

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
24.	4 th Oct. 1896	27 th Nov. 1899	Captain Burges Watson, C.V.O., R.N. B. 24 Sept 1846 , St Nicholas, Warwick, Warwickshire, England. D. 21 Sept 1902 died on Malta of pneumonia (aged 55). 1859 Entered Naval Service aged 13 years. April 1861 Census shows Burges Watson as a Naval Cadet, aged 14, Ryde, Isle of White. 5 Jul 1866 Naval Cadet Burges Watson was promoted to Mate/Sub Lieutenant. 5 Sep 1866 Sub Lieutenant Burges Watson Promoted to the rank of Lieutenant. Jun 1867-Jan 1869 Lieutenant Burges Watson posted to H.M.S. " Arethusa ", a wooden 4 th Rate, launched as a sailing vessel of the Constance class from Pembroke Royal Dockyard 20 Jun 1849. Her builder's measure was 2132 tons with a displacement of 3832 tons, armed with 50 guns. HMS " Arethusa " had served 19 Jan 1850 commanded by Capt. Thomas Matthew Charles Symonds, in Particular Service, then later in the Mediterranean. 1 Jan 1854, commanded by Capt. William Robert Mends, Black Sea during the Russian War. From 1 Jul 1854 to 15 Jan 1855, she was commanded (until paying off at Plymouth) by Capt. Thomas Matthew Charles Symonds, in the Black sea during the Russian Wars. " Arethusa " was converted to a screw frigate 9 Aug 1861 still carrying 51 guns. Her tonnage was not increased and her displacement was reduced to 3142 tons. On 10 Jun 1865 she was commanded (from commissioning at Sheerness) by Capt. Reginald John James George Macdonald, in the Mediterranean. From 1 Jun 1867 to Jan 1869 she was commanded (until paying off at Sheerness) by Capt. Robert Coote, again in the Mediterranean. In 1874 she became a training vessel	1 st Son of Rundle Burges Watson R.N. (B. 1809-Alphington, Devon D. 5 July 1860). Who was, in turn eldest son of Captain Joshua Rowley Watson (1772-1810) Rundle Burges Watson R.N., died 5 Jul 1806 (while serving as Superintendent of Sheerness Dockyard). Burges's mother was Helen (1820-Bathampton Somerset, England.). Issue: 3 children, 1 boy, 2 girls. 20 Sept 1882 - Married to Marie Thérèse Watson (nee Fischer) B. 1856 New Zealand, D. Nov 27, 1918 (62 yrs.) London, Middlesex, England. Marriage Notice: The Sydney Morning Herald (New South Wales: 1842 - 1954) Thu 5 Oct 1882 Page 13 Family Notices: WATSON—FISCHER— Sept. 20 , by Rev. T. Kemmis, Burges Watson, to Marie Thérèse Fischer. Registration Number Groom's Surname Groom's Given Name(s) Bride's Last Name at Time of Marriage Bride's Given Name(s) District 2700/1882 WATSON BURGES FISCHER MARIE I PADDINGTON; Father of. Fischer Burges Watson, CBE DSO & bar (B. 3 September 1884) later Rear- Admiral R.N. 1911 Census: Surrey >Hampton>01: Marie Thérèse Watson (1858- Auckland New Zealand) [53], Widow, together with 3 servants living at Hampton Court Palace, Middlesex. 27 Nov 1918 Death of Marie Thérèse Watson (nee Fischer) (1856) [62 yrs.] of Place Gate, Hampton Court, Middlesex, widow. Probate: London England. 19 Feb 1919 to Sir Lewis Beaumont K.C.B. retired admiral R.N. Effects £3463. 9s. 2d.
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and accommodation at Greenhithe. On 2 Aug 1933 she was sold-off to Castle & Co, for breaking-up at Charlton.

May 1869-Dec 1870 Lieutenant Burges Watson posted and attached to H.M.S. "**Liverpool**". She was a wooden screw frigate launched 30 Oct 1860, from Devonport Dockyard as a "**Liffey**" class vessel. Her Builders measure was 2,656 tons with a displacement of 3,919 tons, 235 feet in length, carrying some 560 men, armed with 39 guns. From 30 Apr 1863 to Mar 1866 "**Liverpool**" was commanded, from commissioning at Plymouth, by Capt. Rowley Lambert, as part of the Channel Squadron, then in 1864, on the North America and West Indies, then, in 1865 again as part of the Channel Squadron. From 23 Mar 1866 to 10 August 1867 she was commanded (until paying off at Plymouth) by Capt. John Seccombe, as part of the Channel Squadron. From 8 May 1869 to 2 Dec 1870 "**Liverpool**" was commanded, from commissioning at Plymouth until paying off at Plymouth, by Capt. John Ommanney Hopkins, flagship of Rear-Admiral Geoffrey Thomas Phipps Hornby, as part of the 1869 Flying squadron. On 26 Jun 1875 she was sold to Castle & Co, for breaking-up at Charlton. "**Liverpool**" was widely reported as part of the 1869 Flying squadron in Extracts from the *Times* newspaper listed below.

Nov 1871-Oct 1875 Lieutenant Burges Watson posted to H.M.S. "**Rosario**". She was a wooden screw sloop, launched 17 Oct 1860 from the Deptford Royal Dockyard. She was only 160 feet in length but carried some 140 men; she was lightly armed with 11 guns. Her builders' measure was 673 tons with a displacement of 927 tons. She saw extensive service world-wide. From 20 Jun 1862 she was commanded, from commissioning by Commander James Stanley Graham, in the North Sea as a fishery protection vessel and then in Oct 1862, in North America and West Indies. From the 14 May 1863 until 30 Sep 1864, she was commanded by Commander Henry Duncan Grant, in North America and West Indies. From Jan 1866 to 13 Oct 1866 she was commanded (until paying off at Chatham) by Commander Louis Hutton Versturme, still off North America and the West Indies. From 28 Sep 1867 to 4 Oct 1867 she was commanded (from re-commissioning at Woolwich) by Commander Louis Hutton Versturme, out of Woolwich. From 4 Oct 1867 to 8 Apr 1870 she was commanded by Commander George Palmer, out of Australia. From 8 Apr 1870 to 22 Jan 1874 she was commanded by Commander Henry Joseph Challis, again out of Australia. From 22 Jan 1874 to 12 Oct 1875 she was commanded by Commander Arthur Edward Dupuis, in Australia until being paid off at Sheerness. "**Rosario**" was sold to Castle & Co, for breaking-up at Charlton, on the 31 Jan 1884.

Sep 1875 Rear-Admiral Geoffrey Thomas Phipps Hornby recommended Burges Watson for promotion in very strong terms.

Nov 1875 Lieutenant Burges Watson posted to H.M.S. "**Pallas**". She was a purpose-built wooden-hulled ironclad of the Royal Navy, designed as a private venture by Sir Edward Reed, and accepted by the Board of Admiralty because, as an economy measure, they wished to use up the stocks of seasoned timber held in the Woolwich Dockyard. The fact that the Woolwich Dockyard was not equipped to build iron ships was also relevant. She was built as a box-battery ship, with two of her big guns on both broad-sides and the others mounted in the extreme bow and stern as chase guns. It was possible to achieve axial fire from the battery guns by traversing them to fire fore or aft through recessed embrasures at the corners of the battery. As with similar arrangements in contemporary box-battery ironclads, moving the guns in anything other than calm water would have been extremely hazardous. The small number of guns, and the low weight of the broadside, was excused on the basis that the ship's primary weapon was the ram. HMS "**Pallas**" was the first warship in the Royal Navy to be fitted with compound expansion engines, and a high performance was expected from them; her specification claimed a speed under power of 14 knots, which was necessary if she were to ram enemy ships which were themselves under way. On her sea trials, however, riding light, she achieved only 12.5 knots, while piling up an enormous bow wave. After her bow contour was hastily modified she was able to just reach 13 knots, which in the event of armed conflict would have been

insufficient to allow her to fulfil her designed ramming function against any enemy ship with an operational power plant. HMS "**Pallas**" was commissioned at Portsmouth, and served with the Channel Fleet until Sep 1870, when she was paid off for a long (and very early) refit. She subsequently served in the Mediterranean Fleet from 1872 to 1879, and was paid off. She was retained in fourth class reserve at Devonport until sold.

3 July 1879 Lieutenant Burges Watson was promoted to the rank of Commander
Dec 1879-June 1880 Commander Burges Watson and he was attached to H.M.S. "**Raleigh**". She was an unarmoured iron "sheathed", masted, screw frigate. She was laid down 8 Feb 1871 in the Chatham Royal Dockyard, Kent, launched 1 Mar 1873, completed in Jun 1874 and commissioned 11 July 1874. She was one of a series of three designed by Sir Edward Reed. The other two iron-hulled frigates (the three were not sisters) were HMS "*Inconstant*" and HMS "*Shah*". The Controller originally intended to build six of these big frigates, but only three were ordered in view of their high cost. They retained the traditional broadside layout of armament, with a full rig of masts and sails. She was designed as a sailing vessel with an auxiliary steam engine. Under favourable sailing conditions she could make 13 knots. These ships were constructed in response to the fast, wooden American USS Wampanoag-class frigates, and their iron hulls were clad from keel to bulwarks with a double layer of 3-inch timber. The "**Raleigh**" was copper bottomed. All three had a great range and were designed for use in far seas. She was intended as a successor to the wooden steam-frigates such as HMS "*Immortalité*" and "*Ariadne*". "*Inconstant*" and "*Shah*" had been considered by some too large and too expensive, so "**Raleigh**" was designed slightly smaller. The design was a compromise between steam power and a desire to retain good sailing properties. The propeller was damaged during steam trials, breaking one blade and cracking the other, but she proceeded to sailing trials around Ireland before repairs were made. Although widely believed to be named after Sir Walter Raleigh, the ship was in fact named for George of Raleigh. Her length was 298 feet, between perpendiculars, with a beam of 49 feet. Her draught of 24 feet 7-inches (light) and 24 feet 10-inches (heavy). Her installed power was 5,640 i.h.p., from a single Humphry's, Tennant & Co steam horizontal single expansion engine, fed from 9 x boilers, operating at 30 psi. Her propulsion was via a single shaft. Her sail plan was that of a fully square-rigged ship. Her speed was 15-16.2 knots, an unprecedented speed at the time. She had a range of 2,100 nautical miles at 10 knots. She carried a complement of 530 enlisted men and officers. "**Raleigh**" had a builder's measure of 3,215 tons and a displacement of 5,200 tons. She was armed with 22 guns as follows: - 2 x 9-inch muzzle-loading rifled M.L.R. guns; 14 x 7-inch 90 cwt M.L.R. muzzle-loading rifled guns, forming the main armament, the 14 x 7-inch guns were the main deck broadside battery. and basically, as chase weapons, mounted at front and stern; supplemented by 6 x 64-pounder muzzle-loading rifled guns. Her history should be considered as "*diverse*". Her 1st Commission was on 13 Jan 1874, "**Raleigh**" was commissioned at Chatham by Capt. George Tryon, with Commander Arthur Knyvet Wilson second in command (2ic). As her first Capt. George Tryon, made a number of minor alterations to her design details as she was completing building. Under Tryon, "**Raleigh**" served as part of the 1875 Detached Squadron from Autumn 1874 until she left at Bombay in Feb 1876. The Squadron was commanded by Rear Admiral Sir George Granville Randolph until 31 May 1875, and then by Rear Admiral Rowley Lambert. In 1875 the Detached Squadron consisted of:

- "*Narcissus*" (flag-ship), Nathaniel Bowden-Smith, then (9 Jun 1875) Lord Charles Montagu Douglas Scott;
- "*Immortalité*", under Francis Alexander Hume, then Gerard Noel (acting captain);
- "*Topaze*", under Arthur Thomas Thrupp;
- "*Newcastle*", under Robert Gordon Douglas;
- "**Raleigh**" (left at Bombay), under George Tryon;

- *"Doris"* (joined at Madeira, left at Bombay), under the Hon Edmund Fremantle.

The Detached Squadron travelled to Gibraltar (Oct 1874) - Madeira (21 Oct) - Saint Vincent - Montevideo - Falkland Islands (30 Jan 1875) - Cape of Good Hope (3 Apr 1875). HMS *"Raleigh"* transported Sir Garnet Wolseley and his staff to Natal and then re-joined the others at St. Helena (14 Apr 1875) - Ascension - Saint Vincent (23 May) - Gibraltar (20 June - 15 July) - Cape of Good Hope - Bombay (22 Oct; escorting visit to India by the Prince of Wales, the future Edward VII) - Colombo - Trincomalee - Calcutta - Bombay (14 Feb 1876), where *"Raleigh"* left the squadron.

The Detached Squadron returned to Plymouth on 11 May 1877. Meanwhile *"Raleigh"* served in the Mediterranean. On the 6 Dec 1876 she was commanded by Commander Day Hort Bosanquet, and commanded by Charles Trelawney Jago, in the Mediterranean. During speed trials between the ships demonstrated that *"Raleigh"* was the fastest steaming, but was also the second fastest under sail, after *"Immortalité"*. At Montevideo a number of sailors deserted from all the ships of the squadron, but a number were recaptured after searching British merchant ships. HMS *"Raleigh"* had already lost 30 men to desertion before leaving England. On the 2nd journey to the Cape of Good Hope, a man fell overboard in a high sea. Tryon took the risk of launching a boat to rescue him, which was risky because the high sea might swamp the boat and lose the rescue crew too. However, all went well and Tryon commissioned a painting of the event, with photos of the painting given to each and every officer. On the 1877-79 Commission, on the 11 May 1877 Captain Charles Trelawney Jago took command. *"Raleigh"* continued to serve as part of the Mediterranean Fleet, and participated in Hornby's forces off the Dardanelles to discourage the possible Russian occupation of Constantinople, and the subsequent occupation of Cyprus, acquired from Turkey. In 1884, she was partially rearmed, retaining 8 x 7-inch M.L.R. guns on broadside, but gaining 8 x more modern 6-inch breech-loading rifled B.L.R. guns and eight 5-inch B.L.R. guns. Four modern light guns were added as well as 12 machine guns and two torpedo carriages. In the 1885 Commission from 6 Mar 1885 to 1886, *"Raleigh"* was commanded by Captain Arthur Knyvet Wilson, and was flagship of Rear-Admiral Walter James Hunt-Grubbe, on the Cape of Good Hope and West Africa Station. HMS *"Raleigh"* continued as flagship of Rear-Admiral Hunt-Grubbe until 29 Mar 1888. Roger Keyes (later Admiral of the Fleet Roger John Brownlow Keyes, 1st Baron Keyes) served aboard her as a young midshipman from 1887-1890. In Mar 1888 the *"Raleigh"* became the flagship of Rear-Admiral Richard Wells, on the same station, and in May 1888 Capt. Wilmot Fawkes took command; the ship was recommissioned at Simonstown Dockyard near Cape Town in June 1888. In the 1890-1893 Commission, from Sep 1890 *"Raleigh"* was commanded by Captain Arthur Barrow, as flagship of Rear-Admiral Henry Frederick Nicholson, again on the Cape of Good Hope and West Africa Station from 1890 to 1893. *"Raleigh"* was the first posting of midshipman William Fisher, (later Admiral Sir William Wordsworth Fisher) described *"Raleigh"* in his biography as follows: - *"The Raleigh was an old ship of 5200 tons displacement, barque-rigged and dependent on sail-power for long passages. She had a curious and mixed armament of muzzle-loading and breech-loading guns and had achieved a speed of 15 knots in her early days. She was typical of the last years of the "Groping Era..." and so Fisher's early sea training took place in a ship with main features of two different ages of ship and armament design..."*. HMS *"Raleigh"* was a happy ship; *"... though hard work was demanded from both officers and men; the leadership was of a high order..."*. In a letter home Midshipman Fisher wrote: - *"...The lieutenants are nice, in fact nice without exception. Commander O'Callaghan is one of the best Commanders, it is generally acknowledged, in the service. Not for his smartness or ability but by leniency and well-placed kindness with the men. He is certainly a most perfect gentleman. Captain Barrow is nice beyond doubt when off duty, when on duty, I think, as his is quite a newly made Captain, he tries to swagger too much and is rather harsh. Perhaps the fact of him being such a dandy sets me against him rather. You*

should see him go on inspection rounds in the morning with his beautiful white gloves and cane with uniform. David Nevin, our instructor, is a good old boy who has already taught me a considerable amount...". When Sir John Fisher was Naval Controller in the late 1890's he appropriated money that was meant for making good defects in "**Raleigh**" and used it for "... making his own patent improvements in "**Renown**", such as laying a dancing deck...".

In Sep 1902 it was announced "**Raleigh**" would not yet be sold-off, but be kept available for the naval training service. "**Raleigh**" was sold on 11 July 1905 to Messrs Thomas W Ward of Morecambe to be broken-up for scrap.

Dec 1880 Commander William Wilson reported that "...Burgess Watson was very good generally, especially good as a signal officer and spoke fluent French" ...

3 Apr 1881 Census shows Burgess Watson (aged 34) as Commander of HMS "**Wolverine**" (description and history below).

Jul 1880-Dec 1881 Commander Burgess Watson posted and attached to H.M.S. "**Wolverine**". She was a wooden screw Corvette, launched 29 Aug 1863 from the Woolwich Dockyard; of the "**Jason**" class, she had a builder's measure of 1,703 tons and a displacement of 2,431 tons. She was armed with 21 guns. She was 225 feet in length, carrying 240 men. She was commanded (from commissioning at Woolwich) 7 May 1864 to 1 Nov 1865, by Capt. Algernon Frederick Rous De Horsey, in North America and the West Indies. She was commanded 30 Dec 1865 to 27 Feb 1868 (until paying off at Sheerness) by Capt. Thomas Cochran, off North America and in the West Indies. 25 Oct 1870 she was commanded (from commissioning at Sheerness until paying off at Sheerness) by Capt. Henry Rushworth Wratishaw, in the East Indies. She was commanded from Aug 1876 until Jan 1877 (from commissioning at Sheerness) by Capt. Lindsay Brine, who took the ship out to Australia (to become commodore's flagship). Between Jan 1877 and Sep 1878, she was commanded by Commodore Anthony Hiley Hoskins, in Australian waters. She was commanded from Sep 1878 to 16 Feb 1882 (until paying off at Sydney) by Commodore John Crawford Wilson, on the Australia station. On the 16 Jan 1882 "**Wolverine**" became a training ship in Australia (a Royal Gift to New South Wales Naval Brigade). In Feb 1893 she was a sheer hulk and on the 24 Aug 1923 she was sold-off.

Dec 1881 Commander William Wilson reported that Burgess was "very good in the punishment of natives of Kalo, New Guinea".

Dec 1881-Nov 1883 Commander Burgess Watson was posted to H.M.S. "**Miranda**". She was a "**Doterel**" class sloop of the Royal Navy, built at Devonport Dockyard, laid down on 8 Jul 1878, launched on 30 Sep 1879; and commissioned on 22 Jul 1880. The "**Doterel**" class was designed by Nathaniel Barnaby as a development of William Henry White's 1874 "**Osprey**" class sloop. The graceful clipper bow of the "**Ospreys**" was replaced by a vertical stem and the engines were more powerful. The hull was of composite construction, with wooden planks over an iron frame. All the ships of the class were provided with a barque rig, that is, square-rigged foremast and mainmast, and fore-and-aft sails only on the mizzen mast. Power was provided by 3 x cylindrical boilers, which supplied steam at 60 psi to a single 2 x cylinder horizontal compound-expansion steam engine driving a single 13 foot-1-inch screw. This arrangement produced 1,020 indicated horsepower and a top speed of 11 knots. She commenced service on the Australia Station in Sep 1880. HMS "**Miranda**" visited a number of the Ellice Islands (Now Tuvalu) in 1886, under Capt. Davis. She left the Australia Station in 1886 and returned to England. By 1891, because of her slow speed and obsolete armament, she had been relegated to the Medway Reserve. She was surveyed as a potential training ship in 1892, but found unfit. Her fate was to be sold-off to Reed & Co, of Portsmouth for breaking up on 24 Sep 1892.

20 Sep 1882 Watson Burgess married Marie Thérèse Fisher, daughter of C. F. Fisher.

June 1884-Dec 1886 Commander Burgess Watson was again posted to H.M.S. "**St. Vincent**". He was mentioned in dispatches as ... "*...performing all of his duties with well-known zeal, energy to the satisfaction of his superior officers. Not a shot fired until absolutely unavoidable, nor more expended than was necessary...*" HMS "**St.**

Vincent was a Navy training ship. She was a 120-gun 1st rate ship of the line of the Royal Navy, laid down in 1810 at Devonport Dockyard and launched on 11 Mar 1815. Placed on harbour service from 1841, She was used as a training ship from 1862, and subsequently sold in 1906 for breaking. She was one of class of three, and the only one to see active service, though she was not put into commission until 1829, when she became the flagship of William Carnegie, 7th Earl of Northesk, under Northesk's flag Capt. Edward Hawker, at Devonport (aka Plymouth-Dock) Dockyard. After paying-off in Apr 1830 she was recommissioned the following month and was made flagship at Portsmouth Royal Dockyard. From 1831 until 1834 she served in the Mediterranean. She was placed on harbour service at Portsmouth in 1841, she joined the Experimental Squadron in 1846. From May 1847 until April 1849 she was the flagship of Rear-Admiral Sir Charles Napier, commanding the Channel Fleet. After a spell in ordinary at Portsmouth, from Jul to Sep 1854, during the Crimean War, she was used to transport French troops to the Baltic. Subsequently she became a depot ship at Portsmouth. She was commissioned as a training ship in 1862, and specifically as a training ship for boys, moored permanently at Haslar from 1870. In this role, she retained 26 guns. She continued as a training ship until 1905. Commander B. J. D. Yelverton was appointed in command in Jan 1902.

31 Dec 1885 Commander Burges Watson was promoted to the rank of Captain.

Dec 1886-Dec 1888 Captain Burges Watson was posted back to H.M.S. "***Raleigh***" at the rank of Captain (Flag). HMS "***Raleigh***" is addressed above.

Jan 1889-May 1892 Captain Burges Watson was posted to H.M.S. "***Leander***", taking up the position on 1 Feb 1889. She was a 2nd class cruiser, name ship of the Royal Navy's first "***Leander***" class cruisers. She was built by Napier in Glasgow, being laid down in 1880, launched in 1882 and completed in 1885. The "***Leander***" class were originally designated as steel dispatch vessels, but were reclassified as 2nd class cruisers before they were completed. The design was an improved version of the "***Iris***" class, with an armoured deck and better armament. The "***Leander***" had three masts and two funnels; she was square-rigged on the fore-mast and gaff-rigged on the two masts behind the funnels. She was armed with ten 6-inch B.L. guns, 16 x machine guns and 4 x above-water torpedo-tubes. Four of the machine guns were later replaced by four 3-pounder Q.F. guns. After her sister ship "***Phaeton***" sea trials, the "***Leander***" had her funnels raised 6 foot to improve the draught to the boilers. Once this was done, the "***Leander***" exceeded her designed speed. She was the only one of her class to have forced-draught. She was a good steamer, but a poor sea-boat with a heavy roll in some sea conditions. She had an industrious career as part of the Evolutionary Squadron. She underwent many modifications and recommissioning basically on the failings of her sister ships. After her brief service with the 1885 Evolutionary Squadron, the "***Leander***" served on the China Station.

5 April 1889 "***Leander***" was re-commissioned at Hong Kong by Captain Burges Watson, and served again on the China Station. On the 3 May 1892 "***Leander***" was re-commissioned at Hong Kong by Capt. William Mc C.F. Castle, and served again on the China Station, until 1895. The "***Leander***" continued, 1895–1897. The following account of the "***Leander***" time in reserve and her refit was written at least 25 years after the event by a retired paymaster officer. In some details this is at variance with the account in the logbook of "***Leander***" for 1897. ..."*The "***Leander***" was paid-off at Chatham after many years in China [in Nov 1895]. Naturally she was in a bad state, and the dockyard officers reported her as only fit for C Division of the Reserve; that is to say, she required an extensive refit, which meant landing all her stores and physically stripping her. This was reported to the Naval Controller [Rear Admiral J.A. Fisher], and he wired back that the "***Leader***" was to be paid off into the A Division, meaning that no repairs were to be taken in hand, and that her name would appear in the list of ships ready for sea at 48 hours' notice. As this was contrary to Regulations, besides being false, a further report was made to the Admiralty. Fisher replied: ..." If the dockyard offers will not do as I tell them, I will replace them by others who will...". The "***Leader***" was paid-off all standing, and I was ordered to keep her defect lists and*

reports of the survey until the Admiralty should be pleased to order them to be taken in hand. After some months, [actually in 1897] Admiralty orders were received for HMS "**Leander**" to be recommissioned by Capt. Fegen for the Pacific. We reported that she was unfit to go to sea until refitted. The reply was that the Admiralty orders were to be obeyed. The "**Leander**" did get a commission at Chatham. She got as far as Portsmouth, where Sir Nowel Salmon was Commander-in-Chief, whom Fisher could not bully. The result was that the "**Leander**" was detained at Portsmouth to have her necessary defects made good. If anything had happened to her owing to her unseaworthy state, it would have been scandalous...". In 1897–1901, "**Leander**" was commissioned by Capt. F.F. Fegen at Chatham on the 8 Jun 1897. On the morning on 11 June, she was moved to No 8 buoy Sheerness, where she was swung to measure the deviation of her magnetic compass. On 16 June she was moved to No 4 Buoy in Little Nore, and the next day to the Downs off of Deal. At 21.15 hrs on 19 June she weighed anchor and proceeded to Spithead, where she arrived the next day. She remained at Spithead until 2 July, and then went to Berehaven, Southern Ireland, arriving on the 4 Jul. She left Berehaven on 7 July, going to the rendezvous for manoeuvres. She then stopped at Falmouth Harbour on 11 July. She had gunnery practice on 12 July, expending 25 x 6-inch common shells, 5 x 6-inch shrapnel shells, 10 x 6-inch blanks, and 27 rounds of 3-pounder Hotchkiss ammunition. She then returned to Sheerness arriving on 14 Jul. On 20 July, dockyard-hands started being employed on board each day, finishing on 9 Aug (including weekends). Typically the number of dockyard hands was between 11- 22. On 12 Aug she was re-swung at Sheerness, and then she put to sea arriving at Plymouth the next day. She remained at Plymouth until she sailed for Vigo on 19 Aug, arriving on 22 Aug. She was again re-swung off Vigo on 24 Aug 1897. She arrived at Valparaiso (Chile) on 28 Oct. She had gunnery practice again in Nov 1897, expending 35 cast steel 6-inch filled common shells, 5 iron 6-inch filled shrapnel shells, 20 3-pounder, 78 cartridges saluting, 2 green very lights, and 1,120 rounds of .45-inch machine gun ball cartridges. In the 1900 issue of Jane's *Fighting Ships* credits her with a crew of 309 in number. "**Leander**" served in the Pacific from 1897 to 1900. A photograph, taken on 25 Jun 1897, shows that HMS "**Leander**" still had masts and yards. In 1900 she did good work during a revolution in Panama in protecting the lives and property of foreign residents. She was paid-off at Chatham on 28 Jan 1901 for refitting. 1901–1904: In 1902 it was decided that the "**Leander**" was obsolete as a cruiser and should be fitted as a "depot ship for torpedo boat destroyers" in the Mediterranean. "**Leander**" was reboilered as part of this refit. On 2 May 1902 the Secretary of the Admiralty, Mr Arnold-Forster, was asked in the House of Commons about the choice of boilers. The old boilers were cylindrical single-ended boilers fitted in 1883. The replacement boilers were of the same type, made by Messrs. J. Brown & Co. of Clydebank. The "**Leander**" refit was again controversial. 1904–1920: "**Leander**" was commissioned as a "depot ship for torpedo boat destroyers" by Capt. John Michael de Robeck on 21 Jan 1904. (presumably at Chatham). She served as part of the Mediterranean Fleet. On 1 June 1904, Capt. John Michael de Robeck left the ship as a result of being censured over the latest "**Leander**" refit". Capt. John Michael De Robeck was put on half-pay. HMS "**Leander**" continued in commission as a depot ship for destroyers until Dec 1919, and was at Scapa Flow during the First World War. She was finally sold on 1 Jul 1920.

Jul 1893-Aug 1893 Captain Burges Watson was posted and attached to H.M.S. "**Benbow**". She was a Victorian era "*Admiral*" class battleship of the Royal Navy, named for Admiral John Benbow. Completed in 1888, she spent most of her career in reserve with only brief spurts as part of the active fleet. With the exception of her armament she was a repeat of HMS "*Anson*" and HMS "*Camperdown*". The contract for her construction was awarded to Thames Ironworks, and stipulated delivery within 3 years. At the time of her construction and indeed for many years afterwards, the limiting factor in battleship construction was the great length of time taken to manufacture her heavy artillery, and it was recognised that the gun of 13.5-inch

calibre, scheduled to be installed in the other ships of the class, was and would remain in short supply. The shipyard was therefore faced with the choice of either reverting to armament of 12-inches calibre, which was available but which was seen as inferior to guns mounted in contemporary foreign ships, or mounting the new Elswick B.L. 16-25-inch guns. Although contemporary guns of 12-inches calibre were perfectly able to destroy any ship afloat, the larger guns were chosen, and mounted singly in barbets positioned at either end of the superstructure. With the exception of the 18-inch armament mounted in HMS "*Furious*" and in some monitors, these were the largest guns ever mounted in a ship of the Royal Navy. One of these pieces nevertheless weighed less than a pair of 13-5-inch guns, and the weight saved was used to increase the number of 6-inch guns in the broadside battery. The big guns were not a wholly satisfactory substitute for the armament in their sister-ships. They were slow to load, the rate of fire being only one round every four to five minutes; the chance of hitting the target, being a function of the number of guns in use, was reduced; there was a tendency for the muzzle to droop; and the barrel liner lasted only for some seventy-five rounds, with replacement involving a difficult and time-consuming operation. HMS "*Benbow*" was commissioned on 14 Jun 1888 for the Mediterranean Fleet, with which she served until Oct 1891. She was then held in the Reserve until Mar 1894, with two short commissions to take part in manoeuvres. From 1894 until Apr 1904, she served as guard ship at Greenock. Capt. Richard Penrose Humpage was in command from Sep 1899, succeeded by Capt. Francis Raymond Pelly in Jun 1901. According to 1901 Census (2 April 1901) (RG13: Piece: 2114 Folio: 163) HMS "*Benbow*" was in the Reserve Fleet off the Keyham Dockyard Devonport. She took part in the fleet review held at Spithead on 16 Aug 1902 for the coronation of King Edward VII. She remained in the Reserve until sold to Thomas W Ward in 1909 and battleship was scrapped.

10 Oct 1893-Apr 1894 Captain Burges Watson was posted and attached to H.M.S. "*Rodney*". She was a battleship of the Victorian Royal Navy, a member of the "*Admiral*" class of warships designed by Nathaniel Barnaby. The ship was the last British battleship to carry a figurehead, although smaller ships continued to carry them. She was a development of the design of HMS "*Collingwood*", but carried 13-5-inch calibre main armament as against 12-inch in the earlier ship. This necessitated an increase of some 800 tons in displacement, and an increase of some 18-inches in draught. This in turn produced a significant increase in the immersion of the armour belt, which was further increased when the coal bunkers were full. While this meant that under full-load condition the top of the belt approached the water-line, the view was taken that combat with a heavily armed enemy was very unlikely in the immediate vicinity of a British port, and steaming to a more distant potential battleground would use enough fuel to reduce the draught and bring the top of the belt well above water. Her main artillery fired a shell weighing 1,250 pounds, which would penetrate 27-inches of iron plate at 1,000 yards. The guns were carried some 20 feet above the water line, and each had a firing arc of 270 degrees. The manufacture of these guns took a much greater time than had been expected; this delay was the reason for the unusual prolongation of the time between the laying down of the ship and her completion. During a refit in 1901, her 6-pounder quick-firing Hotchkiss guns were replaced by 6-pounder quick-firing mark I Nordenfelt guns. "*Rodney*" was commissioned on 20 Jun 1888 into the Home Fleet. She was held in reserve until Jul 1889, and after taking part in manoeuvres until Sep 1889, she served with the Channel Fleet until May 1894. She was then posted to the Mediterranean Fleet, remaining there until 1897. During her Mediterranean service, she operated as part of the "International Squadron", a multinational force made up of ships of the Austro-Hungarian Navy, French Navy, Imperial German Navy, Italian Royal Navy (*Regia Marina*), Imperial Russian Navy, and Royal Navy that intervened in the 1897–1898 Greek Christian uprising against the Ottoman Empire's rule in Crete. On 9 Feb 1897, she became one of the first ships to arrive off Crete, accompanying the battleship HMS "*Revenge*", flagship of Rear-Admiral Robert Harris, to reinforce the

British ship on station at Crete, the battleship HMS *"Barfleur"*. In early Mar 1897, with the British consul at Canea, Alfred Biliotti, aboard, she took part in an International Squadron operation to rescue Ottoman soldiers and Cretan Turk civilians at Kandanos, Crete. HMS *"Rodney"* joined other ships in putting ashore an international landing party at Selino Kastelli on Crete's southwest coast for the four-day expedition, which was placed under the command of Capt. John Harvey Hunter. In late Mar 1897, she shelled Cretan insurgents attempting to mine the walls of the Ottoman fort at Kastelli-Kissamos, driving them off, and the International Squadron landed 200 Royal Marines and 130 Austro-Hungarian sailors and marines to re-provision the fort and demolish nearby buildings that had provided cover for the mining effort. HMS *"Rodney"* departed the Mediterranean later in 1897. Thereafter she was the coastal guard ship based on the Firth of Forth under the command of Capt. Gerald Walter Russell until Feb 1901, when she sailed to Chatham for a refit. She remained in reserve until being sold in 1909.

Apr 1894-10 Oct 1895 Captain Burges Watson was posted to H.M.S. *"Repulse"*. She was one of seven *"Royal Sovereign"* class pre-dreadnought battleships built for the Royal Navy in the 1890's. She was the 10th ship of her name to serve in the Royal Navy. She was ordered under the Naval Defence Act Programme of 1889 and laid down on 1 Jan 1890 on the Pembroke Royal Dockyard No. 1 Slipway. The ship was launched on 27 Feb 1892 by Lady Philipps, wife of Sir Charles Philipps, Bt, Lord Lieutenant of Haverfordwest. The ship was transferred to Portsmouth Dockyard on 5 Dec 1892, where she was completed on 21 Apr 1894, at a cost of £ 915,302. HMS *"Repulse"* was commissioned in Portsmouth Royal Dockyard, commanded by Captain Burges Watson, four days later to relieve the ironclad battleship *"Rodney"* in the Channel Fleet. She was assigned to the Channel Fleet, where she often served as a flagship, after commissioning in 1894; the ship participated in a series of annual manoeuvres. She participated in annual manoeuvres in the Irish Sea and Atlantic Ocean in August as a unit of the "Blue Fleet". From 19-24 Jun 1895, the ship was part of the squadron that visited Germany for the opening of the Kaiser Wilhelm Canal. In Jul-Aug 1895, *"Repulse"* again took part in the annual manoeuvres and Burges Watson was relieved by Capt. Ernest Rolfe on 10 Oct 1895. The ship participated in the manoeuvres again in Jul 1896, when they were held in the Southwest Approaches and the ship was a unit of "Fleet A". HMS *"Repulse"* accidentally collided with her sister ship *"Resolution"* on 18 Jul 1896, but sustained no significant damage. On 23 Dec 1896, there was an explosion in one of her coal bunkers that injured 9 men. On 26 Jun 1897, the ship was present at the Fleet Review at Spithead for the Diamond Jubilee of Queen Victoria. The following month, *"Repulse"* took part in the annual manoeuvres, this time held off the coast of Ireland. On 21 Dec 1897, Capt. Robert Groome assumed command of the ship. He was relieved by Capt. Randolph Foote on 28 June 1899. In Jul-Aug, when the annual manoeuvres were held in the Atlantic, she participated as a unit of "Fleet A". HMS *"Repulse"* suffered a mishap on 4 Feb 1900 when a strong tide forced her to collide with an anchored barge as she departed Sheerness. In Aug 1900, she was again involved in annual manoeuvre in the Atlantic, this time as a unit of "Fleet A1". The following month, Foote was replaced by Capt. Spencer Login on the 18th. On 27 Oct 1901, she ran aground in mud while under tow to her moorings, but was re-floated undamaged two hours later. She departed England on 5 Apr 1902 for service with the Mediterranean Fleet, and arrived at Malta two weeks later. In 1902 she was transferred to the Mediterranean Fleet and remained there until Dec 1903, when she returned home for an extensive refit. In the Mediterranean, she took part in combined exercises of the Mediterranean Fleet, Channel Fleet, and the Cruiser Squadron off Cephalonia and Morea between 29 Sep and 6 Oct 1902. Completing her Mediterranean service, she departed Malta on 29 Nov 1903, arriving at Plymouth on 10 Dec 1903. She then paid-off at Chatham Dockyard on 5 Feb 1904 for an extensive refit. After its completion in 1905, *"Repulse"* was assigned to the Reserve Fleet. With the 1904 refit complete, HMS *"Repulse"* was recommissioned at Chatham, under the command of Capt. Henry

Tottenham, on 3 Jan 1905 for service in reserve with a nucleus crew. Capt. Herbert Heath relieved Tottenham shortly afterwards on 27 Feb 1905 and the ship took part in Reserve Fleet manoeuvres in July. She transferred that crew to the pre-dreadnought battleship "*Irresistible*" on 27 Nov 1906 and received new crew. On 25 Feb 1907, "*Repulse*" departed Chatham for Devonport, to serve there as a Special Service vessel. The pre-dreadnought battleship HMS "*Majestic*" relieved the ship of this duty on 2 Aug 1910. In Dec 1910, "*Repulse*" moved to Portsmouth, where she was taken out of service in Feb 1911. She was sold for scrap on 11 Jul 1911 to Thomas W Ward & Co, for £33,500. She arrived at Morecambe for to be breaking-up on the 27 July 1911.

Nov 1895 Commander William Hornby wrote "*I have had long experience of this officer and value him very highly – Strongly recommended for further promotion...*".

14 Jan 1896 Captain Burges Watson was posted and appointed to H.M.S. "*Royal Oak*". She was one of seven "*Royal Sovereign*" class pre-dreadnought battleships built for the Royal Navy. She was ordered as part of the Naval Defence Act 1889 that was a supplement to the normal naval estimates. The "*Royal Oak*" vessel was named after the tree in which King Charles II hid after the Battle of Worcester. She was the 6th ship of her name to serve in the Royal Navy. The ship was laid down by Cammell Laird at Birkenhead on 29 May 1890 and floated out of the dry dock on 5 Nov 1892. She arrived at Portsmouth Dockyard on 29 Oct 1893 for fitting out, and completed her sea trials in June 1894, at a cost of £977,996. Upon Her completion in 1894, she was initially placed in reserve until mobilised in 1896 for service with the Flying Squadron. "*Royal Oak*" was placed in reserve at Portsmouth. Almost two years later, she mobilised there on 14 Jan 1896 for service in the Particular Service Squadron, which was formed in response to rising tensions in Europe following the Jameson Raid and Germany's Kaiser Wilhelm II's telegram of support to the Boer government. When the Squadron disbanded on 25 Nov, the ship returned to reserve at Portsmouth. After returning briefly to reserve, the ship was assigned the following year to the Mediterranean Fleet. HMS "*Royal Oak*" remained there until 1902 when she returned home. After a refit, the ship was assigned to the Home Fleet, where she served as the flagship of the fleet's second-in-command (2ic) in 1904–05. The "*Royal Oak*" was then reduced to reserve until she was taken out of service in 1911. The ship was sold for scrap in early 1914.

4 Oct 1896–Nov 1899 Captain Burges Watson was posted to H.M.S. "*Thunderer*" as Captain Superintendent of the Pembroke Royal Dockyard. She was one of two "*Devastation*" class ironclad turret ships built for the Royal Navy in the 1870's. She was the 5th ship of her name to serve in the Royal Navy. She was laid down on 26 Jun 1869 at Pembroke Royal Dockyard. Construction was subsequently halted for a period in 1871 to modify the ship, to improve her stability and buoyancy by extending the breastwork to cover the full width of the hull which increased the ship's freeboard amidships and provided additional accommodation for the crew. The ship was launched on 25 Mar 1872 by Mrs. Mary Meyrick, wife of Thomas Meyrick, MP. two years later she was transferred to Portsmouth Dockyard to finish fitting out. She suffered 2 serious accidents before the decade was out and gained a reputation as an "*unlucky ship*" for several years afterward. On 14 Jul 1876, she had 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, killing 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. *A model representing the failed boiler was made and is now in the Science Museum, London.* The explosion was caused because a pressure gauge was broken and the safety valve had corroded in place. When the steam stop valve to the engines was closed, pressure in the boiler rose and could not be released. The 4 x box boilers were the last in service in the Navy and operated at what would (even then) have been considered a relatively low pressure, for more modern and later boilers, of 30 psi. The boiler was repaired and the ship was

completed on 26 May 1877 at a cost of £368,428. She was re-commissioned in May 1877 for service with the Reserve Fleet 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 assigned to the Mediterranean Fleet in 1878, under the command of Capt. Alfred Chatfield (*yet another Captain Superintendent of the Pembroke Dockyard, Oct 1882-Oct 1885*). HMS "**Thunderer**" 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, 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.*".... The accident contributed to the Royal Navy changing to breech-loading guns, which could be more conveniently worked from inside the turrets. The fragments of the destroyed gun were re-assembled and displayed to the public at the Woolwich Arsenal. The committee of inquiry decided that the gun had been double-loaded, but this view was widely questioned, including by Sir William Palliser, designer of the Palliser shell used by these guns. Palliser's view instead was that the shot had been obstructed by a portion of the millboard disc rammed above the shell. Hydraulic power-ramming was thought to be implicated in the double loading as the telescopic hydraulic rammer had not made the double loading obvious, as a manual ramrod would have done. One piece of evidence supporting the double loading theory was the presence of an additional stud torn from a Palliser shell, found amongst the wreckage within the turret. HMS "**Thunderer**" was hence regarded and confirmed as an "**unlucky ship**" and was placed in reserve at Malta in 1881 and had her machinery overhauled, subsequently she was reduced to reserve in 1881 before being recommissioned in 1885. Her armament was augmented with a pair of 14-inch torpedo launchers and a half-dozen 1-inch Nordenfelt guns on the hurricane deck. She was recommissioned in 1885 and remained with the Mediterranean Fleet until she was paid off at Chatham Dockyard. The future King George V served aboard "**Thunderer**" in 1885–86. She 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 Britain by boiler problems in 1892. The ship became a coast guard ship in Wales in 1895 and was again placed in reserve in 1900. She was taken out of service in 1907 and sold for scrap in 1909.

1898-1899 Captain Burges Watson was appointed as a Naval Aide-de-Camp to Queen Victoria.

9 May 1899 On the occasion of the Queen's visit to Cherbourg; he was appointed a Companion in the Royal Victorian Order (C.V.O.), Captain Burges Watson, R.N., A.D.C., Captain Superintendent of the Royal Pembroke Dockyard was also promoted to the rank of Commander.

25 Aug 1899 he was promoted to the rank of Rear Admiral with seniority and appointed a Commander of the Royal Victorian Order (CVO) the same year (*see above*).

Feb 1900 Promoted to the rank of Admiral. The governor of Malta expressed his high appreciation of his tact and skill in negotiations on points of disputes between the Government of Malta, the Admiralty and the War Office. The Governor of Malta stated that he "read his opinion with much satisfaction"....

Jan 1902 Burges Watson promoted to the rank of Vice Admiral, 2nd in Command of Mediterranean Fleet out of Malta, taking up the position in Feb 1899, when Lord Charles Beresford resigned as Second-in-Command of the Mediterranean Fleet, Burges Watson was appointed to succeed him, taking over the battleship HMS

"Ramillies" as his flag ship. HMS **"Ramillies"** was a **"Royal Sovereign"** class pre-dreadnought battleship of the Royal Navy, named after the Battle of Ramillies. The ship was built by J. & G. Thompson at Clydebank, starting with her keel-laying 11 Aug 1890. She was launched 1st Mar 1892, at a cost of £902,600, plus £78,295 for her guns. She had been constructed at such a small incline that it took nearly an hour and a half to travel down the slipway and into the water; most of the crowd that had gathered dissipated in the meantime. The **"Royal Sovereign"** class battleships were based on **"Admiral"** class barbette ships, but contained several alterations. She was commissioned at Portsmouth on 17 Oct 1893 as the Flagship of the Mediterranean Fleet. She was armed with a main battery of four 13.5-inch guns and a secondary battery of ten 6-inch guns. The ship had a top speed of 16.5 knots. She departed on 28 Oct and arrived at Malta on 8 Nov to relieve the battleship HMS **"Sans Pareil"** as acting flagship. Francis C. B. Bridgeman-Simpson was appointed captain of HMS **"Ramillies"** on the day of her commission; the commander of the Mediterranean Fleet at the time was Admiral Sir Michael Culme-Seymour. On 9 Dec 1896, she served as flagship of the Mediterranean Fleet up to 1899. The **"Ramillies"** was re-commissioned at Malta for further service in the Mediterranean Fleet. In Jul 1899, she technically became a private ship in the fleet, relieved as flagship by the battleship HMS **"Renown"**, but in Jan 1900 she became the flagship of Rear Admiral Lord Charles Beresford, second-in-command (2ic) of the Mediterranean Fleet. She served as flagship of the Mediterranean Fleet 1900-1902. When Beresford resigned from this position in January 1902, his successor Rear-Admiral Burges Watson took over **"Ramillies"** as his flagship until his death in September 1902 (*see below*). In May 1902, she was at Palermo to attend festivities in connection with the opening of an agricultural exhibition by King Victor Emmanuel; the King and the Italian Minister of Marine paid her a visit when HMS **"Ramillies"** arrived in the Port of Civitavecchia, for Rome, later in the month. In Oct 1902, she was once again relieved as flagship, this time by the battleship HMS **"Venerable"**. She took part in combined manoeuvres off the coast of Portugal in Aug 1903, but that month **"Ramillies"** was paid-off from Mediterranean service, returned to England for a refit in 1903, and transferred to the Portsmouth Reserve while she was refitted. Upon completion, she was commissioned into the Reserve Fleet in 1905. During Apr 1905, HMS **"Ramillies"** transferred her crew to the battleship HMS **"London"** and was recommissioned with a new crew into the Sheerness-Chatham Reserve Division. On 30 Jan 1906, she transferred her crew to the battleship HMS **"Albemarle"** and re-commissioned with yet another crew for service in the Chatham Reserve. In Jun 1906, she participated in combined manoeuvres of the Atlantic Fleet, Channel Fleet, and Reserve Fleet, but in the process collided with her sister ship HMS **"Resolution"**, suffering severe stern damage. As a result, her propellers were disabled. In Nov 1906, her crew was transferred once more to the battleship HMS **"Africa"**. In Mar 1907, she was recommissioned at Devonport with a reduced crew into the Special Service Division of the Home Fleet. In Oct 1910, she became Parent Ship in the Home Fleet's 4th Division. Her sister ship HMS **"Royal Oak"** relieved her of her parent ship duties in Jun 1911 and she was placed on the material reserve at Devonport in Aug 1911. She was stripped and laid up ready for disposal in Jul 1913, before being auctioned off for scrap on 7 Oct 1913; the buyer, George Cohen, of Swansea, paid £42,300 for her. She was resold to an Italian company, which in Nov 1913 towed her to Italy to be broken up.

19 Sep 1902 Admiral Superintendent Watson Burges was landed on Malta from HMS **"Ramillies"** due to a severe attack of pneumonia, and,

21 Sep 1902 subsequently he died from pneumonia and its effects, on the island of Malta.

23 Sept 1902 Watson Burges was formally buried, two days later, at the old Naval cemetery at Bighi, in the small town of Kalkara on the island of Malta. Royal Naval Hospital Bighi (RNH Bighi - Malta) is located in the same town.

				By his death Burges Watson had served as follows: -																													
				<table border="1"> <thead> <tr> <th rowspan="2">Rank</th> <th colspan="2">At Sea.</th> <th colspan="2">Harbour.</th> </tr> <tr> <th>Years</th> <th>Days</th> <th>Years</th> <th>Days</th> </tr> </thead> <tbody> <tr> <td>Lieutenant...</td> <td>10</td> <td>346</td> <td>-</td> <td>126</td> </tr> <tr> <td>Commander...</td> <td>3</td> <td>345</td> <td>1</td> <td>204</td> </tr> <tr> <td>Captain...</td> <td>7</td> <td>533</td> <td>2</td> <td>125</td> </tr> <tr> <td></td> <td></td> <td>384+185</td> <td></td> <td></td> </tr> </tbody> </table>	Rank	At Sea.		Harbour.		Years	Days	Years	Days	Lieutenant...	10	346	-	126	Commander...	3	345	1	204	Captain...	7	533	2	125			384+185		
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				Extracts from the <i>Times</i> newspaper.....HMS " <i>Liverpool</i> " & the Flying Squadron:
				<p>Wednesday 7 April 1869:- Rear-Admiral Geoffrey T.P. Hornby will command the flying squadron, which will consist of the "<i>Liverpool</i>" (flagship), to be commissioned by Capt. J.O. Hopkins; Liffey, Capt. J.O. Johnson; Phoebe, Capt. J. Bythesea, V.C.; Endymion, Capt. C. Wake (frigates); Clio, 22, Scylla; 17, to be commissioned. They will probably leave England about the end of May.</p>
				<p>Monday 10 May 1869:- The unarmoured wooden screw frigate Endymion, Capt. Charles Wake, recently returned to Portsmouth from Lisbon, has received orders to pay out of commission. She has been named as one of the ships to form the flying squadron.</p>
				<p>Monday 24 May 1869:- The screw steam frigate "<i>Liverpool</i>" (one of the flying squadron) was removed on Friday from Hamoaze to Plymouth Sound. After a few hours' run outside the breakwater, she anchored inside, where she will receive her powder and have her compasses adjusted. To-day or tomorrow her machinery will be tested at the measured mile. The screw steam frigate Liffey, 31, Capt. John O. Johnson, which left the Sound on Tuesday for shot practice in the Channel, returned to her anchorage on Friday.</p>
				<p>Saturday 5 June 1869:- The Endymion, unarmoured wooden screw frigate, Capt. Lacy, commissioned at Portsmouth as one of the Flying Squadron, steamed out of harbour on Thursday morning to mate a preliminary trial of her machinery, and on leaving exchanged the customary salute with the flag-ship of the Admiral Commanding-in-Chief at the port.</p>
				<p>Monday 7 June 1869:- On Saturday, in consequence of the accident to Her Majesty's ship Cadmus, 21, screw corvette, Capt. R. Gibson, on Salcombe Rocks, an order was received at Sheerness Dock-yard, at 10 30 a.m., to prepare the Barrossa, 17, screw corvette, 1,700 tons, 400-horse power, for sea, with all possible despatch. At the hour named the Barrossa had no stores of any description on board, Capt. Superintendent the Hon. A.A. Cochrane, C.B., at once went out to her, as she was lying in the stream, and personally directed the work to be done. It included the bending of sails, and, as above mentioned, the embarkation of stores of all kinds, together with shot, shell, and gunpowder, with the necessary small arms. In 13 hours the work was accomplished, as well as a short drill at the sails, to see that "all was right," and the ship lay with her steam up, ready to proceed to sea. She left the harbour about half-past 9 p.m., without saluting, her destination being Devonport, where she would receive on board the officers and men of the Cadmus. It is impossible to praise too highly the efforts of the Hon. Capt. Cochrane and the officers and men under his command, in getting the Barrossa to sea in so short a time fully armed and equipped. The Cadmus, it will be remembered, was fitted out at Sheerness a few weeks ago, together with the Scylla, for service with the flying squadron. The Barrossa, it is presumed, will now take her place. Staff Commander Symons, of the Agincourt, navigated the Barrossa to Devonport, and the seamen on board were under the charge of Lieut. Dickens, of the same ship.</p>
				<p>Wednesday 9 June 1869:- The "<i>Liverpool</i>", 35, unarmoured wooden screw frigate, Capt. J.O. Hopkins, arrived and anchored at Spithead on Monday evening from a cruise in the Channel, and exchanged salutes with the flagship of the Naval Commander-in-Chief. Yesterday morning Rear-Admiral G.T.P. Hornby hoisted his flag on board as commanding-in-chief the flying squadron which is ordered to assemble and proceed on a cruise in foreign waters.</p>
				<p>Saturday 12 June 1869:- The "<i>Liverpool</i>", 35, unarmoured wooden screw frigate, Capt., J.O. Hopkins, bearing the flag of Rear-Admiral G.T.P. Hornby, and the Endymion, 35, unarmoured wooden screw frigate, Capt. Lacy, two of the frigates belonging to the squadron detached for particular service under the command of Rear-Admiral Hornby, sailed from Spithead on Thursday evening for the rendezvous of the squadron in Plymouth Sound.</p>
				<p>Wednesday 16 June 1869:- The screw steam frigate "<i>Liverpool</i>", 35. Capt. J.O. Hopkins, flag of Rear-Admiral Hornby, and the Endymion, 21, Capt., Lacy, both from Portsmouth, under canvas, arrived in Plymouth Sound on Sunday morning.</p>
				<p>Monday 21 June 1869: - The flying squadron, which is destined to go around the world, left Plymouth Sound on Saturday morning, under canvas only, for Bahia. The frigate "<i>Liverpool</i>", 35, Capt. J.O. Hopkins, bearing the flag of Admiral G.T.P. Hornby, cleared the west end of the breakwater at half-past 4 o'clock, and was followed by the Scylla, 21, Capt. Herbert, the Endymion, 21, Capt. Lacey, and the Liffey, 35, Capt. J.O. Johnson.</p>

			<p>At 8 o'clock they were joined by the Bristol, 31, Capt. F.W. Wilson. On departure the wind was N.N.W., a moderate breeze, but it soon altered to S.W. The squadron went to the eastward of the Eddystone. The Barrosa, 17, Capt. Gibson, the repairs of which are not complete, will follow them to Bahia.</p>
			<p>Monday 21 June 1869: -</p> <p>That a British Fleet should be suddenly despatched, in a time of profound peace and with no particular object, on a voyage round the world may appear a somewhat extraordinary proceeding, and the mission of the squadron which left our shores on Saturday does indeed deserve a little explanation. We are not bent upon any conquest, or discovery, or parade of our maritime force. We are not in quest of an enemy's treasure ships, nor are there any fleets of merchantmen requiring convoys, nor any seas especially calling for a patrol. Perhaps the nearest parallel to the projected expedition might be detected in the recent cruise of the United States' squadron under Admiral Farragut, but that voyage in reality had a very different object. The Americans deemed it advisable to show themselves in foreign ports and to foreign people once more. For four long years their flag had been all but unknown in European and Asiatic ports. The exigencies of the Civil War and the absorbing demands of the blockade had taxed their naval resources to the utmost, and scarcely a man-of-war could be spared for the ordinary duty on foreign stations. Their squadrons, in fact, had been called in from abroad for employment at home, and so, when peace was at length restored, the Government of Washington decided on making a display or demonstration of its return to international pursuits. A squadron was despatched to carry the American flag into the principal harbours of the world and proclaim the resumption of that position which had been for a time resigned. It is quite unnecessary to observe that no such obligations or inducements are present to ourselves. We have no such ground to recover; on the contrary, it is principally because we have had too many ships on too many stations, and have been rather too liberal in our naval display, that the present design has been adopted. In a few words, the expedition is intended as an experiment in the way of economical administration. Instead of a dozen permanent squadrons, one or two Flying Squadrons may, perhaps, be found to suffice for our purposes, and at the same time be more advantageous to the efficiency of the navy.</p> <p>A great naval Power, and especially a Power which relies upon its Navy to the comparative exclusion of military pretensions, must needs keep its Fleets at sea. In some form and upon some system or other the British flag must be borne on foreign waters for the protection of British commerce, the assurance of British interests, and the maintenance of the British name. On some system, too, that seamanship and discipline which active service alone can impart must be acquired by our officers and men. Hitherto, the requisite provision in this direction has been made, if not on judicious principles, at any rate with no niggardly hand. Our foreign squadrons have been large and numerous. They were dispersed all over the world, nor was there a spot on the globe where a British man-of-war was not usually at the service of a British settlement. Not a Consul but could summon a gunboat to his aid in case of need; and yet it was argued that, while we were keeping so many ships at sea, we were doing next to nothing for the proper training of those who in any emergency would man our vessels and command our Fleets. It was not by cruising in quiet seas or lying in quiet harbours that good sailors were to be formed. Some more trying duties were required for that purpose, and the reader may possibly recollect that periodical voyages to the two Poles in search of what might be found there were recommended as necessary expeditions if the British Navy was to be kept up to the mark in adventurous enterprise and professional ability. Now, if a Fleet is sent to circumnavigate the globe, it must needs encounter its share of those trials by which seamen are manufactured and proved. A voyage round the world is no longer such an exploit as it was in the days of Anson, but it is still not impossible that a British squadron may return, as Anson did, with a reflection of lustre and credit on British power.</p> <p>Of course, it will have been discerned that if economy as well as practice is in view, our whole system of foreign squadrons must be modified in proportion to the new outlay upon a roving Fleet, and this, in point of fact, has been done to a great extent already. Those squadrons have been materially reduced, and the question is whether the reduction cannot be carried still further. There are stations, beyond doubt, where a permanent force may be indispensable, and where the objects in view could not be secured by the occasional visits of a Flying Squadron. But there are others where no such establishments are necessary, and these may be found, perhaps, to be more numerous than we imagine. It must not be forgotten that in the present day the agency of the electric telegraph has revolutionized the work of Naval Administration. A few hours would suffice for the despatch to any spot of a Fleet far stronger than any force that could be kept permanently on the station. To be weaker altogether and yet always stronger at a given point is the best evidence, as it is the chief object, of successful strategy. By concentrating our forces in one or two powerful squadrons available for service in any direction, we may do far better than by scattering our ships over half the world. That at least is the presumption which commends itself to naval reformers. It was asked one night in the House whether the Admiralty would know where its Flying Squadrons were to be found, and whether it would be able to communicate with their commanders as circumstances might require. We cannot suppose there will be much difficulty in making due arrangements on this head, or that our position will not, at any rate, be as good as before.</p> <p>Over and over again we have been told that in the event of a war half our vessels on foreign stations could do nothing better than run for safety to a British port. A Flying Squadron, however, would always be strong enough to hold its own, as well as to carry assistance to one point or another. It deserves to be noticed that the Americans not only despatched the expedition of which we have spoken, but regarded the results with extraordinary and unqualified approval. The Secretary of the United States' Navy declared in his Report that the ships of the Union had never performed a more successful cruise, and that the whole proceeding had redounded to the credit, reputation, and glory of the country. No better investment, according to this Minister's statement, had ever been made than in this naval demonstration. We do not anticipate any such remarkable consequences from our own expedition, nor, indeed, are we under any necessity to produce or revive impressions of our ubiquity or power. But we trust we may</p>

				<p>reckon on results conducive to the true efficiency of our Navy, and we are willing to hope that the experiment in point of economy also may be found to succeed. If the Estimates are ever to be materially reduced, it must be by the adoption of a reformed system of administration in such matters as these. To effect any real saving of money we must keep fewer ships at sea, for fewer ships, besides needing fewer men, will call for fewer repairs and outfits, and render dockyard economy practicable at last. This is what we may expect from the enterprise now undertaken, and the prospect is of no slight importance. The captured treasure brought home by Anson, to the delight of the nation, amounted to £300,000!.; the squadron now setting out on Anson's track may, with good fortune and management, yield results of infinitely greater value.</p>
				<p><u>Monday 21 June 1869:-</u> The Flying Squadron. - Letters for the Flying Squadron will be despatched from Devonport on the 24th of July and the 9th of August, addressed to the Cape of Good Hope. To Melbourne, <i>viâ</i> Southampton, on the 3d of September, and <i>viâ</i> Marseilles on the 10th, To Sydney, by Southampton, on the 1st of October, and by Marseilles on the 8th. To Wellington, by Southampton, on the 29th of October, and by Marseilles on the 5th of November, To Lyttelton on the same dates as the Wellington. To Japan, all letters should be addressed to the senior officer at Hongkong, and should be forwarded from Southampton on the 24th and 26th of November, and by the way of Marseilles on the 3d and 31st of December. To Vancouver's Island, <i>viâ</i> New York and San Francisco, every Tuesday, Friday, and Saturday to the end of February. To Honolulu on the same days and by the same route to the end of March, To Tahiti on the same days and by the same route to the middle of April. To Valparaiso, <i>viâ</i> Panama, on the 1st and 16th of every month up to the 16th of June; and to the Falkland Islands by Montevideo and Brazil packet. The latest day on which letters may be posted in London will be the 9th of July, 1870. - <i>Army and Navy Gazette</i>.</p>
				<p><u>Monday 28 June 1869:-</u> The screw steam corvette Barrosa, 17, Capt. Gibson, left Plymouth on Wednesday for Madeira and Bahia, to join the flying squadron, which sailed from the Sound on Saturday last.</p>
				<p><u>Tuesday 13 July 1869:-</u> The flying squadron, under the command of Rear-Admiral G. Phipps <u>Hornby</u>, comprising Her Majesty's ships "<i>Liverpool</i>" (flagship), Liffey, Endymion, Scylla, and Bristol, which left Plymouth Sound soon after daylight on the morning of the 19th of June under sail with light airs from the N.W., continued to make a fair passage towards Madeira with the wind from N.W. to N.E., until the 23th of June, when it shifted round to the westward, and they did not reach that island until the evening of the 1st of July. The passage was made entirely under sail, and the fine weather which prevailed afforded every facility for the daily exercise of sail and gun drill. The squadron, including the Barrosa, which had just arrived, left on the evening of the 2d of July for Bahia, South America.</p>
				<p><u>Monday 30 August 1869:-</u> The British flying squadron, under command of Rear-Admiral Hornby, arrived at Bahia on the 2d of August, and sailed on the 4th for Rio Janeiro, with the exception of Her Majesty's ship Bristol, which left on the 8th for England. Great preparations had been made by the British residents at Rio Janeiro to welcome the squadron on its arrival there, including a grand ball to be given to the Admiral and officers at the Club Fluminense, and his Excellency Mr. George Buckley Mathew had made a handsome contribution to the ball fund.</p>
				<p><u>Monday 13 September 1869:-</u> The flying squadron arrived at Rio on the 16th.</p>
				<p><u>Thursday 16 September 1869:-</u> Her Majesty's screw steam frigate Bristol, 31, Capt. Frederick W. Wilson, from Bahia, August 8, which arrived at Plymouth yesterday morning, as already announced in <i>The Times</i>, experienced fine weather to the Azores, after which strong westerly winds prevailed. The Bristol brings as passengers First-Lieut. Watts, of the Liffey; Lieut. Harding, of the Phoebe, on promotion; Midshipman Whalley, of the Endymion, supernumerary, for disposal, 14 naval invalids, and eight supernumerary seamen. The flying squadron, left Bahia under canvas on the evening of the 4th of August. On the 14th of August the Bristol passed the Longwood; and August 24, in lat. 15 10 N., long. 27 13 W., the bark Francis, from Singapore for London.</p>
				<p><u>Monday 20 September 1869:-</u> The following is taken from the <i>Anglo-Brazilian Times</i> of the 23rd of August: - The British flying squadron arrived at Rio Janeiro on the 16th of August. On the 23rd His Imperial Majesty visited the flagship "<i>Liverpool</i>", when the King was received with all the customary naval honours. The ball of the British residents to the Admiral and officers of the squadron was to be given on the evening of the 24th at the residence of the British Minister, his Excellency having lent it for the purpose.</p>
				<p><u>Wednesday 10 November 1869:-</u> The flying squadron, which left Montevideo on the 11th of September, arrived at the Cape on the 4th of October. Her Majesty's ship Liffey was in Table Bay, and Her Majesty's ships "<i>Liverpool</i>", Scylla, Endymion, Bristol, and Barrosa were in Simon's Bay.</p>
				<p><u>Tuesday 1 November 1870:-</u> The Flying squadron, consisting of the following vessels – "<i>Liverpool</i>", carrying the flag of Admiral Hornby, Endymion, Phoebe, Liffey, Pearl, and Satellite - which left Valparaiso on the 28th of August, arrived at Bahia on the 6th inst., and sailed for home on the 9th.</p>
				<p><u>Friday 11 November 1870:-</u> The Flying Squadron is now daily expected to arrive in Plymouth Sound, and the Admiralty has decided that the ships Liffey, "<i>Liverpool</i>", Phoebe, and Satellite are to be paid off at Devonport, and the Endymion and Pearl at Portsmouth.</p>

			<p>Thursday 17 November 1870:- The flying Squadron, comprising the following ships, arrived in Plymouth Sound at 10 30 on Tuesday morning, and exchanged the usual salutes:- The screw frigates "<i>Liverpool</i>", 30, Capt. J.O. Hopkins, bearing the flag of Rear-Admiral G.T.P. Hornby; the <i>Phoebe</i>, 30, Capt. Bythesea, V.C.; the <i>Liffey</i>, 30, Capt. R. Gibson; the <i>Endymion</i>, 21, Capt. E. Lacey; the screw corvettes <i>Satellite</i>, 17, Capt. W.H. Edye, and the <i>Pearl</i>, 17, Capt. J.F. Ross. The squadron, when it left Plymouth on June 19, 1869, included the "<i>Liverpool</i>", "<i>Liffey</i>", "<i>Endymion</i>", "<i>Bristol</i>", "<i>Scylla</i>", and "<i>Barossa</i>". The "<i>Bristol</i>" was left at Bahia, where the <i>Phoebe</i> took her place; the <i>Barossa</i> was left at Yokohama, where the <i>Pearl</i> joined the squadron in her room; and the "<i>Scylla</i>" left at Vancouver's Island, was replaced by the "<i>Charybdis</i>", which left at Valparaiso, where the <i>Satellite</i> took her place. The squadron, in its voyage round the world, touched at the following ports on the dates specified:- Leaving Plymouth June 19, 1869, it arrived at Madeira July 1st; Bahia, August 2nd; Rio, 16th; Montevideo, September 6th; the Cape, October 3rd; Melbourne, November 26th; Sydney, December 13th; Hobart Town, January 2nd, 1870; Lyttleton, New Zealand, 19th; Wellington, 24th; Auckland, February 2nd; Yokohama, Japan, April 6th; Vancouver's Island, May 15th; Honolulu, June 16th; Valparaiso, August 14th. It left Valparaiso on the 28th, passed the Horn September 13th, and arrived at Bahia October 6th, stayed there three days for repairs to the rudder of the <i>Satellite</i>, she having sprung it in a heavy gale off the Falkland Islands, and left on the 9th for England. The squadron experienced favourable winds and fine weather up to lat. 5 N., and crossed the line on the night of the 15th of October, The next day the "<i>Liverpool</i>" communicated with the Pacific Steam Navigation Company's steamer <i>Valdivia</i>, 17 days from <i>Liverpool</i>; the squadron had been spread for three days previously looking for this steamer. On the 19th the "<i>Liverpool</i>" took the <i>Endymion</i> in tow, the <i>Liffey</i> taking the <i>Phoebe</i>, and the <i>Satellite</i> the <i>Pearl</i>. The wind was S.W., but it veered to the W.S.W, and blew hard on the 21st, when the towing was discontinued. The north-east trades were met with at 11 40 p.m. same date, and continued to the 26th, in lat. 23 30 N. Light southerly winds blew up to November 3, changing to northerly and westerly winds to the 9th, when a strong gale set in from the N.E., which lasted until the afternoon of the 11th, when the wind somewhat abated, shifting to the N., but strong northerly winds continued up to the 13th; since that time N.W. winds prevailed up to the arrival of the squadron at Plymouth. Scilly was sighted on Monday at 2 p.m., the Land's End at 3 30, and the squadron passed the <i>Lizard</i> at 8 p.m., and hove to for the night, proceeding to Plymouth this morning. The news of the [Franco-Prussian] war was communicated to the squadron by the ship <i>Melbourne</i>, 45 days from <i>Liverpool</i>, in lat. 24 7 S., long. 26 12 W., September 29, and on the same day still later news by the ship <i>Arichat</i>, 36 days from London. On the 21st of September the Admiral made signal, "Accept my thanks and congratulations on having kept company round the world." The "<i>Liverpool</i>" and the "<i>Phoebe</i>" each took from Yokohama a Japanese naval cadet for instruction. The one who joined the "<i>Liverpool</i>", named <i>Mayeda</i>, committed suicide at Bahia, October 6th, and was buried at the Protestant cemetery. The naval instructors of the squadron have changed ships during the cruise for examination of the cadets. This is quite a new feature, and has been found to work well. The-general health of the ships has been very good. Fresh meat was issued on 133 days, salt meat 289 days, and preserved meats 94 days. Lime juice was also issued on 344 days. An extra quantity of cocoa supplied to the men had been found of great advantage to them through the night watches. During the voyage the men have lost 61lbs. weight each on an average, and the boys have gained 7lbs. weight each. The entire distance which the ships have run is 53,562.3 nautical miles, being 52,338 under sail, 623.5 under both steam and sail, and 600.8 under steam alone, 403 days have been spent at sea, and 103 in harbour. The duration of the voyage has been 516 days. The lowest temperature has been 29 deg., the highest 88 deg.; the lowest barometer, 28.99 deg.; thermometer, 42 deg.; the highest barometer, 30.84 deg.; thermometer, 49 deg. The <i>Phoebe</i> carried away her foreyard in a heavy squall on the night of the 12th inst. The ships "<i>Liverpool</i>", <i>Liffey</i>, <i>Phoebe</i>, and <i>Satellite</i> are to be paid off at Devonport, and the "<i>Endymion</i>" and "<i>Pearl</i>" at Portsmouth.</p>
			<p>Friday 18 November 1870: - The <i>Phoebe</i>, 30, Capt. J. Bytheses, V.C., and the <i>Satellite</i>, 17, Capt. W. H. Edye, moved from Plymouth Sound into the basin at Devonport Dockyard yesterday, preparatory to being paid off; and the "<i>Liverpool</i>", 39, flagship of Rear-Admiral Hornby, was removed from the basin into dock. The "<i>Pearl</i>", 17 guns, 400-horse power, unarmoured screw corvette, Capt. John F. Ross, arrived at Spithead early yesterday forenoon from Plymouth Sound, and on anchoring saluted the flag of Admiral Sir James Hope, G.C.B., Port Admiral and Naval Commander-in-Chief, the salute being returned by the Admiral's flagship in Portsmouth Harbour, the screw three-decker <i>Duke of Wellington</i>, Capt. George Hancock. During the forenoon Admiral Sir James Hope embarked on board his steam yacht the <i>Fire Queen</i>, and proceeded to Spithead, where he made an official inspection of the <i>Pearl</i> and of her crew at general quarters, preparatory to the ship being taken into Portsmouth Harbour to be dismantled and paid out of commission. The "<i>Endymion</i>", 21 guns, 500-horse power, unarmoured screw frigate, Capt. Edward Lacy, arrived at Spithead yesterday afternoon, from Plymouth Sound, exchanging salutes with the flag-ship of the Port Admiral on anchoring in the roadstead.</p>
			<p>Monday 21 November 1870:- It is now decided that the "<i>Liverpool</i>", flagship of the Flying Squadron, is to be paid off with the other ships now at Devonport - viz., the <i>Phoebe</i>, the <i>Satellite</i>, and the <i>Liffey</i> - about the 1st proximo.</p>
			<p>Saturday 26 November 1870: - The following ships in the first class Steam Reserve at Devonport are stored and ready for immediate commission:- The "<i>Narcissus</i>", screw frigate, 2,665 tons, 400 horsepower, armed with 24 64-pounders, rifled, and four 7-inch rifled guns; the <i>Aurora</i>, screw frigate, 2,558 tons, 400 horse-power, with same armament; the <i>Cadmus</i>, screw corvette, 1,466 tons, 400 horse-power, armed with 17 64-pounder rifled guns; the <i>Sea Gull</i> and <i>Bittern</i>, twin screw first class gunboats, each 663 tons and 160 horse-power, carrying one 7-inch rifled gun and two 40-pounders; the <i>Research</i>, armour-plated screw sloop, 1,253 tons,</p>

			200 horse power, and four 7-inch rifled guns. This ship has been altered and improved since her last commission, and has now been nearly two years in the Reserve, In addition to the above the screw frigate " <i>Liverpool</i> ", 2,656 tons, 600 horsepower, 30 guns; the <i>Liffey</i> , 2,654 tons, 600 horse-power, 30 guns; the <i>Phoebe</i> , 2,896 tons, 500 horse-power, 30 guns; and the screw corvette <i>Satellite</i> , 1,462 tons, 400 horse-power, 17 guns, lately belonging to the flying squadron, are to be paid off at Devonport, the three frigates on the 29th inst., the corvette on the 1st proximo, and will be placed on the first class Steam Reserve, prepared for a two years' commission.
			Saturday 3 December 1870:- The " <i>Liverpool</i> ", 30, screw frigate, Capt. J.O. Hopkins, was paid off at Devonport yesterday. The <i>Buzzard</i> , 2, paddle sloop, Staff Commander Brown, sailed from Devonport yesterday for Portland and Portsmouth, with seamen and marines paid off from the " <i>Liverpool</i> " and <i>Satellite</i> . She will proceed to Falmouth to tow the <i>Ganges</i> , 20, training ship, to Devonport, where the latter vessel is to undergo a thorough overhaul and refit.

Newspaper Articles relating to the Pembroke Royal Dockyard and its personnel:			
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			28th November 1896 the South Wales Echo (Special edition) wrote the following: - <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 Burges Watson, R.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>
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			3rd August 1897 the South Wales Daily News (Third Edition) reported on the following:- <p style="text-align: center;">“.....ATHLETIC MEETINGS</p> <p style="text-align: center;">PEMBROKE DOCK.</p> <p>The first annual athletic sports and bicycle races, held under the auspices of the Pembroke Dock Conservative Club, took place at the Bierspool Football Ground, Pembroke Dock, on Bank Holiday. The arrangements were admirable, splendid weather prevailed, and upwards of 2,000 people, amongst whom was Captain Burges Watson, R.N., Superintendent of the Dockyard, were present. The Pembroke Dock Town Band, led by Mr Thomas Jones, played a selection of music during the afternoon. The chief results were as follows:—</p> <p>OPEN HANDICAP 300 YARDS HURDLE RACE. -1, Charles Sheldon, Pembroke Dock, 15yds.; 2. J. Winter, Pembroke Dock, 12yds.; 3, R. Jackson, New port, 5yds.</p> <p>OPEN HANDICAP THREE MILES BICYCLE RACE. — 1, F. Stephens, Neath, 150yds.; 2, E. Llewellyn, Haverfordwest, 300 yds.; 3, J. A. Williams, Haverfordwest, 350 yds.</p> <p>OPEN HANDICAP ONE MILE FLAT RACE. -1, H. Emanuel, Swansea, 100yds.; 2, W. Bevan, Pembroke Dock, 180yds.; 3, A. E. Beddoe, Saundersfoot, 40 yds."</p>
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			5th September 1898 the South Wales Daily News (Third Edition) wrote:- <p style="text-align: center;">“.....ATHLETIC SPORTS AT PEMBROKE DOCK.</p> <p>The second sports under the auspices of 'the Pembroke Dock Athletic Club took place at the new grounds, Pembroke Dock, on Saturday. Captain Burges Watson, R.N., Superintendent of Pembroke Dockyard, and Mrs Watson witnessed the various events, which were fairly well contested. Results:-</p> <p>220 yards flat handicap tor boys under 16;-I.J Rowe, Pembroke Dock; 2, John Young, Pembroke Dock; 3, W. E. Thomas, Pembroke Dock.</p> <p>100 yards open handicap. - 1st heat, J. Hart, Herbrandston, 5 yds.; 2, O. J. Griffiths, Pembroke Dock. 6yds. 2nd heat-1, W. J. Brace, Pembroke Dock 8 yds 2, W. M. Lewis, Pembroke Dock, 2 yds., and J. White. Pembroke Dock, 6 yds., dead heat. 3rd heat—1, W.J. Williams, Haverfordwest, 6 yds.; Z. C. Sheldon, Pembroke Dock, 2yds. Final heat—1, W. J. Brace; 2, C. Sheldon.</p> <p>One mile open bicycle handicap—1st heat—1, W. C. Young, Pembroke Dock 160yds; 2, D. J. Evans, Swansea, owes 10yds.; 3, J. Jones, Hafod, scratch. 2nd heat- L. T. Evans, Pontypridd, 30yds.; 2. D. J. Evans, Merthyr, 70 yds.; 3, J. Thomas, Porth, owes 10 yds. Final Heat- W. C Young; 2, J. Thomas; 3, D. j. Evans-</p> <p>Egg and spoon race-1, C. J. Griffiths; 2, D. Davies.</p> <p>440 yards open handicap-1, C. Sheldon, Pembroke Dock, scratch; 2, W. Thomas Haverfordwest, 15 yds.</p> <p>Half mile for boys under 17 years of age-1, W. Webb. Pembroke Dock, 60 yds; 2, W. Allen, Pembroke Dock, scratch; 3, E J. Phillips, Pembroke Dock, 40 yds</p> <p>High Jump-J. Hart, Herbrandston, and G. Sheehan, Haverfordwest, divided the prize, each having cleared 4ft. 10in.</p> <p>Two miles bicycle race, D. J. Evans, Swansea, owes 10 yds; 2 J. Thomas, Porth owes 10 yds; 3, L T.</p>
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			<p>Evans Pontypridd, 10 yds. Sack race-1, B. Hooper, Begelly; 2, C. Sheldon, Pembroke Dock. Obstacle race-1, E.A. Barnes, Pembroke Dock; 2, G. Allen, Begelly.”</p>																																
			<p>14th October 1898 the Evening Express (First, Fifth Edition, Extra Special and Pink Edition) and the Western Mail wrote:- “....LOCAL NEWS PARAGRAPHS. Mrs. Burges-Watson, wife of Captain-Superintendent Burges-Watson. R.N., her Majesty's Dockyard, Pembroke Dock, will perform the ceremony of launching the cruiser “Spartiate” at Pembroke Dockyard on the 27th of October.”</p>																																
			<p>29th March 1899 the Evening Express (First Edition, Third Edition) & The Western Mail reported: - “.....THE NEW ROYAL YACHT. Official intimation was received at Pembroke Dock on Tuesday by Captain Burges Watson, R.N., A.D.C., that the name “Victoria and Albert” is to be given to the new Royal yacht. She will be launched at the dockyard on May 9 next, and will be named by the Duchess of York.”</p>																																
			<p>29th April 1899 the South Wales Daily News(Third Edition) wrote:- “.....PEMBROKE DOCKYARD. Mr J. Williamson, director of dockyards, paid an official visit to Pembroke Dockyard yesterday, and accompanied by Captain Superintendent Burges Watson. R.N., A.D.C., and Mr BL Cock, chief constructor inspected the Royal yacht “Victoria and Albert”, which is to be launched on May 9th next, and the cruiser “Drake”. The latter, although only laid down on Monday last, had over 120 tons of material worked into the hull before the men ceased work on her on Thursday evening. It has been decided to work up two-hours before launch day, so as to enable workmen employed at the yard to witness the ceremony of launching the Royal yacht. The decision meets with the approval of workmen generally, but the determination of the Admiralty not give -a half-holiday with pay without “working up” has caused considerable disappointment.”</p>																																
			<p>2nd May 1899 the Evening Express (First Edition, Fifth Edition,), the Evening Express (Special Edition and Extra Special Edition) reported the following:- “..... COMING ROYAL LAUNCH AT PEMBROKE... The booths which have been erected around the hull of the Queen's yacht for the accommodation of those who have been fortunate enough to secure tickets to enable them to witness the Royal ceremony are everything that can be desired. Already applications are pouring in from all quarters for tickets, and the Captain-Superintendent of the Dockyard. Captain Burges Watson, R.N., has allotted to him a task of much difficulty, the demand for the booth tickets at the present moment being greater than the supply. The choir, which will be conducted by Mr. John Hancock, will be accommodated in a portion of a starboard booth. The Royal yacht will arrive at the end of this -week off the dock-yard, in company with the Trinity vessel “<i>Irene</i>”, and await the arrival of the Duke and Duchess of York at New Milford, on the 8th inst. A CRUISER FOR PEMBEOKE DOCKYARD. It is reported that her Majesty's belted cruiser “<i>Australia</i>”, guard ship at Southampton Water, will arrive at Pembroke Dockyard for the Royal visit. The bluejackets of the above ship will form a guard of honour for the Royal party in the dockyard, and the ship will assist in firing a Royal salute.”</p>																																
			<p>9th May 1899 The Western Mail produced the believed 1st published list of vessels constructed in the Royal Dockyard, Pembroke Dock. This has subsequently been used and abused by all of those who have written publications on Pembroke Dock and the Dockyard... “... WHAT PEMBROKE DOCK HAS DONE FOR THE NAYY ? LIST OF THE SHIPS LAUNCHED. SINCE 1814. Previous to the building of Royal Pembroke Dockyard, which was commenced in 1814, seven ships were launched from the Royal Dockyard at Milford Haven. Owing to a dispute with landed proprietors the Government bought a site at Pater Church, and commenced building a dockyard in 1814. It is a curious fact that the Welsh dockyard is the only Royal dockyard the site of which is the property her Majesty's Government all- other dockyards being rented or leased. The following ships were built at Milford: —</p> <table border="1"> <thead> <tr> <th>No:</th> <th>Name:</th> <th>Armaments:</th> <th>Launch Dates:</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Nautilus,</td> <td>18 guns,</td> <td>1804.</td> </tr> <tr> <td>2.</td> <td>Lavina,</td> <td>44 guns,</td> <td>March 6, 1806.</td> </tr> <tr> <td>3.</td> <td>Milford</td> <td>74 guns,</td> <td>April 1, 1809.</td> </tr> <tr> <td>4.</td> <td>Portsmouth,</td> <td>transport</td> <td>September 18. 1811.</td> </tr> <tr> <td>5.</td> <td>Surprise,</td> <td>38 guns.</td> <td>July 25 1812.</td> </tr> <tr> <td>6.</td> <td>Myrmidon,</td> <td>18 guns,</td> <td>June 18. 1813.</td> </tr> <tr> <td>7.</td> <td>Rochefort.</td> <td>74 guns.</td> <td>April 6. 1814.</td> </tr> </tbody> </table> <p>The following have been built at the Royal Pembroke Dock-yard: - [The much larger Pembroke Royal Dockyard, allowed for multi numbers of vessels to be constructed, simultaneously.]</p>	No:	Name:	Armaments:	Launch Dates:	1.	Nautilus,	18 guns,	1804.	2.	Lavina,	44 guns,	March 6, 1806.	3.	Milford	74 guns,	April 1, 1809.	4.	Portsmouth,	transport	September 18. 1811.	5.	Surprise,	38 guns.	July 25 1812.	6.	Myrmidon,	18 guns,	June 18. 1813.	7.	Rochefort.	74 guns.	April 6. 1814.
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No:	Name:	Armaments & Description:	Launch Dates:	Remarks:
1.	Valorous.	28 guns,	February 10. 1816.	
2.	Ariadne.	28 guns,	February 10. 1816.	
3.	Thetis.	46 guns,	February 1, 1817.	
4.	Arethusa.	46 guns,	July 29, 1817.	
5.	Racer.	Cutter.	April 4, 1818.	
6.	Sprightly.	Cutter.	June 3, 1818.	
7.	Belleisle.	74 guns.	April 26, 1819.	
8.	Fishguard.	46 guns.	July 8, 1819.	
9.	Sylvia.	Cutter.	May 13, 1820.	
10.	Frolic.	10 guns.	June 10, 1820.	
11.	Falcon	10 guns.	June 10, 1820.	
12.	Melampus.	46 guns,	August 10, 1820.	
13.	Skylark.	Cutter.	February 17, 1821.	
14.	Swift.	Cutter.	February 17, 1821.	
15.	Nerius.	46 guns.	July 30, 1821.	
16.	Reynard.	10 guns.	October 26. 1321.	
17.	Meteor.	28 guns, first bomb ship.	June 25, 1823.	
18.	Hamadryad.	46 guns.	July 25, 1823.	now Cardiff Hospital
19.	Zephyr.	10 guns.	November 1, 1823.	
20.	Wellington.	Lighter.	June 28, 1824.	
21.	Vengeance.	84 guns.	July 27, 1824.	
22.	Thistle.	46 guns.	September 9, 1824.	
23.	Talbot.	28 guns.	October 9, 1824.	
24.	Sheldrake.	10 guns.	May 19, 1825.	
25.	Druid.	46 guns.	July 1 1825.	
26.	Success.	28 guns.	August 30, 1825.	
27.	Skylark.	10 guns.	May 26, 1826.	
28.	Erebus.	Bomb ship.	June 7, 1826.	
29.	Nemesis.	46 guns.	August 19, 1826.	
30.	Satellite.	18 guns.	October 2, 1826.	
31.	Lighter.	Mooring Lighter.	December 27, 1826.	
32.	Clarence.	84 guns.	July 25, 1827.	
33.	Spey.	10 guns.	October 6, 1827.	
34.	Variable.	10 guns.	October 6, 1827.	
35.	Leda.	46 guns.	April 15, 1828.	
36.	Sparrow.	Cutter.	June 28, 1828.	
37.	Snipe.	Cutter.	June 28, 1828.	
38.	Speedy.	Cutter.	June 28, 1828.	
39.	Comet.	18 guns.	August 11, 1828	
40.	Hotspur.	46 guns.	October 9, 1828.	
41.	Lightning.	18 guns.	June 2, 1829.	
42.	Partridge.	10 guns.	October 12, 1829.	
43.	Thais.	10 guns.	October 12, 1829.	
44.	Raven.	Cutter.	October 12, 1829.	
45.	Starling.	Cutter.	October 31, 1829.	
46.	Wizard.	10 guns.	May 24, 1830.	
47.	Seahorse.	46 guns.	July 21, 1830	
48.	Stag.	46 guns.	October 2, 1830.	
49.	Timber.	Timber Barge.	January 29, 1831.	
50.	Viper.	6 guns, Schooner.	May 12, 1831.	
51.	Imogene	26 guns.	June 24, 1831.	
52.	Fly.	18 guns.	August 25, 1831.	
53.	Harrier.	18 guns.	October 8, 1831.	
54.	Cockatrice.	6 guns, Schooner.	May 14, 1832.	
55.	Andromache	28 guns.	August 27, 1832.	
56.	Royal William.	120 guns.	April 2, 1833.	
57.	Rodney.	92 guns.	June 18, 1833.	
58.	Forth.	46 guns.	August 1, 1833.	
59.	Fountain.	Tank vessel.	November 26, 1833.	
60.	Sinbad.	Lighter.	February 27, 1834.	
61.	Tartarus.	Steamer.	June 23, 1834.	
62.	Cleopatra.	26 guns.	April 28, 1835.	
63.	Vanguard.	80 guns.	August 25, 1835.	
64.	Harlequin.	16 guns	March 18, 1836	
65.	Dido.	18 guns.	June 13, 1836.	
66.	Craysfort.	26 guns.	August 12 1836.	
67.	Cremill.	Victualing hoy	August 29, 1836.	

				68.	The Gordon.	First steam frigate, the first vessel built in the Queen's reign for the Navy.	August 31, 1837.	
				69.	Lily.	16 guns.	September 28, 1837.	
				70.	Penguin.	First Government packet.	April 10, 1838.	
				71.	Grecian.	16 guns.	April 24, 1838.	
				72.	Petrel.	second steam Government packet	May 23, 1838.	
				73.	Daphne.	18 guns.	August 6, 1838	
				74.	Meriin.	Steamship.	September 18. 1338.	
				75.	Medusa.	Steamship.	October 31, 1838.	
				76.	The Cyclops.	Steam frigate.	July 10, 1859.	
				77.	Persian.	16 guns	October 7, 1839.	
				78.	Medina.	Steamship.	March 18, 1840.	
				79.	Iris.	26 guns.	July 14, 1840.	
				80.	Vixen.	Steam sloop.	February 4. 1841.	
				81.	Geyser.	Steam sloop.	April 6, 1841.	
				82.	Cambrian.	36 guns.	July 5, 1841.	
				83.	Collingwood.	Battleship 80 guns.	August 17, 1841.	
				84.	Spiteful.	Steam sloop.	March 24, 1842.	
				85.	Superb.	80 guns.	September 6, 1842.	
				86.	The first Royal yacht (the " Victoria and Albert "), launched by the Lady Cawdor, of Stackpole. by special request of her Majesty the Queen		April 26, 1843.	
				87.	Helena.	16 guns.	July 11, 1843.	
				88.	The Vulture.	Steam frigate,	September 21, 1843	
				89.	Flying Fish.	12 guns.	April 3. 1844.	
				90.	Centurion	Battleship, 80 guns.	May 2, 1344.	
				91.	Juno.	26 guns.	July 1, 1844.	
				92.	A tank vessel.		August 21. 1844.	
				93.	Kingfisher.	12 guns.	April 18. 1845.	
				94.	Inflexible.	Steam sloop.	May 22, 1845.	
				95.	Dragon.	Steam frigate.	July 17. 1845.	
				96.	Constance.	50 guns.	March 12, 1846.	
				97.	The Conflict.	Steam sloop, 1st first Screw ship built.	August 5, 1846	
				98.	Encounter.	Steam sloop.	September 24, 1846.	
				99.	Mariner.	12 guns.	September 24, 1846.	
				100.	Sybille.	36 guns.	April 13, 1847.	
				101.	Britomart.	10 guns.	June 12. 1847.	
				102.	Lion.	Battleship. 80 guns, the celebrated training ship of the present day at Devonport,	July 29, 1847.	
				103.	Camilla.	16 guns	September 8, 1847.	
				104.	Atalanta.	16 guns.	October 9. 1847.	
				105.	Colossus.	last 80-gun ship laid down for the Navy.	July 1. 1848.	
				106.	Magicienne.	Steam frigate.	March 7. 1849.	
				107.	Buzzard.	Steam sloop.	March 24, 1849.	
				108.	Desperate.	Steam sloop.	May 23, 1849.	
				109.	Arethusa.	50 guns.	June 20. 1849.	
				110.	Octavia.	50 guns.	August 18, 1849.	
				111.	Liberty,	12 guns.	June 11, 1860.	
				112.	Martin.	12 guns.	September 19. 1850.	
				113.	Barracouta.	Steam sloop.	March 1, 1857,	
				114.	Valorous.	Steam sloop.	April 30, 1851.	
				115.	Mosquito.	16 guns,	July 20, 1801.	
				116.	The Windsor Castle.	140 guns, screw wooden battleship, afterwards named Duke of Wellington,	1852.	
				117.	The James Watt.	90 guns, launched by Lady Paisley, wife of the Captain-Superintendent of her Majesty's Dockyard (Sir Thomas Paisley).	April 23, 1853.	
				118.	Rover.	16 guns.	June 21, 1853.	

				119.	Cæsar.	91 guns, screw ship, two decks, partly launched July 21. 1853; 17 days stuck on the ways, and completely launched on	Sunday, August 8. 1853.	When the inhabitants were at Divine service.
				120.	Squirrel.	12 guns.	August 8. 1853.	
				121.	Curacoa.	Screw ship, 31 guns.	April 13, 1854.	
				122.	Harrier.	16 guns.	, May 13, 1854.	
				123.	Swallow.	8 guns.	June 12, 1854.	
				124.	Ariel.	8 guns.	July 11, 1854.	
				125.	Falcon.	16 guns.	August 10, 1854.	
				126.	The second and present Royal yacht, the " Victoria and Albert ", launched by Lady Milford, of Picton Castle, Haverfordwest, Pembrokeshire		January 16, 1855.	
				127.	Sutlej.	50 guns.	April 17, 1855	
				128.	Brunswick.	Screw ship, 80 guns.	June 1, 1855.	
				129.	Repulse.	91 guns, screw ship.	September 29, 1855.	
				130.	Flying Fish	First dispatch vessel built.	December 20, 1835.	
				131.	Pioneer.	Dispatch vessel.	January 19, 1856 .	
				132.	Pet.	Screw gunboat.	February 9, 1856.	
				133.	Nettle	Screw gunboat.	February 9, 1856.	
				134.	Rambler.	Screw gunboat.	February 21, 1856.	
				135.	Decoy.	Screw gunboat.	February 21, 1856.	
				136.	James.	Screw gunboat.	March 8, 1856.	
				137.	Drake.	Screw gunboat.	March 8, 1856.	
				138.	Alert.	16 guns, screw vessel	March 20, 1856.	
				139.	Cordelia	9 guns.	July 3. 1856.	
				140.	Diadem	52 guns.	October 14, 1856.	
				141.	Doris.	32 guns.	March 25, 1857.	
				142.	Melpomene.	50 guns.	August 8, 1857	
				143.	Gannet.	11 guns.	December 29, 1857.	
				144.	Orlando.	50 guns, Screw frigate.	June 12, 1858.	
				145.	Windsor Castle.	116 guns, Screw ship.	August 26, 1858.	
				146.	Revenge.	Screw ship, 90 guns.	April 16 1859.	
				147.	Greyhound.	16 guns, screw ship.	June 15, 1859.	
				148.	Immortalite.	Screw, 50 guns ship, launched the night the Royal Charter was lost.	October 25, 1859	
				149.	Espoir.	Screw, 5 guns.	January 7, 1860.	
				150.	The Howe.	Now " Impregnable " at Devonport, 121 guns, screw ship, last three-decker in the Queen's reign.	March 7, 1860	
				151.	Pelican.	17 guns, screw ship.	July 19, 1860.	
				152.	Nimble.	Screw ship, 5 guns.	September 15, 1860.	
				153.	Pandora.	Screw ship, 5 guns.	February 7, 1851.	
				154.	Defiance.	Screw ship, 91 guns.	March 27, 1861.	
				155.	Amora.	Screw ship, 50 guns.	June 22. 1861.	
				156.	Perseus.	Screw ship, 6 guns.	August 21, 1861.	
				157.	Shearwater.	Screw ship, 4 guns.	October 17, 1261.	
				158.	Psyche.	Paddle Yacht	March 29, 1862.	
				159.	Prince Consort.	33 guns first iron cased or iron-clad.	June 26, 1862	
				160.	Enchantress.	Paddle Yacht (not the present vessel the old " Helicon " is the present Enchantress).	August 2, 1862.	
				161.	Research.	Screw ship, 4 guns.	August 15, 1863.	
				162.	Royal Yacht Alberta , launched by Miss Adams, of Holyland, afterward wife of Admiral Loring, late Superintendent of Pembroke Dockyard.		October 3, 1865.	
				163.	Zealous.	ironclad frigate, 20 guns, (screw ship),	March 7, 1864.	
				164.	Lord Clyde.	Ditto, 24 guns.	October 13, 1864.	
				165.	Amazon.	Wood screw sloop.	May 23, 1865.	
				166.	Vestal.	Wood screw sloop.	November 16, 1865.	
				167.	Nassau.	Wood screw sloop.	February 20, 1866	
				168.	Daphne.	Wood screw sloop.	October 23, 1866.	
				169.	Penelope.	first iron or armour clad and	June 18 1866.	

		twin screw vessel constructed for Royal Navy		
170.	Newport.	Wood screw sloop. 10 guns.	July 20, 1867.	
171.	Gnat.	First composite gunboat, 5 guns.	November 26, 1867	
172.	Inconstant.	A composite screw. 16 -gun frigate.	November 12, 1868.	
173.	Bittern.	first twin screw gunboat built,	September 20, 1369.	
174.	Iron Duke.	twin screw ironclad. 14 guns,	St. David's Day, 1870.	
175.	“Osborne” ,	Royal yacht launched by Lady Rachel. Campbell, Stackpole Court,	December 19. 1370.	
176.	Coquette.	4 guns, screw composite gunboat.	April 5, 1871.	
177.	Foam.	4 guns, screw composite gunboat.	August 29, 1871.	
178.	Decoy.	4 guns, screw composite gunboat.	October 12. 1871.	
179.	Merlin.	4 guns, screw composite gunboat.	November 24, 1671.	
180.	Mosquito.	4 guns, screw composite gunboat	December 9. 1371.	
181.	Goshawk.	4 guns, screw composite gunboat,	January 23, 1872.	
182.	Swinger.	4 guns, screw composite gunboat.	February 7. 1872.	
THE MODERN IRONCLAD NAVY OF TO-DAY				
183.	Thunderer,	The port guard ship now at Pembroke Dock, was launched by the present Lady Meyriek. of Bush House, Pembroke, and was the first twin screw iron armour-plated turret ship in the British Navy. She is still the heaviest type of the Monitor style of turret ship in our Navy. Her launch was witnessed by a great number of people on March 25 1872.		
184.	Sunflower.	Training Brig	February 25, 1873.	
185.	Fantome.	Composite sloop screw vessel,	March 26, 1873.	
186.	Egeria.	4 guns, screw composite sloop, screw vessel.	November 1, 1873.	
187.	Vesuvius.	First torpedo vessel in the Royal Navy, an iron screw vessel.	March 14, 1874.	
188.	Dreadnought	(late Fury), iron armour plated turret ship, twin screw battle-ship.	March 8, 1875.	
189.	Shannon.	9 guns, last iron armour-clad built, a screw vessel heavily plated,	November 11, 1875.	
190.	Emerald.	Composite screw ship.	August 18, 1676.	
191.	Iris.	the first steel vessel in the British Navy, a cruiser and dispatch vessel,	April 12, 1877.	
192.	Mercury.	A sister ship.	April 17. 1878.	
193.	Pincher and Gadfly.	Iron gunboats. (NOTE 2 vessels from same slip).	May 5, 1879.	
194.	Nautilus.	Training Brig	May 20. 1873.	
195.	Griper and Tickler	Iron gunboats. (NOTE 2 vessels from same slip).	September 15, 1879.	
196.	Pilot	Training Brig	November 12, 1879.	
197.	Ajax.	Iron armour-clad, 8,554 tons, improved turret ship, carrying four 38-ton guns,	March 10. 1880.	
198.	Redwing.	Coastguard cruiser.	May 22, 1880.	
199.	Bullfrog.	Composite gunboat.	February 3, 1831.	
200.	Cockchafer.	Composite gunboat.	February 19. 1881.	
201.	Insolent.	1 gun, iron gunboat.	March 15, 1881.	
202.	Bouncer.	1 gun, iron gunboat.	March 15, 1881.	
203.	Edinburgh.	turret ship, improved type, sister to H.M.S. Ajax, launched by her Royal Highness the Duchess of Edinburgh,	March 18, 1882.	

				204.	Collingwood.	first barbette ship of the "Admiral" class. 9.150 tons, 7,000 hp.	November 22. 1882.	
				205.	Amphion.	18 guns, steel corvette cruiser or dispatch boat, 3,748 tons, 7000 hp.	October 13, 1883	
				206.	Howe.	"Admiral" class battleship.	April 28. 1883.	
				207.	Thames.	Twin screw, second-class cruiser, 10 guns, 3550 tons, 5700hp.	December 3, 1885	
				208.	Anson.	Twin screw, plated barbette ship, 1000 tons, 9,500hp, 10 guns.	February 17, 1886.	
				209.	Forth.	Twin screw, second-class cruiser, 12 guns, 3500 tons, 5,700hp.	October 23, 1886.	
				210.	Aurora.	30 guns, twin screw steel cruiser, 5600 tons, 8,500hp.	October 28, 1887.	
				211.	Nile.	Twin screw turret ship, 28 guns 11,940 tons,12,000hp	March 27, 1888.	
				212.	Peacock.	6 guns, first-class screw Composite gunboat, 755 tons, 1,200hp.	June 22, 1888.	
				213.	Pigeon.	6 guns.	September 5, 1888.	
				214.	Plover.	6 guns.	October 18, 1888.	
				215.	Magpie.	First-class composite gunboat, 6 guns, 805 tons, 1,200hp.	March 15, 1889.	
				216.	Redbreast.	6 guns, first-class composite gunboat, 805 tons, 1,200hp.	April 25, 1889.	
				217.	Redpole.	6 guns.	June 13, 1889.	
				218.	Widgeon.	6 guns.	August 9, 1889.	
				219.	Blanche.	12 guns, third-class composite cruiser, 1580 tons, 3000hp.	September 6, 1889.	
				220.	Blonde	12 guns, third-class composite cruiser, 1580 tons, 3000hp.	October 22, 1889	
				221.	Mayflower.	8 guns, wooden training brig.	January 20, 1890.	
				222.	Pearl.	16 guns, cruiser, 2575n tons.	July 28, 1890.	
				223.	Empress of India.	(Later H.M.S. Renown). Royal Sovereign class, first-class armoured battleship, 14,150 tons, 13,000 hp., launched by H.B.H. the Duchess of Connaught.	May 7, 1891.	
				224.	Repulse.	Sister ship to HMS. Empress of India, the heaviest battleship launched at the time.	February 27, 1891.	
				225.	Cambrian.	second-class sheathed cruiser, Length 320ft., 7,000 hp.,	January 30, 1893.	
				226.	Flora.	second-class sheathed cruiser, Length 320ft., 7,000 hp.,	November 21, 1893.	
				227.	Hazard.	First torpedo gunboat built, launched with machinery on board (has two rudders)	February 17, 1894.	
				228.	The Renown.	the largest sheathed battle- ship afloat at the present time (1899),	May 7, 1893.	
				229.	Hannibal.	"Majestic" class, the heaviest and largest ever launched. Mrs. Laurie, wife of Lieutenant-general J. W. Laurie. M.P. for the Pembroke Boroughs, 1895-9, performed the launching ceremony.	April 28, 1896.	
				230.	The Andromeda.	Cruiser, largest vessel ever built in a Royal Dockyard launched by Lady Owen Scourfield, of Williamson House, Pembrokeshire	April 30, 1897.	
				231.	Spartiate.	First-class cruiser, sister ship to the Andromeda, launched by Mrs. Surges Watson, wife of	October 26, 1893.	

						Captain Burges Watson, R.N. A.D.C., Captain of Pembroke Dockyard (1899).		
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9th May 1899 the Evening Express (First, Fifth Edition Pink and Extra Special Editions) reported the following: - **“...THE ROYAL VISIT. - This Morning in West Wales.**

PEMBROKE DOCK EARLY AWAKE - STREETS GAY WITH DECORATIONS

Our Pembroke Dock correspondent wires this morning: — Tuesday opened with a leaden sky, and appearances foreshadowed a showery day. The streets of Pembroke Dock were, however, bedecked at an early hour in the orthodox style, and crowds lined the entrance to the dockyard long before the Royal party were expected to pass through on their journey from the old “Victoria and Albert!” to Tenby to commence the day's programme. It is several years since the Duke and Duchess of Edinburgh honoured the dockyard with their presence, and the great enthusiasm which then pervaded the whole of West Wales was even exceeded on Tuesday, the regrettable absence of the Duke of York being largely compensated for by the presence of his uncle, the Duke of Connaught, whose popularity in military circles is hardly anywhere better known and recognised than in Pembrokeshire the county of forts and encampments. The Duke of Connaught is not a complete stranger in the county, as it was he who unveiled the splendid statue of his illustrious father, the Prince Consort, at Tenby, and he also attended the launch of a war vessel in 1891 at Pembroke Dock. The time prior to the appearance of the Royal party was enlivened with music by military bands, and the numerous attendance of yeomanry and military gave the old town an air of jollity. Their Royal Highnesses are attended by General Sir Francis de Winton, Sir Charles Cust, Bart., R.N. (Equerry to his Royal Highness the Duke of Connaught), and Lady Eva Dugdale (Lady- in-Waiting on her Royal Highness the Duchess of York). There are also in attendance in the military escorts Earl Cawdor, Colonel Sir Charles Philipps, Bart. (Lord-lieutenant of Haverfordwest), Colonel Disney (officer commanding the Severn defences), and others.

THE LANDING AT PEMBROKE DOCK. - AN ENTHUSIASTIC WELCOME.

Their Royal Highnesses the Duchess of York and the Duke of Connaught landed at the main landing at Pembroke Dockyard on their visit to Tenby precisely at twelve minutes to eleven on Tuesday morning. A guard of honour of the 2nd Battalion of the South Wales Borderers, with the Queen's colours, and the full regimental band, was assembled at the landing. On their arrival the Royal party were met by **Captain Burges Watson, R.N., A.D.C.**, Superintendent of the Dockyard; Earl Cawdor, Sir Charles Philipps, Bart., attired in the colonel's uniform of the Pembrokeshire Yeomanry; the Mayor of Pembroke. Sir W. H. White (Director of Naval Construction), Mr. G. Williamson (director of the Royal Dockyards), Captain Neville (Queen's Harbourmaster. Pembroke Dockyard), and numerous naval and military Officials. When the Royal party were landing the band of the South Wales Borderers played the National Anthem, and a Royal salute was fired off from 21 guns from the defensible barracks. The order of the procession was: —

First carriage.—Mayor of Pembroke, in his robes of office,

Second Carriage.—The Mayor and Lord-lieutenant of Haverfordwest, colonel of the district. and the officer commanding the Severn district.

Third carriage.—Earl Cawdor and Royal suite.

Fourth carriage —The Duke of Connaught and the Duchess of York, and gentleman-in-waiting.

At the dockyard entrance the streets were lined by the Royal Artillery and Cardigan Militia. In Bush-street when the Royal carriage passed, amidst loud cheers, the band of the Militia, played the National Anthem.

A tremendous crowd assembled outside the station at Pembroke Dock, where the National Anthem was again played. The B troop of the Castlemartin (Pembroke) Yeomanry, in command of Captain Williams, attired in the brilliant uniform of the 11th Hussars, escorted the Royal procession, which was enthusiastically cheered by the dockyard men. Earl Cawdor and the members of his family visited the Royal yacht about 10.20. **THE JOURNEY TO TENBY.**

On approaching the precincts of Pembroke Dock Station, which were very tastefully decorated, the party were greeted with the strains of the National Anthem by the drum and fife band of the South Wales Borderers, and on arrival on the platform at 11.5, five minutes behind the official time of departure, they were received by several prominent railway officials. The Royal party entrained immediately and arrived in Tenby at 11.26. The only incident on the journey was the passing of an excursion train at a slow rate through Pembroke Station, and the excited remarks of the passengers when they unexpectedly found themselves abreast of the Royal train were very amusing and for the most part complimentary to the personal appearance of the Duchess of York. "Oh, isn't she lovely," exclaimed one loyal maiden as she passed the compartment wherein were ensconced our representatives, the only pressmen on the Royal train, and her remark was jotted down for dissemination by means of this paper as being a trite expression of the impression made upon the crowd through- out the day by the brightening presence of her Royal Highness. The weather had now opened up appreciably, and the temperature was most enjoyable.

ARRIVAL AT TENBY.

At Tenby the weather finally cleared up and became very hot. The first bouquet of flowers presented was handed to the Duchess by the daughter of the Town-clerk of Tenby. It may be noted that bouquets presented on these occasions are much cherished by members of the Royal Family. The Royal party were conveyed from the station in the high-sheriff's carriage, drawn by four handsome greys, with two outriders. There was some delay in getting out from the station, owing probably to a block in the streets. Tenby seems fated to have its arrangements upset, for early on Tuesday morning a frantic message was received that the visitors had altered their time, and wanted the mayor and corporation to hand half an hour earlier than arranged. This-proved a canard, but it brought the mayor and corporation to the railway station at about a quarter to eleven. The town wag crowded with visitors, and the excursion traffic on the Pembroke and Tenby Branch was enormous. It was this traffic which alone was responsible for the slight

delay to the Royal train coming from Pembroke Dock. The party return to Pembroke Dock at 12.30, the Duke of Connaught returning to London from New Milford at 5.15 on Wednesday morning. The Duchess will leave by special train at 12.5, and at Cardiff her saloon will be attached to the London express.

THE PROCEEDINGS AT TENBY.

Upon the stoppage of the train at Tenby a Royal salute was fired by the gunboat "*Renard*" and the eight torpedo-boat destroyers lying at anchor in the bay within easy distance of the Victoria Pier and landing-stage. On alighting their Royal Highnesses were received by the high sheriff of Pembrokeshire (Mr. Edward Laws), the mayor and mayoress of Tenby (Mr. and Mrs. Clement J. Williams), the deputy-mayor (Mr. C. W. R. Stokes), the aldermen and town councillors, the town-clerk (Mr. T. Aneurin Rees), and municipal officials, and the high sheriff.

THE DUCHESS'S REPLY TO THE ADDRESS.

The Town-clerk (Mr. Aneurin Rees) presented the loyal address of the inhabitants. The Duchess then graciously handed the following reply: — "I thank you for your kind and loyal address, and I am to express to you the extreme regret of the Duke of York that he was unable to accompany me on this visit to your beautiful town. I had much pleasure in accepting your invitation to open the extension of the Victoria Pier, which I trust will be of great use and benefit to your community. I thank you also for the warm welcome you have given me on this occasion."

The Mayoress and Miss Dorothy Mathias and others having been presented, a beautiful bouquet of orchids and carnations was handed to the Duchess by the town-clerk's daughter, Miss Dorothy Frances Rees, who was accompanied by her mother. The Royal party were now conducted to their carriage, and came into view of the anxious crowd outside. A tremendous cheer welcomed them from a thousand throats, and the enthusiasm, as evinced by the plaudits, was continuous throughout the whole route. The proceedings at the pier passed off without a hitch, and the visitors started for Pembroke Dock at 12.30 to the tick of the clock.

THE OPENING OF THE PIER.

Tenby was a blaze of colour, the inhabitants without exception having vied with each other in the profusion of flags and bannerettes outside their dwellings, in addition to the decorations on the streets themselves, carried out at the cost of the corporation. The route lay through Warren-street, White Lion-street, High-street, Tudor-square, St. Julian-street, and Castle-square, throughout the whole length of which the 1st V.B. Welsh Regiment and the Navy Reserve men were drawn up in line. The crowds were most enthusiastic, and the Royal couple were busy acknowledging the plaudits of the people. The Royal party were received at the entrance to the landing-stage by the engineer (Mr. R. St. George Moore) and the contractor (Mr. Alfred Thorne), and shortly afterwards the Duchess unveiled the brass plate at the extreme end, and briefly declared the pier and stage to be ready for use. The engineer having presented her Royal Highness with a silver spanner from himself and the contractor in commemoration of the event, a return was made to the station over a longer route, one of its special features being the well-known esplanade, whose natural, beautiful surroundings were enhanced in attractiveness by a most tasteful mass of decorations. It would be impossible to exceed the thoroughness of the reception in every respect on the part of the "Empress of Welsh Watering Places," and the town is to be highly congratulated on the completeness of their arrangements in the day's proceedings. As the day advanced the weather brightened, and by one o'clock the sun was shining brilliantly over the grand scene, making the occasion a most pleasurable holiday to the thousands of visitors. At the railway station the Royal couple shook hands with a number of prominent personages of the district, and then entrained for Pembroke.

THE ROYAL PARTY AT PEMBROKE.

A stop was made at the ancient stronghold and a procession formed to the old castle, renowned as the birthplace of Henry VII. Here the mayor (Alderman William Davies) asked the town-clerk to read an address of welcome, in which the inhabitants rejoiced, that on two other occasions, in 1882 and 1891, members of the Royal Family had visited the dockyard to assist in launching additions to our naval defences. The address proceeded, "We regard your Royal Highnesses' visit as a happy augury of the future prosperity, not only of the borough of Pembroke and the dockyard, but also of the harbour of Milford Haven. The many advantages and capabilities the harbour possesses as natural defences are a great depth of water, its close proximity to the coalfields of South Wales, and its geographical position. These combine to render it one of the safest and most commodious ports in the United Kingdom both from an Imperial and a commercial point of view." The Duchess of York having suitably responded, her Royal Highness was presented with a lovely bouquet by Miss Holm, after which the high-sheriff (who is an historian of high repute) conducted the party over the castle grounds, and, judging by the number of questions asked him, he was highly successful in heightening the interests of the Royal visitors in the historic surroundings. The scene was a most picturesque one. Enclosed with high grey walls, the concourse on the green sward swaying to and fro, excited but orderly, will not be soon forgotten locally. Pembroke town also was a mass of multi-coloured bunting, and the streets were, if any-thing, far more densely crowded and the populace more vehement in their cheering than at Pembroke Dock and Tenby.

RETURN TO THE DOCK.

A re-start was made by road to Pembroke Dock, the party being still accompanied by the Pembrokeshire Yeomanry and the Lords-Lieutenant of Pembrokeshire Carmarthenshire, and Cardiganshire (Earl Cawdor, Sir James Drummond, Bart., and Colonel H. Davies Evans respectively). The party soon outdistanced the pedestrians on their way to the dockyard for the concluding launching ceremony, but it was generally known by the salute of 21 guns heard in the distance that the Royal carriage had reached the Dock-yard gates within a few minutes of the specified programme time. No admission was allowed into the yard at this stage, there being a break of about four hours, necessitated by the lateness of the tide, before the Royal yacht could be launched. The crowds in the streets, however, thoroughly enjoyed themselves in various ways, such as listening to the military bands, &c., and seemed thankful for a short respite from the long strain they had been under, in order to renew with increased verve at the dockyard their individual efforts at making the visit of the Royal party as pleasurable as

			possible, and truly indicative of their unmixed loyalty. THE DUKE OF YORK'S HEALTH. The Press Association says that it was officially stated at York House on Tuesday morning that the Duke of York was much better.
			20th May 1899 the Weekly Mail reported the following:- “..... HONOURS FOR PEMBROKE DOCK OFFICIALS. The "London Gazette" of Friday night contains the following: - Chancery of the Royal Victorian Order, St. James's Palace, May 9, 1899. The Queen has been graciously pleased to make the following promotion in. and appointments to, the Royal Victorian Order; - To be Commander. Captain Burges-Watson, R.N. , A.D.C. Superintendent of Pembroke Dockyard. To be a member of the fifth class: Mr. Henry Cock, Chief Constructor, Pembroke Dockyard.”
			6th September 1899 the Haverfordwest and Milford Haven Telegraph and General Weekly Reporter for the Counties of Pembroke Cardigan Carmarthen Glamorgan and the Rest of South Wales Newspaper wrote as follows: “... LOCAL AND OTHER NEWS. Captain Burges Watson, A.D.C. to the Queen, who has been at Pembroke Dockyard from the laying of the keel to the launching of the new Royal yacht “ <i>Victoria and Albert</i> ”, is to be promoted to the rank of Rear-Admiral, and will vacate his position as Captain-Superintendent of that yard on the 1st prox. Captain Charles J. Barlow, who will succeed Captain Burges Watson , is a possessor of the D.S.O., which (says the <i>Westminster Gazette</i>) was awarded for the 120-mile march of the bluejackets at the time of the Burmah [<i>Burma</i>] Annexation War in 1885, for which service he was not only mentioned in naval dispatches, but also in those of General Sir H. Prendergast.”
			9th September 1899 the Weekly Mail Newspaper wrote” “..... WEEK BY WEEK- Captain Burges Watson, A.D.C. to the Queen, who has been at Pembroke Dockyard from the laying of the keel to the launching of the new Royal yacht “ <i>Victoria and Albert</i> ”, is to be promoted to the rank of Rear-Admiral, and will vacate his position as Captain-Superintendent of that yard on the 1st prox. Captain Charles J. Barlow, who will succeed Captain Burges Watson , is a possessor of the D.S.O., which (says the “ <i>Westminster Gazette</i> ”) was awarded for the 120-mile march of the bluejackets at the time of the Burmah [<i>Burma</i>] Annexation War in 1835, for which service he was not only mentioned in naval dispatches, but also in those of General Sir H. Prendergast.”
			22nd September 1902 the Evening Express (First Edition) reported the following: - “..... DEATH OF ADMIRAL WATSON A Malta telegram on Sunday says: - Admiral Burges Watson died at 9.35 this evening. His death has occasioned deep regret here.—Reuter. Admiral Watson, who had for some time been with the Mediterranean Squadron, was brought to Malta a few days ago seriously ill. He never rallied. ...”
			23rd September 1902 the Evening Express(First Edition, (Third Edition) & (Special Edition) reported the following: - “..... THE LATE REAR ADMIRAL BURGESS WATSONThe death of Rear-admiral Burges Watson has occasioned deep regret at Malta. The admiral had been at Malta since Friday last, having been landed there by the battleship “ <i>Ramillies</i> ”, his flagship. His condition became critical, and the departure of the “ <i>Ramillies</i> ” to re-join the Mediterranean fleet, which was to have taken place on Sunday, was postponed. The rear-admiral was born in 1846 and entered the Navy in 1860. He became lieutenant in 1866 on a death vacancy, commander in 1879, captain in 1885, and rear- admiral in 1899. In 1898-99 he was a naval A.D.C. to Queen Victoria. He was appointed superintendent of Pembroke Dockyard in 1896, and afterwards, until he became second in command of the Mediterranean fleet in succession to Lord Charles Beresford. He was the superintendent of the Malta Dockyard.....”
			<i>The National Archives. ADM 196/86/52.</i> <i>The National Archives. ADM 196/37/1373.</i> <i>The National Archives. ADM 196/17.</i>