulwark*" class, carrying some 91 guns and a complement of 605 men. She had a tonnage of 4125 tons and a displacement of 6832 tons. "*Caledonia*" was converted on the building stocks into an armoured frigate and her guns reduced to 30 guns. She had been laid down 10 Oct 1860 and launched 24 October 1862. H.M.S. "*Caledonia*" was not completed until July 1865 due to a delay in the delivery of her new main armament. Once this was installed, she was commissioned as (2ic) Second-in-Command of the Mediterranean Fleet, becoming the first ever armoured flagship of the Royal Navy. She was temporarily withdrawn from service in 1866 for reconstruction which involved the addition of a poop-deck. Following this, she was flagship of the Channel Fleet until 1867, when she was paid off for re-armament. HMS "*Caledonia*" was flagship of the Mediterranean Fleet until 1869, (relieving HMS "*Victoria*", the last three-deck Royal Navy flagship) until 1872. After this she was a guard-ship in the Firth of Forth from 1872 until 1875. She was paid off at Plymouth, and was laid up there until she was sold on 30 Sep 1886. She was commanded (until paying off at Malta) by Capt. Alan Henry Gardner, flagship of Rear-Admiral Lord Clarence Edward Paget, Mediterranean, between 10 Jun 1867-31 May 1869.

1 Jun 1869-30 Jun 1869 Lieutenant Charles John Balfour was attached to H.M.S. "*Revenge*" for a short period of 30 days. "*Revenge*" was a 2nd rate wooden screw ship of 3322 tons with a displacement of 5260 tons, she was a twin, two-decker of 245 ft. long carrying a complement of 860 men. She was constructed and launched from Pembroke Dock 16 Apr 1859. She was commanded by Capt. Alan Henry Gardner, bringing home Vice-Admiral George Rodney Mundy and the old crew of "*Caledonia*", flagship in the Mediterranean, between 31 May 1869-3 Jul 1869. From 3 Jul 1869-Sep 1869. commanded by Capt. Richard Wells, to take Vice-Admiral George Greville Wellesley, Commander-in-chief, North America and West Indies, and a replacement crew for his flagship, HMS "*Royal Alfred*", to his station. "*Revenge*" was to have a further 11 captains, before including periods as guard-ship in Queenstown, Ireland, until her renaming and reuse in April 1890. Her fate finally came on 31 Dec 1923.

1 Jul 1869-11 Aug 1870 Lieutenant Charles John Balfour, for a further short period of 42 days, was re-attached to H.M.S. "**Royal Adelaide**" 104 guns, after which period he was given official home leave. She was a 1st rate wooden sailing ship of the line, of the "*Princess Charlotte*" class. She was 2446 tons builder's measure, with a displacement of 4122 tons. She was actually ordered on the 6 Jan 1812 (not long after the shortage of vessels post Trafalgar). When first ordered in 1812 she was intended to be a 2nd rate of 98 guns, but in the general reclassifications of 1817 she was reclassified as a 1st rate. She was a triple deck vessel. She was laid down as "*London*" May 1819, from Plymouth Royal Dockyard, some years after she was actually ordered. On the 1 Jan 1820 she was re-ordered adding her to be built, with a semi-circular stern modification. She was launched 28 Jul 1828, some 9 years after being laid down and 16 years after she was 1st ordered. She was renamed in 1828 HMS "**Royal Adelaide**" prior to her launch. She was 197 feet 7-inches in length at her gundeck, her beam was 52 feet 10-inches, with a depth of 22½ feet in her holds. Her sail plan was that of a fully rigged sailing ship. Her original armament was 104 guns as follows: Gundeck: 28 × 32 pounders, 2 × 68 pounder carronades; middle gundeck: 32 × 32 pounders; upper gundeck: 32 × 24 pounders; quarterdeck: 2 × 18 pounders; 12 × 32 pounder carronades; Forecastle: 2 × 18 pounders; 2 × 32 pounder carronades. Over her long life her guns were reduced in numbers. She was commissioned on Jan 1830 Plymouth Royal Dockyard. In Plymouth the "*San Josef*", 10 Sep 1835, was paid off into "ordinary reserve", and the "**Royal Adelaide**" was recommissioned with the flag of the Commander-in-Chief, Plymouth. The "*San Josef*" acting as the receiving ship for the "**Royal Adelaide**". On 1 Oct 1840 she was undocked from Plymouth (Thursday), after having had her copper cleaned-off, repaired and further commissioning. On 1 Nov 1842 after her selection as an "Advance Ship", she was taken into dock at Plymouth to have defects made good. From Jan 1848 to 20 Dec 1848 she was still utilised as the Port Admiral's Flagship, Devonport and a training ship for Naval cadets. From 1 Apr 1859 to July 1860 she was commanded by Capt. Woodford John Williams, guard ship of Ordinary Reserve, Plymouth, replacing HMS "*Royal William*". She was converted to serve as a depot ship in 1860, utilised as Devonport, as flagship of the Port Admiral and training vessel. She was also appointed Reserve Depot Ship, Devonport. From Jul 1860 until 31 Dec 1861 she was commanded by Capt. William King Hall, steam reserve depot ship, Plymouth. On the 3 Nov 1863 she was commanded by Capt. Henry Caldwell, Devonport, flag-ship of the Port Admiral, until 17 Feb 1864. From the 1 Jan 1862 to 31 Oct 1863 she was commanded by Capt. Charles Vesey, Devonport, as flag-ship of the Port Admiral. On the 1 Jan 1862 Devonport, she was re-commissioned for Harbour Service and as Receiving Ship, Devonport. In 1864 she became the Home Station, and receiving Ship at Devonport. Reports of smallpox onboard, and a number of cases of other disease and Injury were also reported. From 1 Nov 1866 she was commanded by Capt. George William Preedy, Devonport, as flag-ship of the Port Admiral. He was replaced by Capt. Trevenen Penrose Coode, as Devonport, flagship of the Port Admiral on the 1 Nov 1869. In 1870 she became Flag Ship, Devonport, and her guns were reduced 26 guns. In 21 Dec 1870 witnessed her the base for the Court Martial of Lt M'Neale, RM, who was tried for desertion and he was dismissed from the service. By the time of the 1871 census she was the flagship at the Hamoaze, Devonport. [*The Hamoaze an estuarine stretch of the tidal River Tamar, between its confluence with the River Lynher and Plymouth Sound*]. On the 8 Feb 1871 following on from the above William Tubbs, Second Mate of the Coastguard vessel "*Imogene*", was court martialled on board the "**Royal Adelaide**" for being drunk on board the "*Vengeance*" hulk on 30 Jan. He plead guilty, and taking into account his excellent character adjudged him to forfeit one year as a second mate and to be dismissed from his ship. The history of "**Royal Adelaide**" was to continue with 3 further court martials, so much so that 1871 became the year of the court martial. She was to have a further 6 captains. In Jul 1891 she was taken from Devonport around the coast to Chatham, Kent, there to be fitted out as a training

ship for boys. In Mar 1892, at Chatham, she was converted for use as a receiving ship, and was fitted out to accommodate some 1,000 ratings. "**Royal Adelaide**" was eventually sold out of the navy in 4 Apr 1905, to Laider & Co, Sunderland and Broken-up in Dunkirk.

9 June 1870-31 Dec 1870 Lieutenant Charles John Balfour was reattached to H.M.S. "**St. Vincent**" 120 guns, for a period of 206 days.

1 Jan 1871 Lieutenant Charles John Balfour returned to H.M.S. "**St. Vincent**", and served until **28 Oct 1873**, a period of 2 years, 302 days. "**St. Vincent**" was 1st rate wooden sailing ship of 5672 tons, launched 11 Mar 1815 and after an extensive career was employed as a training ship at Portsmouth.

2 Apr 1871 Census shows Charles J Balfour (1842) [29] Lieutenant R.N. Page 23/47 "Not on Board". Ship Commander Robert H More Molyneum (1839) [32] single, also "Not on Board". On the Census report sheet both men are shown as having "Females" marked. [*It should also be noted that Charles J Balfour birth country is shown as Scotland.*] At the time of the Census [midnight] the H.M.S. Training Ship "**St Vincent**" was "Off Blockhouse Fort, Portsmouth Harbour". Considering that the census sheets for this vessel number over 48, and at least 20 persons are on each sheet, it is estimated that approximately 960 men and boys served on this one training vessel. Hampshire>Royal Navy>Portsmouth Town>District St Vincent.

29 Oct 1873-3 Oct 1875, Lieutenant Charles John Balfour, for a period of 1 year 340 days, was re-appointed as lieutenant on board H.M.S. "**Devastation**". She was the first of two "**Devastation**" class mast-less turret ships built for the British Royal Navy. This was the first class of ocean-going capital ships that did not carry sails, and the first whose entire main armament was mounted on top of the hull rather than inside it. She was built at a time in which steam power was well established among the world's larger naval powers. However, most ships built at this time were equipped not only with a steam engine, but also with masts and sails for auxiliary power. The presence of masts also prohibited the use of gun turrets since the rigging would obstruct their arc of fire. "**Devastation**", designed by Sir Edward J. Reed, represented a change from this pattern when she was built without masts and her primary armament, two turrets each with two 12-inch muzzle-loading guns, was placed on the top of the hull, allowing each turret a 280-degree arc of fire. HMS "**Devastation**" was the first turret ship built to an Admiralty design. She was laid down 12 Nov 1869, launched 12 Jul 1873, commissioned 19 Apr 1873 at Portsmouth Dockyard. She was 285 feet long between perpendiculars, with a beam of 62 feet 3-inches, a mean draught of 26 ft. 1½ inches, and had a freeboard of only 4½ feet. She was armed with 4 x R.M.L. 12-inch 25-ton guns, mounted in pairs in two turrets, protected by armour 12–14 inches thick. Her breastworks and hull were protected by 10–12 inches of armour, and she was also fitted with a 10–12-foot spur bow. The ship had a double bottom, and was divided internally into watertight compartments. She was propelled by two four-bladed screws, 17½ foot in diameter, each powered by two direct-acting trunk engines built by John Penn and Sons of Greenwich, providing a total of 5,600 horsepower, with eight boilers, working at 30 pounds per square inch, giving a maximum speed of 12 knots. HMS "**Devastation**" could carry 1,350 tons of coal, giving her a range of 3,550 nautical miles at 12 knots or 5,570 nautical miles at 10 knots. She also carried 30 tons of water, enough for three weeks, and 19 tons of provisions, six weeks supply for her crew of 329. Following the loss of the masted turret ship H.M.S. "**Captain**", which capsized and sank on 6 Sep 1870 with the loss of 500 men, almost her entire crew, a special committee was appointed to examine the design of this type of vessel, and particularly the "**Devastation**". Although they found no reason for concern in the stability of the ship, as a safety precaution a number of changes were made to the design. The freeboard was increased to 10 feet 9-inches, and armour-plated bulkheads, between 4–6 inches thick provided additional protection to the magazines and engines. The 25-ton guns were replaced by R.M.L. 12-inch 35-ton guns. This additional weight increased her mean draught to 26 feet 8-inches. Sea trials were made in mid-1873 and generated an unusual amount of

public interest; not just for the novelty of her appearance, but as the successor to the "*Captain*". In time trials she recorded a speed of 13.84 knots, the engines producing 6,637 horsepower. Gunnery trials were made off the Isle of Wight, firing 700-pound Palliser shells. To judge her behaviour in various sea conditions she was then accompanied by the armoured ships "*Agincourt*" and "*Sultan*" in a voyage from Plymouth to Castletownbere in southwest Ireland, and from there she made two cruises out into the Atlantic. Apart from a tendency for her low fore-castle to be swept by the sea, she performed slightly better than her companions in both pitch and roll.

4 Oct 1875 Lieutenant Charles John Balfour was again promoted in rank to that of Commander on board H.M.S. "*Devastation*". He served here as Commander until 20 Nov 1878, an additional period of 3 years 49 days. HMS "*Devastation*" refitted and recommissioned in 1879 and 1891-82. She was deployed to serve in the waters of the United Kingdom and the Mediterranean Sea. In 1891, the 12-inch guns were replaced with 10-inch breech-loading guns and she was refitted with new triple expansion steam engines. Commander Charles Henry Umfreville was appointed in command on 8 November 1898. In 1901, under the command of Capt. Francis George Kirby, she was guard ship at the port of Gibraltar, until relieved as such by newly commissioned HMS "*Irresistible*" in Feb 1902. She left the Mediterranean station headquarters at Malta, homebound, on 19 Feb 1902, and after a last visit to Gibraltar arrived in Plymouth 2 April. She was paid off at Devonport 18 April, and proceeded to Portsmouth. On 21 Jun 1902 she was commissioned by Commander Guy Lutley Sclater as a tender to the torpedo school ship H.M.S. "*Vernon*". She took part in the fleet review held at Spithead on 16 Aug 1902 for the coronation of King Edward VII. Later, she was refitted again and assigned to the First Reserve Fleet based in Scotland. The ship was broken up in 1908 by Thomas W Ward May.

31 Mar 1879-31 Mar 1882 Commander Charles John Balfour was posted to H.M.S. "*Pembroke*" 74 guns, a period of 3 years 2 days. She was 3rd rate wooden sailing ship launched 23 June 1812 weighing 1758 tons, of the "*Cornwallis*" class. She had been converted to screw 3 Feb 1855, in Portsmouth; her displacement was 2842 tons and her guns reduced to 60. She has a complement of 600 men. In 1879 she was Flagship of the Admiral Superintendent, Chatham; including officers borne for duties in Chatham Dockyard, for the Reserve, Melville Hospital, Sheerness Yard, Torpedo Boats and for Tenders. On 30 Nov 1881, commanded by Capt. Walter James Hunt-Grubbe, in harbour service (in command of the Medway steam reserve). From 17 Dec 1881 until 31 Mar 1885 she was commanded by Capt. Lord Walter Talbot Kerr, harbour service (in command of the Medway steam reserve).

3 Apr 1882-19 Apr 1882 Commander Charles John Balfour was seconded to H.M.S. "*Duke of Wellington*" for a period of 17 days. She was a 131-gun first-rate ship of the line. Launched in 1852 from Pembroke Royal Dockyard, she was symptomatic of an era of rapid technological change in the navy, being powered both by sail and steam. An early steam-powered ship, she was still fitted with towering masts and trim square-set yards, and was the flagship of Sir Charles Napier. She was first christened **HMS "*Windsor Castle*"**, she was the first of a class of four that represented the ultimate development of the wooden three-decker ship of the line which had been the mainstay capital ship in naval warfare for 200 years. She was originally ordered in 1841 to a design of Sir William Symonds, the Surveyor of the Navy, but was not laid down until May 1849 at Pembroke Royal Dock by which time Symonds had resigned and the design had been modified by the Assistant Surveyor John Edye. At this stage the ship was still intended as a sailing vessel. Although the Navy had been using steam power in smaller ships for three decades, it had not been adopted for ships of the line, partly because the enormous paddle-boxes required would have meant a severe reduction in the number of guns carried. This problem was solved by the adoption of the screw propeller in the 1840's. Under a crash programme announced in Dec 1851 to provide the navy with a steam-driven battle-fleet, the design was further modified by the new Surveyor, Capt. Baldwin Walker. The ship was cut apart

in two places on the stocks in Jan 1852, lengthened by 30 ft. overall and given screw propulsion. She received the 780 hp. engines designed and built by Robert Napier and Sons for the iron frigate "*Simoon*", which had surrendered them on conversion to a troopship. The ship was launched on 14 Sep 1852. On that day the Duke of Wellington died, and she was subsequently re-named in his honour and provided with a new figurehead in the image of the duke. When completed on 4 Feb 1853, HMS "*Duke of Wellington*" was, on paper at least, the most powerful warship in the world (*and would remain so until the completion of the French Bretagne in 1855*) and the largest yet built for the Royal Navy, twice the size of Nelson's "*Victory*" and with a far bigger broadside. She was 240 feet long, displaced 5,892 tons, and carried 131 cannons, weighing a total of 382 tons and mainly firing 32 lbs. balls. After service in the Western Squadron of the Channel Fleet, she was designated the flagship of the fleet that Vice-Admiral Sir Charles Napier was to lead to the Baltic on the outbreak of the war with Russia (later known as the Crimean War). "*Duke of Wellington*" served as his flagship throughout the Baltic campaign of 1854 and returned to the Baltic the following year as the flagship of Napier's successor in the command, Rear-Admiral Richard Saunders Dundas, being present at the bombardment of Sveaborg. HMS "*Duke of Wellington*" firing a gun salute in Portsmouth Harbour during her time as flagship there. Under trials on 11 Apr 1853 she had made 10.15 knots under steam, and she proved a magnificent sailing ship, but the second-hand engines turned out distinctly unsatisfactory, and the hurried conversion had compromised her structural strength; she thus saw no active service after the Crimean War and paid off in 1856. She served as guard ship of sailing ordinary at Devonport from 1860-1863, then as a receiving ship at Portsmouth from 1863, where she became a familiar and much-photographed sight, always described on postcards as "the flagship of Sir Charles Napier". She replaced HMS "*Victory*" as flagship of the Port Admiral at Portsmouth from 1869-1891 (with "*Victory*" becoming her tender), firing salutes to passing dignitaries, such as Queen Victoria on her way to Osborne House. She served as flagship for the Commander-in-Chief from 24 Oct 1884 to 1886 and for Victoria's birthday celebration and fleet review at Portsmouth in 1896 "dressed smartly for the occasion" (despite having been paid off on 31 March 1888).

20 Apr 1882-6 Sep 1882 Commander Charles John Balfour was posted to H.M.S. "*Sultan*" as a Commander for a period of 140 days. HMS "*Sultan*" was a broadside ironclad of the Victorian era, who carried her main armament in a central box battery. She was named for Sultan Abdülâziz of the Ottoman Empire, who was visiting England when she was laid down. Abdülâziz cultivated good relations with the Second French Empire and the British. In 1867 he was the first Ottoman sultan to visit Western Europe; his trip included a visit to England, where he was made a Knight of the Garter by Queen Victoria and shown a Royal Navy Fleet Review, with Isma'il Pasha of Egypt. With the exception of some small warships designed only for harbour defence, every ironclad warship so far completed, starting from HMS "*Warrior*", had mounted their main armament in broadside batteries. Although the turret-armed ships HMS "*Monarch*" and HMS "*Captain*" were building, it was decided by the Admiralty Board that, pending results from these two experimental ships, "*Sultan*" would carry her artillery in a centrally-placed box battery. The design of the ship was closely based on the design of HMS "*Hercules*". Unlike the battery of the earlier ship, that of "*Sultan*" was on two levels; the main deck guns provided broadside fire, with limited ahead-fire from the foremost gun, while the upper deck guns provided additional broadside fire and also could fire astern, by traversing the after gun on a turntable. The hull had one of the roundest amidships cross-section ever adopted at the time of her launch, and this and the low metacentric height of only three feet made her a very steady gun platform. It was soon found, however, that she lacked adequate stability - in naval parlance she was "tender" - and some six hundred tons of extra ballast had to be inserted into her double bottom. She was commissioned at Chatham for the Channel Fleet, in which she served until 1876. She was refitted, being reduced to barque rig, and posted to the Mediterranean under the command of His Royal

Highbess the Duke of Edinburgh. She was with Admiral Geoffrey Hornby at the Dardanelles in 1878. She was then again refitted, and reduced to reserve until 1882, when she returned to the Mediterranean. At the bombardment of Alexandria (1882) she sustained casualties of two killed and eight wounded from a single hit on the battery. She was with the Particular Service Squadron during the Russian war scare of Jun-Aug, 1885, and was retained in the Mediterranean thereafter. On 6 Mar 1889 she grounded on an uncharted rock in the Comino Channel between Malta and Gozo, ripping her bottom open. The "*Temeraire*" unsuccessfully tried to pull her off. The "*Sultan*" slowly flooded and in a gale on 14 Mar 1889 she slipped off the rock and sank. She was raised in Aug by the Italian firm of Baghino & Co for a fee of £50,000. On 27 Aug the "*Sultan*" was brought into Malta. Malta dockyard made preliminary repairs. In Dec 1889, the "*Sultan*" made the passage back to Portsmouth under her own steam, at 7 knots (though accompanied by another ship), arriving at Spithead on 22 December. The "*Sultan*" was put in dry dock at Portsmouth. Between Oct 1892 and Mar 1896, she was modernised at a cost of over £200,000. She was given two tall funnels, a double bridge forward, and new decks. Her old sailing rig was removed, and replaced by two military masts with fighting tops. She was given modern boilers capable of 150 pounds per square inch and modern triple-expansion engines made by J & G Thomson of Clydebank. At natural draught, on trial in late May 1895, these made 6,531 indicated horsepower giving an average speed 14.6 knots. On a four-hour trial, with forced draught, she made an average of 15.3 knots, for a power of 8,244 indicated horsepower. Parkes said that there was intense vibration on these trials. As modernised her armament consisted of: - 8 × 10-inch M.L.R.; 4 × 9-inch M.L.R.; 4 × 4.7-inch Q.F. guns; 9 × 2.24-inch 6-pounder Q.F. guns. (either of the Nordenfelt or Hotchkiss pattern); 13 × 1.85-inch 3-pounder Q.F. guns; 7 × machine-guns; 2 × light field guns. As the modernisation affected the distribution of weights on the ship, her beam was increased with a waterline girdling of 9-inches of teak, which raised her metacentric height. *The Engineer* magazine criticised the decision to retain the muzzle-loading guns, saying that "So much money has been spent on this ship since she was brought home from the Comino Channel that one would like to see a better result". According to Parkes, "nothing could be done to strengthen the old M.L. battery"; he thought that the old ship was not worth the money spent modernising her. Post-modernisation she then served in the reserve. She commissioned for sea-service twice whilst in reserve: For the 1896 annual manoeuvres, from 8 Jul to 25 Aug 1896, when she served as one of the battleships of the C Fleet based in Milford Haven, Wales. For the 1900 annual manoeuvres, 10 Jul to 24 Aug 1900, when she served as one of the 12 battleships of the A Fleet based in Ireland. The action on 2 Aug took the form of a general chase of the A Fleet by the stronger B Fleet. To get away, the A Fleet steered a course against a strong head wind and heavy sea, which was sustained for hours. This obliged the A Fleet to detach the old *Dreadnought* and send her to Queenstown. The "*Sultan*" was able to keep up for a while, but when the A Fleet made 13 knots, the "*Sultan*" struggled to maintain station, and eventually had to be detached and sent to Berehaven, allowing the remaining battleships (of the "*Royal Sovereign*" and "*Majestic*" classes) to quicken speed to 14 knots and get away. In 1906, she was partially dismantled and became an artificers' training ship under the name of "*Fisgard IV*"; in 1931 she was further converted into a mechanical repair ship, regaining her original name of "*Sultan*". During World War II she was a depot ship for minesweepers at Portsmouth, and was sold in 1947.

11 Jul 1882 Commander Charles John Balfour was promoted in rank to Captain.

26 August 1886-17 Jul 1889 He received a commission as Captain of H.M.S. "*Heroine*" for a period of 3 years and 84 days. She was one of seven *Satellite* Class corvettes completed for the Royal Navy. H.M.S. "*Heroine*" (1881) was laid down Aug 1880 and launched 3 Dec, 1881 from Devonport Royal Dockyard. She was completed in Jun, 1883. She was finally sold off 1902.

18 Jul 1890-17 Feb 1893 Captain C. J. Balfour was placed on home leave on ½ pay.

			<p>18 Feb 1890-1 Mar 1893 (for a period of 3 years 13 days) Charles John Balfour was Captain of H.M.S. "Mercury". A second class protected cruiser "Mercury" (1878) was of the "Iris" class post re-commissioning in Portsmouth and served on the China and Japanese Stations. She had been laid down 16 Mar 1876 and launched 17 Apr 1878, from Pembroke Royal Dockyard. She was commissioned Sept 1879. She was finally sold off in 1919. She was one of two second class protected cruisers of the "Iris" class, completed in 1879. They were best known during the Dreadnought Era as being the ships which trained officers and men for submarine service. HMS "Mercury" sister was H.M.S. "Iris", she had been laid down 10 Nov 1875 and launched 12 Apr 1877, from Pembroke Royal Dockyard. She was commissioned in Apr 1879. She was finally sold off before her sister in 1905.</p> <p>2 Mar 1893-31 Mar 1893 Captain Charles John Balfour was placed on Staff Pay.</p> <p>1 Jun 1893-10 Aug 1893 (71 days) Captain Charles John Balfour Charles was attached to H.M.S "Nelson". She was a 126-gun first rate ship of the line, launched on 4 Jul 1814 at Woolwich., but then laid up incomplete at Portsmouth until 1854, when work began with a view to commissioning her for service in the Crimean War, but this ended before much work had been done, and the ship returned to reserve. She was converted into a screw ship in 1860, being cut down to a two-decker and fitted with an engine of 2,102 indicated horsepower for a speed of 10.5 knots. In 1865, "Nelson" was given to the colony of Victoria, Australia, as a training ship, and she was finally outfitted and rigged for £42,000 and sailed for Australia in October 1867. Travelling via the Cape of Good Hope, she arrived in February 1868. She was the first ship to dock in the newly constructed Alfred Graving Dock. Her armament in 1874 was listed as 2 x 7-inch R.M.L. 20 x 64-lbs guns, 20 x 32-lbs guns and six 12-lbs howitzers. During 1879-82, "Nelson" was further cut down to a single deck and her rig reduced to the main mast only, the ship being reclassified as a frigate. Her old armament was partly replaced by modern breech-loaders. She was laid up at Williamstown in 1891, her boilers being removed in 1893. On 28 Apr 1898 she was put up for auction and sold to Bernard Einerson of Sydney for £2,400. In 1900. "Nelson" was cut down yet again to create a coal lighter that kept the name "Nelson", the upper timbers being used to build a drogher (a freight barge of the West Indies, rigged as a cutter or schooner) named "Oceanic". In 1908 "Nelson" was sold to the Union Steamship Co. of New Zealand, and in July was towed from Sydney to Beauty Point on the Tamar River, Tasmania, for use as a coal storage hulk. She later foundered there with 1,400 tons of coal on board and remained submerged for forty days until finally re-floated. In Jan 1915 she was towed to Hobart for further service as a coal hulk, until sold in Aug 1920 to Mr. H Gray for £500 and towed an up river to Shag Bay for gradual breaking up, work continuing into the 1930's, although some of her timbers still survive. The ship's figurehead was preserved by the NSW Naval Brigade, then the Royal Australian Navy, before it was presented to the Australian National Maritime Museum for display.</p> <p>11 Aug 1893-17 July 1894 Captain Charles John Balfour was appointed to H.M.S "Inflexible" and in command of the Fleet Reserve, for a period of 341 days. She was a Victorian ironclad battleship carrying her main armament in centrally placed turrets. The ship was constructed in the 1870's to oppose the perceived growing threat from the Italian "Regia Marin" (Italian Royal Navy) in the Mediterranean. The Italian Navy had started constructing a pair of battleships, <i>Caio Duilio</i> and <i>Enrico Dandolo</i>, each equipped with 4 x 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. She mounted larger guns than those of any previous British warship and had the thickest armour ever to be fitted to any 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</p>
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HMS *"Dreadnought"*, but with greatly improved armament. The ship was conceptually constructed from three components; several outline studies being produced by Nathaniel Barnaby. A heavily armoured citadel 75 feet wide and 110 feet long was located amidships, which would keep the ship afloat and stable regardless of what happened to the ends. This citadel contained the main guns, the boilers and the engines. The ends were unarmoured, but with a 3-inch-thick armoured deck 6–8 feet below the waterline to limit damage to the underwater section to keep them buoyant. Coal bunkers were located over the armoured deck and surrounded by 4-foot-wide compartments filled with cork. The ship had bunker capacity for 400 tons of coal below the deck for use during combat, when the above-deck bunkers would be inaccessible and possibly flooded. The structure above the armoured deck also contained a large number of watertight compartments to further preserve buoyancy. There was also light superstructure to provide crew accommodation, and freeboard in rough weather, although anticipated to be seriously damaged in any major engagement. Barnaby wanted a ship both broader than existing designs to minimise rolling and as short as possible to reduce its size as a target. Making a ship broader compared to its length was known to reduce its speed, so the innovative technique of water tank tests on models, pioneered by William Froude, was used to finalise a design. This was 10 feet wider than *"Duillo"* and 21 foot shorter, the smallest ever ratio of length to breadth in a metal first class warship. Once the outline design was agreed, the detailed architectural design was done by William White and she was laid down at Portsmouth Royal Dockyard on 24 Feb 1874. She was launched 27 Apr, 1876, completed 18 Oct, 1881 and Sold off in 1903. On completion the ship was sent to join the Mediterranean Squadron. She took part in the bombardment of Alexandria on 11 Jul 1882 during the Urabi Revolt, firing 88 shells and was struck herself twice; one 10-inch shell killed the ship's carpenter, mortally wounded an officer directing the fire of a 20-pounder breech-loader, and injured a seaman. The blast from HMS *"Inflexible"*, own 16-inch guns did considerable damage to upper-works and her boats. She was refitted in Portsmouth in 1885, when the full sailing rig was removed. She was in the Fleet Reserve until 1890, except for brief service in the 1887 review and the manoeuvres of 1889 and 1890. She was re-commissioned for the Mediterranean Fleet from 1890 to 1893, serving thereafter as Portsmouth guard ship until 1897. From there she went to Fleet Reserve and in Apr 1902 to Dockyard Reserve, until sold at Chatham in 1903 for scrap.

18 Jul 1894-22 Aug 1894 Charles was re-appointed for a period of 36 days.

23 Aug 1894-20 Mar 1895 Charles was re-appointed for a period of 210 days.

21 Mar 1895-4 Oct 1896 Charles John Balfour was appointed and served time as Captain Superintendent of Pembroke Royal Dockyard. (See Newspaper reports below)

21 Mar 1895-8 May 1895 Charles held the position of Captain of H.M.S *"Rupert"*. HMS *"Rupert"* was a battleship of the Victorian Royal Navy, whose principal weapon was designed to be her ram. She was similar in design to HMS *"Hotspur"*, but unlike her carried a revolving turret similar to that carried in HMS *"Glatton"*. For reasons not recorded, it would appear that the belief prevalent at the time of the design of *"Hotspur"* that a ramming attack would damage the turret mechanism no longer held sway when *"Rupert"* was proposed. As was *"Hotspur"*, she was designed at a time, shortly after the 1866 Battle of Lissa, when it was believed that ramming attacks would, in the event of naval conflict, be the most effective form of offensive action. Artillery power was therefore given second priority to handiness and to frontal armour, including a prolongation of the belt armour to reinforce the ram. She carried two guns in her single turret, as against the single piece in *"Hotspur"*, but there was no intention or expectation of achieving all-round fire. The guns would bear from the bow to just aft of the beam on either side, except for the obstruction of the foremast and associated shrouds. The ship was fitted with a fore-and-aft rig on her two masts, which had been designed to allow progress in the event of engine failure. Her sail effort was, however, described by her first Captain as "not worth the inconvenience of keeping them up". As the ram had only been seen to be effective against

stationary targets, as at the Battle of Lissa, and against friendly ships in the course of accidental collision, the high reputation it enjoyed is not wholly understandable. A report by Capt. W. E. Gordon, submitted to the Admiralty Board in Feb 1878 and referring to "**Rupert**" says: "she is a comparatively simple weapon within the capacity of an ordinary man to make the best use of, whereas the Captain of the "**Alexandra**" or "**Temeraire**" in action would be like a man armed with sword, rapier, rifle and pistol, trying to use them all at the same time. No man's faculties are equal to making the best use of such complicated machines". The unattributed comments to this report include the phrase "good in theory but not practicable supposing enemy has 14-15 knots and "**Rupert**" 11-12". Unlike every other battleship, "**Rupert**" did not have a centre-line conning tower. Uniquely, she possessed two armoured pilot towers, one on either side just abaft the waist. These gave a good view on the beam, but very limited view over the bow, and her first captain described them as "almost useless". She was commissioned at Devonport Royal Dockyard for the Mediterranean, and served there from 1876 to 1880. She was thereafter held in reserve at Portsmouth until being assigned to service in the Particular Service Squadron during the Russian war scare of Apr-Aug 1885. She was then assigned as guard ship at Hull until 1890. After reconstruction and re-armament between 1891 and 1893 she was guard-ship at Pembroke until 1895. She was port guard ship at Gibraltar from 1895, then at Port Said until late Apr 1902, when she returned home. Commander Algernon B Granville Grenfell was appointed in command in May 1898. She arrived at Plymouth in early May 1902, and paid off at Devonport on 28 May. She was in Fleet Reserve until 1904, from when she served finally as guard ship at Bermuda until her sale there in 1907.

9 May 1896-27 Nov 1896 Captain Charles John Balfour of H.M.S "**Thunderer**". She was one of two "**Devastation**" 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. "**Thunderer**", was the 5th 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 Capt. Alfred Chatfield. [Yet another, Captain Superintendent [16th] of the Pembroke Royal Dockyard Oct 1882-Jan 1885]. "**Thunderer**" 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 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 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. She was recommissioned at

			<p>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>16 Sept 1897-3 Oct 1896 in accordance with the provisions of the Order in Council of 22 Feb 1870 Charles Balfour was placed on the Retired List of his rank. He was promoted from the rank of Captain to the rank of Rear-Admiral on the Retired List.</p> <p>1901 Census shows Charles Balfour (1842) [59] Head-Retired Admiral, Royal Navy, - daughter Constance Balfour (1871) [30] and 2 two servants, [one Annie Evans (1876) [30] cook from Neyland, Pembrokeshire, resident at The Field House, West Street, Horncastle. Lincolnshire>Horncastle>District 1.</p> <p>19 Jan 1902 Charles John Balfour died at 74, Madeley Road, Ealing, Middlesex. (aged 61 yrs.) and was subsequently buried.</p> <p>23 Jan 1902 Buried in South Ealing Cemetery, Middlesex, London, England. Location of grave Ground Division E con; at a cost of £7 10s. Od. No. 28; Folio 2G.</p> <p>17 Feb 1902 Probate was granted to his wife Constance Marion Balfour (widow), to the effect of £138. 12s. 2d.</p>
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			Newspaper Articles:
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			<p>4th March 1891 the Western Mail Newspaper reported the following: -</p> <p style="text-align: center;">“.....NAVAL OFFICERS IN DISGRACE.</p> <p>Assistant-Paymaster Robert Myth, serving on board H.M.S. "Victor Emmanuel", receiving ship at Hong Kong, has been tried by court-martial and found guilty of embezzlement. The evidence showed that the prisoner had altered and falsified entries in the savings' bank account of the ship, and that he had done this in a very complicated and ingenious manner, although the amount embezzled did not exceed £10, the Court, of which Captain Balfour was president, sentenced him to a year's imprisonment with hard labour, and to be dismissed her Majesty's service with disgrace. - Assistant-Paymaster Clarke a has been tried by court-martial, the charge against him being that he was absent from his ship nearly ten days with-out leave. He was found guilty, and sentenced to lose two years' seniority and be dismissed hit ship. .."....</p>
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			<p>25th October 1892 the South Wales Daily News (Third Edition) and the Cardiff Times (29th October 1892) reported on the following: -</p> <p style="text-align: center;">“..... EXPLOSION ON BOARD H.M.S. “MERCURY”.</p> <p>A correspondent at Singapore sends a letter detailing a peculiar explosion on board H.M.S. "Mercury" on Sept. 21st, resulting in the death of a first-class petty officer and injuries to six other men. The spirit room, which opens into a narrow and ill-ventilated space on the star-board side of the main magazine, was being opened by the captain of the hold in the presence of the ship's steward and several other men who were standing close by. One cask had been lifted out, and Charles Over, a first-class petty officer, was in the act of lifting another cask out of the hatch when a violent explosion occurred, throwing the men down in all directions and burning several of them, two severely. The paintwork was scorched and some screens covering the paintwork as well as the woodwork were set on fire. The gangway leading to the upper deck being in flames escape in that direction was completely cut off, and the men were obliged to make their way down a hatch to a lower deck. At the same time, they raised the alarm, and the whole crew were at once summoned to "fire quarters". Captain Balfour, seeing that the wood-work around the magazine was on fire, gave orders for the magazine to be flooded and this was immediately done, so that in a very few minutes all danger from that cause was removed. The precaution, however, was taken to signal to the "Plover", which was then returning to harbour from firing practice, and the vessel steamed along-side ready to render any assistance that might be required. But the efforts of the officers and crew of the "Mercury" were successful in extinguishing the flames before any serious damage had been done. Charles Over, the petty officer, and another man were both severely burnt, and after their wounds had been dressed on board the ship they were sent ashore to the Singapore Civil Hospital. Over died there on the same evening, and was buried on the following day with full naval honours. All the other cases are doing well. The explosion formed the basis of an inquiry by the Captains of the "Egerla" and "Plover", and the conclusion come to was that the spirituous vapour or gas had come in contact with the flame of a "colomb" lamp, with which the spirit-room was lighted, and thus caused the explosion. ..."</p>
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			<p>16th March 1895 the Evening Express(Special Edition), the Evening Express Newspaper (Second - Fourth Editions), the Evening Express(Fifth Edition), 16th March 1895 the Evening Express (Pink Edition) and the South Wales Daily Post(Second edition; the County Echo (21st March 1895) and the Weekly Mail (of 23rd March 1895) all addressed the following: -</p> <p style="text-align: center;">“.....PEMBROKE DOCKYARD. THE NEW CAPTAIN-SUPERINTENDENT.</p>
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				<p>Captain Charles John Balfour, R.N., of the Steam Reserve, Portsmouth, has been appointed Captain-Superintendent of Pembroke Dockyard in the place of Captain W. H. Hall, deceased. Captain Balfour - was born on October 3, 1841, and joined her Majesty's service as a naval cadet in October, 1854, promoted to sub-lieutenant on October 24, 1860, lieutenant December 10, 1861, Commander October 4, 1875, and Captain July 11, 1882. While lieutenant of the "<i>Opossum</i>" he was specially mentioned for services at the attack on the Peilio Forts on June 2.5, 1859, and he holds the China medal. He was commander of her Majesty's ship "<i>Sultan</i>" at the bombardment, of Alexandria on July 11, 1882, during the Egyptian War, and he has the Egyptian medal, the Alexandria clasp, and Khedive's bronze star. For the gallantry and ability displayed during the campaign and bombardment he was promoted to post rank on that date."</p>
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				<p>9th May 1895 the Evening News (First – Fifth Editions) reported on the following: -</p> <p style="text-align: center;">“...Great Britain's Navy. LAUNCH OF A WARSHIP AT PEMBROKE. Great Concourse of People Witness the Floating of the Heaviest and Largest Ship in the World.</p> <p>On Wednesday afternoon, at 5.30, the magnificent first-class battleship “Renown” was successfully launched from Pembroke Dockyard, in the presence of some thousands of spectators, and will, when completed, for sea, be a grand addition to her Majesty's Royal Navy. Excursion trains were run from all parts of South Wales, and, as the weather was fine, a considerable influx of visitors to the town was the consequence. There has not been a launch from this dockyard since February 17, 1894, when the “<i>Hazard</i>”, of six guns, was sent afloat. The “<i>Renown</i>” is a fine specimen of advanced marine combative architecture, and from the details that we append it may readily be perceived that she is within herself a veritable fortress of enormous powers of offence and defence, and displaying a very marked contrast of improvement collectively as to weight, armament, and speed to her predecessors launched from this yard and from other establishments, public and private, in the kingdom.</p> <p>The “<i>Renown</i>” was laid down on January 30, 1892, and is Ship No. 230 of all classes that have been built and launched from Pembroke Dock, the first ships built at Pater Dockyard being the "single-banked" sailing frigates “<i>Valorous</i>” and “<i>Ariadne</i>”, of 28 guns each sent both afloat the same day - February 10, 1816. The gates of the dockyard were thrown open to the public during the afternoon, when a vast concourse of people commenced wending their way to the scene of the launch at the north-west portion of the yard. The huge ship almost completely filled the dock and shed, her upper structure nearly reaching the high and spacious roof. At her head the Union Jack was flying all day. Her bow was decorated with a shield bearing the Royal arms, encircled by the words, "Success to the Renown", the whole being surmounted by a crown and set off on either side by bannerettes. This appeared to be a new feature, introduced by Mr. Cock, the chief constructor. The platforms erected for the accommodation of visitors, particularly that set apart for the more distinguished ones, were gaily draped with flags, &c. As the stem of the ship and on the port and star-board bows to a distance of some 70 ft. towards the stern spacious enclosures had been formed and galleries erected, forming almost an amphitheatre, a raised dais fronting the stem, where the christening function was carried out. and from all these "coigns of advantage" the proceedings could be witnessed. There were several entrances to the enclosure, by tickets, "A," "B," &c., not necessarily indicative of class, but to prevent accidents by over-crowding and to facilitate ingress and egress to the respective galleries, the arrangements to this end being satisfactorily carried out by the Metropolitan Police, under Superintendent Smith and Inspector Young. The enclosure and galleries were thronged with ladies and gentlemen, including naval and military officers of all branches of the service, presenting a most festive and brilliant spectacle, whilst the dock sides, jetty heads, and all other available spaces were filled with the general public. The famous band of the 41st (Welsh) Regiment, under Mr. Monk, played ever and anon until the time for the launching, considerably enlivening the occasion. The preliminaries of the launch having been arranged, the religious service observable on such occasions was read by the naval chaplain, the Rev. A. Nicholls, M.A. The ceremony of christening was then gracefully performed by Mrs. Balfour, wife of Captain Charles J. Balfour, R.N., the new Superintendent of the Dock-yard. Mrs. Balfour's first public appearance at Pembroke could hardly have taken place under more auspicious circumstances, and among others in the enclosure with her were Captain Balfour. Lady Catherine Allen, Sir Charles and Lady Philippe, Sir Owen Scourfield, Mr. A. P. Saunders Davies, Mr. William (director of the dockyard), Colonel Goodeve (commandant of the Pembroke Garrison), Colonel Saurin, Mr. Seymour Allen, and Mr. Cock (chief constructor at the dockyard). A pedestal of carved wood had been erected by the stem of the ship, over the top of which a cord had been drawn, that had been ingeniously fixed and continued round the basement, and from thence leading to the grooves on either bow in connection with the weights suspended over -the "dog-shores". A very elaborately carved box, lined with blue plush velvet, having within the lid a drawing of the ship, &c., covered with glass, and which contained an exquisitely-formed mallet and burnished steel chisel, was then presented to Mrs. Balfour by the Chief Constructor (Mr. Henry Cock), under whose instructions the lady dexterously severed the cord on the apex of the pedestal, when the suspended weights fell, and the huge fabric glided out into the waters of the haven most majestically, with the Royal Standard of England flying, amidst great cheering, and the band playing "Rule, Britannia". As the huge vessel was leaving the ways a bottle of champagne was smashed on her bows, and Mrs. Balfour, amid the cheers of the spectators, said, "I name this ship the “<i>Renown</i>”; success to her”. The powerful Government steam-tugs “<i>Meteor</i>”, from Chatham; “<i>Perseverance</i>” from Devonport; and “<i>Stormcock</i>” were in attendance, and the “<i>Renown</i>” (the biggest ship now afloat) was safely moored off the yard. Mr. Williamson, director of dockyards, was present at the launch. The launch was held later in the day than usual on account of the serving of the tide. The “<i>Hannibal</i>”, a considerably bigger battleship than the “<i>Renown</i>”, will be launched from this yard in May, 1896. It is anticipated that a huge first-class cruiser, to be called the</p>
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			<p>“Andromeda”, of 435 ft. in length, to steam 20½ knots, with a coaling capacity to run 2,000 miles, will be laid down in the slip the “Renown” occupied, orders for building which were received at Pembroke Dockyard a day or two ago.</p> <p>The “Renown”, one of the earliest of the battle- ships built outside the scope of the Naval Defence Act, is a sheathed armour-clad light draught, designed to pass through the Suez Canal and to keep the sea for long periods of time in foreign waters. The ship will have a complement of 674 officers and men, and is intended to be fitted as a flag-ship. Her principal dimensions are - Length between perpendiculars 380 ft., breadth extreme 72 ft. 4-in., mean, draught of water 26 ft. 6-I n., with a load displacement of 12,350 tons. Her indicated horse- power is specified at 10,000 with natural draught and 12,000 with forced draught, the estimated speeds to be produced being respectively seventeen and eighteen knots per hour. The “Renown” is built of steel, with the exception of her stem, sternpost, and shaft brackets, which are of phosphor bronze, the lower part of the stem being so shaped and constructed as to constitute a formidable ram. She is of the central citadel type; the sides of the citadel are constructed of two strakes of "Harveyised" armour, the lower strake 8-in. and the upper one 6-in. thick. The ends of the citadel are similarly formed, the thicknesses of the strakes being 10-in. and 6-in. respectively. Within the citadel the space occupied by the engines, boilers, &c., is protected by a steel deck worked level to within a few feet of the ship's side, whence it slopes to a point some distance below the water-line. This protective deck consists of two thicknesses of 1-in. steel plating on its level part and of lin. steel plating on its slope. The magazines, torpedo-rooms, &c., are in like manner protected by a steel underwater deck, composed of two thicknesses of 1-in. plating, and extending from the ends of the citadel to the stem and sternpost. At the fore and after ends of the citadel redoubts, plated with 10-in. armour, are constructed for carrying and protecting the 10-in. breech-loading guns, their centres by this means being raised to a height of 27ft. above the water-line. These guns command an all-round fire over the stem and stern, and are revolved and worked by machinery supplied by Sir J. Whitworth and Co. In the event of damage to the steam machinery, provision is made for working them by hand. The armament of the ship, in addition to the four 10-in. 29-ton guns situated in the redoubts, includes ten 6-in. quick-firing 100-pounder guns located in casemats on the upper and main decks. The auxiliary armament is made up of eight 12-pounder 12-cwt. quick-firing guns; two 12-pounder 8-cwt. quick-firing guns; twelve 3- pounder quick-firing guns, and seven 0.45 Maxims, distributed between the several decks and the military tops. The ship is fitted with five torpedo tubes, four of which are submerged, and provision is made for carrying 22 torpedoes. The complement of boats, armed and otherwise, is similar to that usually allowed to first-class battleships, and is fully competent to perform any service that may be required of them. In action the ship will be fought from either of two conning towers, the forward one being protected with 12in. and the after one with 3in. armour. The engines are of the vertical triple-expansion type, and are to be supplied and fitted on board by Messrs. Maudsley, Sons, and Field, under their representative, Mr. John Vernon. The ship is fitted with the usual auxiliary machinery, steering, windlass, electric light, fire, &c., is well supplied with all fittings, and commodious quarters for officers and men effectively ventilated. The “Renown” has been built from the designs of Sir W. H. White, director of naval construction to the Admiralty, and Mr. James Owen, assistant constructor at Pembroke Dockyard, has been in charge of the building operations. The ship, since her stem and keelson were laid, was under the immediate supervision of the then chief constructor of the yard, Mr. J. C. Froyne, who retired from the service on February 5 last, since which time his successor, Mr. Henry Cock, C.C., has carried out the duties most efficiently. The “Renown”, although a massive structure, is built on fine lines, and is comparatively light in appearance, which is much enhanced by the formation, from quarter to quarter, of a stern balcony, or "pleasance", for the use of the admiral or the officer in command, and is enclosed by metal network artistically designed, having a most graceful and picturesque appearance. The “Renown” was launched from No. 1 Slip, and from the same spot the following heavy fighting ships were launched: - “Edinburgh”, March 18, 1882; “Howe”, April 28, 1885; “Aurora”, October 28, 1887, and “Repulse”, February 27, 1892. The only serious accident during the building of the “Renown”, we believe, was to a shipwright, William Smith, who fell from the ship into the dock (30 ft.), on February 26, 1894, and died two days after from his injuries.</p> <p>THE THIRD OF THE NAME.</p> <p>The “Renown” is the third vessel originally possessing that name. The first “Renown” was launched on the Tyne by Armstrong, Mitchell, and Co., Elswick, for the Royal Navy, in 1887. She was christened “Victoria”, in honour of the Queen, it being Jubilee Year. The Admiralty transferred the name afterwards to a ship building at Pembroke, which was launched on May 7, 1891, by their Royal Highnesses the Duke and Duchess of Connaught, but "My Lords" again changed the name, and the second “Renown” became the “Empress of India”. The present “Renown” will be taken to Hobb's Point to have her boilers and machinery placed on board and fitted. In a few weeks she will proceed to Devonport to be fitted for the pennant. The total cost of her armament alone will be £102,458.”</p>
			<p>In her book, <i>Mrs Peters</i> reported that on 8th May 1895, “...Mrs. C.J. Balfour, of Admiralty House, named the “Renown” preparatory to the vessel being launched. This ship was the largest sheathed battleship in the world. She was the leading flag-ship at the Diamond Jubilee review off Spithead in 1897. ...”</p>
			<p>17th May 1895 the Welshman Newspaper commented upon the launch thus: - “..... LAUNCH OF H.M.S. RENOWN AT PEMBROKE-DOCK. On, Wednesday afternoon, 8th Inst, the grand first- class battleship, “Renown”, was launched from Pembroke Dockyard. There were some thousands of spectators, for excursion trains ran from all parts of South Wales, as the weather was fine. The “Renown” is within herself a veritable fortress of enormous powers of offence and defence, and displaying a very marked contrast of improvement collectively as to weight, armament, and speed, to her predecessors launched from this and other establishments. The</p>

			<p>“Renown” was laid down on January 30, 1892, and the huge ship, when completed, quite filled the dock and shed, her upper structure nearly reaching the high roof. At the stem of the ship and on the port and starboard bows to a distance of some 70ft towards the stern spacious enclosures had been formed and galleries erected, forming almost an amphitheatre, a raised dais fronting the stem, where the christening function was carried out. The arrangements as to the public entry were carried out by the Metropolitan Police, under Superintendent Smith and Inspector Young.</p> <p>Amongst those present we observed Sir Charles and Lady Philipps, Picton Castle; Sir O H Scourfield, Williamson; Captain and Mrs Balfour; Lady Catherine Allen, Boulston; Mr H S Seymour Allen, M. F. H., Cresselly; Col. and Miss Saurin, Orierton; Mr A P Saunders Davies, Pentre; Mr Cock, chief constructor of the yard; Mr Williamson, director of dockyards; Mr and Mrs Mirebouse, The Hall, Angle; Miss Edmondes; Miss Leach, Ashgrove; Capt. Gold- Schmidt Col. Goodeve, Ivy Tower; Major and Mrs Middlemass, Monkton Hall; Major and Mrs Johnson; Miss Hulm, Miss Wynne Jones, Col. and Mrs Knox, Major and Mrs Dobie, The Priory, Pembroke; Mr and Miss Lloyd, Bosherton Rectory; the Misses Reed, Tenby; Mrs Leach and party, Corston; Col. and Mrs Houghton, &c., &c.</p> <p>Numbers of people witnessed the launch from the barrack Hill, the pier road, and from the opposite side of the haven.</p> <p>At half-past four o'clock the Rev A Nicholls, R.N., Chaplin of the Dockyard, read the service for such occasions. At the conclusion, Mr Cock was observed to instruct Mrs Balfour how to christen and name the ship, and Mrs Balfour, then gracefully raising the bottle of wine, which had been arranged in the usual way, let it fall on the prow of the ship, at the same time naming the vessel the “Renown”. Captain Balfour, raising his cap, said, “Success to the Renown”, and ringing cheers were raised. While gangs of men were clearing away the remaining blocks from the vessel's bottom, the band of the 41st Regiment played "The Anchor's Weighed", "Hearts of Oak", and a lively hornpipe. By 5.25 only six blocks remained under the ship, which now rested almost entirely on the "slippery ways," but the “Renown” stood like a rock. At 5.30, all being clear, Mr Cock banded the mallet to Mrs Balfour, who dexterously severed the cord, and the “dog-shores” went down with a thundering noise, and the ship was free. For the space of about two minutes the great vessel remained stationary, while tremendous hydraulic pressure was applied. At last a great about arose from the throats of anxious watchers under the bow of the vessel, and several exclaimed, “She moves,” and after a little crackling and grinding, the great vessel glided down with a majestic motion, and in a few seconds rode buoyantly on the water. The cheers which rose as she moved off, broke out afresh when she was seen to be fairly afloat, and the strains of “Rule Britannia” resounded through the building. “God save the Queen was played by the band as the multitude dispersed. Toe powerful Government steam-tugs, “Meteor”, from Chatham; “Perseverance” from Devonport; and “Stormcock” were in attendance, and the “Renown” (the biggest ship now afloat) was safely moored off the yard. The “Hannibal”, a considerably bigger battleship than the “Renown”, will be launched from this yard in May, 1896. ...”</p>
			<p>21st January 1896 South Wales Echo (Special edition) and the South Wales Daily News (Third Edition) wrote on the following: -</p> <p style="text-align: center;">“.... DEVELOPMENT OF PEMBROKE DOCKYARD, Proposed Deep-water Jetty. DEEP-WATER JETTY TO BE BUILT</p> <p>Captain Balfour, R. A., Superintendent of Pembroke Dockyard, was officially informed on Monday that Mr J. Williams on. Director of Dockyards; Major Edward Raban, R. E., Director of Works and Rear Admiral Wharton, Admiralty hydrographer. will visit Pembroke Dock to-day (Tuesday) to inspect the proposed site for a deep-water jetty for ship-building purposes, and to investigate other proposals having for their object the development of the Dockyard so as to permit of warships being advanced nearer to completion than has been possible hitherto.”</p>
			<p>29th January 1896 the South Wales Daily News(Third Edition) announced the following: -</p> <p style="text-align: center;">“.....PEMBROKE DOCKYARD.</p> <p>A recent letter from the Admiralty to Captain Balfour, Superintendent of Pembroke Yard, with reference to the rating of hired boys in the fitters' department as skilled labourers or fitters on attaining manhood, says there is no objection to the men, whose case formed the subject of an inquiry in November last, being employed at planing, slotting, shaping, screwing, and drilling machines, but they can only be rated and paid as skilled labourers.”</p>
			<p>29th April 1896 the South Wales Echo (Special edition) Newspaper commented upon the launch: -</p> <p style="text-align: center;">“.....Launch at Pembroke Dock. H.M.S. HANNIBAL. A LEVIATHAN WARSHIP. PEMBROKE, Tuesday</p> <p>The battleship Hannibal was successfully launched from Pembroke Dockyard by Mrs Laurie, wife of General Liaurie, M.P., about 6 o'clock this evening. The arrangements made for the accommodation of visitors, although simple in the extreme when compared with those which have characterised many previous launches, gave general satisfaction. An elevated grand stand across the bow and a number of booths on either side of the ship at the level of the roadways adjoining the building slip were provided for the convenience of ticket-holders. The general public had ample opportunities to witness all that took place from the spacious areas under the shed in the immediate vicinity. Perhaps the worst accommodation of all was that provided for Pressmen, who were located on a low platform at the side of the grand stand. Amongst j those present, in addition to Mrs Laurie, were General and Miss Laurie, Sir Owen Scourfield, Bart., and Lady Scourfield, Captain-Superintendent Balfour, Colonel Goodeve, A. A. G., Colonel</p>

			<p>Macgregor, R.A., Colonel and Mrs Saurin. Lieutenant-Colonel and Mrs Kinder, Colonel Leach, Mrs Charles Mathias, Messrs H. G. Allen, Q.C; Mr C. F. Egerton Allen, Mr H. Seymour Allen, M. F. H., and Majors Middlemass, RE., and Spratt, 2nd Devon Regiment.</p> <p>The dockyard gates were thrown open to the public at 5 o'clock, ticket holders having been admitted half an hour earlier. In an exceedingly short space of time an assemblage which numbered quite 5,000 persons gathered in the roadways around the ship. The band of the 2nd Devon Regiment, under the leadership of Band- Master W. Brampton, played a selection of music and whiled away pleasantly the long interval until prayers, which were read by the Rev. A. Nichol, B. A, Dockyard Chaplain.</p> <p>Half-an-hour later-during which the heavy thuds proceeding from beneath the ship's bottom, where workmen were busily engaged removing blocks from under the keel, could be heard almost continuously - Mrs Laurie named the ship, and wished her success, breaking the customary bottle containing wine against her stem while so doing. Following this the work- men, who appeared to have failed to remove the blocks from under the ship with sufficient rapidity otherwise could be seen busily engaged splitting them out with chisels and wedges. When this had proceeded for a quarter of an hour an intimation was conveyed to Mr Cock that the huge vessel had moved a little, whereupon he seized a sharp chisel which had been provided for the purpose and is artistically ornamented, and directed Mrs Laurie to strike it with a mallet, which she did, severing a cord which caused the weights to fall, striking the "dog-shores" out of position and releasing the ship. A short pause followed, after which she moved down the slip slowly but majestically into the water, and thus added to England's first line of defence one of the finest and most imposing battleships ever designed and built.</p> <p>The newly-launched vessel was subsequently taken in tow by the tugs "<i>Traveller</i>", and "<i>Meteor</i>", which had been sent from other dock- yards for the purpose, and conveyed to the Wear Buoy.</p> <p>During the afternoon, preceding the launch, Captain Balfour gave an "At home", which was attended by upwards of 150 of the gentry from the surrounding country. Capt. Gibson and the officers of the "<i>Thunderer</i>" were also "At home" on board the ship, and about 300 guests were entertained. The mallet and chisel used at the launch were presented to Mrs Laurie as a memento."</p>
			<p>28th November 1896 the South Wales Echo (Special edition) wrote the following: -</p> <p style="text-align: center;">“.....PEMBROKE DOCKYARD.</p> <p style="text-align: center;">Retirement of Captain Superintendent Balfour,</p> <p>Captain C. J. Balfour, R.N., retired from the Office of Superintendent of Pembroke Dockyard on Thursday evening, and was succeeded on Friday morning by Captain Burgee Watson, H.N., late of the first-class battleship "<i>Royal Oak</i>", attached to the Mediterranean squadron. Captain Balfour, who was placed on the retired list on October 10th., having reached the age limit, and will now assume the honorary rank of Rear- Admiral, has been doing duty as Superintendent since that date, pending the arrival of Captain Watson from the Mediterranean. Before terminating his official connection, the retiring Superintendent issued the following minute to the officers and workmen of the dockyard: - "On relinquishing charge of this dockyard, I have to express my satisfaction to the principal and officers of the dockyard with the zeal they have constantly displayed, and with the satisfactory manner in which they have conducted their several duties, also for the hearty support that I have constantly received from them." "I desire, too, that the workmen may be informed of my appreciation of their general good behaviour during my Superintendence; and, in parting, I cordially wish both officers and others connected with the yard every success in their future lives.""</p>
			<p><i>The National Archives. ADM 196/36.</i></p> <p><i>The National Archives. ADM 196/15.</i></p>