

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
27.	<p>1st Oct. 1904</p> <p>Mason 1 Oct 1904</p>	<p>6th Oct. 1906.</p>	<p>Captain</p> <p>John Denison, D.S.O., R.N.</p> <p>B. 25 May 1853, Rusholine, Toronto, Ontario, Canada. – D. 9 Mar 1939, Toronto, York, Ontario, Canada. B. North York, York County, Ontario, Canada. (aged 85 years).</p> <p><u>1861 Census</u> for Saint Patrick's Ward, Canada West, Toronto, shows John Denison living with Denison family aged 9. Canada West>Toronto.</p> <p>It is surmised that John Denison actually joined the Royal Navy in Canada.</p> <p>14 May 1867-18 Dec 1868 John Denison, aged 14 years, attached to H.M.S. "<i>Britannia</i>" as a Naval Cadet. "<i>Britannia</i>" was a wooden screw Three decker 1st rate ship, converted to screw whilst still on her stocks. Constructed and launched from Portsmouth Dockyard on 25 Jan 1860, launched as the "<i>Prince of Wales</i>" and renamed. She was 252 feet in length carrying a complement of 1100 men. She had a builder's measure of 3,994 tons with a displacement of 6,201 tons. Her armament was 121 guns. She was never fitted for sea. On 3 Mar 1869 she was renamed "<i>Britannia</i>", as a boys training ship, Dartmouth, replacing 1st rate sailing ship "<i>Britannia</i>" (1820-1869). [See extracts from the "<i>Times</i>" newspaper below].</p> <p>17 Feb 1869 Naval Cadet John Denison was detached and served on HMS "<i>Victory</i>". He had achieved his Second-Class Certificate. "<i>Victory</i>" was tender to HMS "<i>Duke of Wellington</i>", [1869-1888]. She was also flagship of the port Admiral, Portsmouth [1824-1869]. HMS "<i>Victory</i>" is a 100-gun 1st-rate ship of the line of the Royal Navy, ordered in 14 July 1758, laid down in 23 July 1759 at the Chatham Dockyard and launched in 7 May 1765. She was commissioned in 1778. She is best known for her role as Lord Nelson's flagship at the Battle of Trafalgar on 21 Oct 1805.</p>	<p>7th child; 5th Son of George Taylor Denison (B. 17 Jul 1816, Toronto, Ontario, Canada -D. 30 May 1873, Toronto, Ontario, Canada) [Lawyer, Colonel, General, later minister of Church] and Mary Anne Dewson (B. 24 May 1817, Enniscorthy, Ireland -D. 1900, Toronto, Ontario, Canada). Married 11 Dec 1838 at St James Church. Toronto, Canada</p> <p><u>Issue:</u> In all they had 11 children; 8 males (sons) and 3 females (daughters).</p> <p>18 Jul 1878 – John Denison married Florence Ledgard, B. 12 May 1857, Chapel town, Yorkshire, -D. 1936, Hampshire, England. daughter of William Ledgard (1813-1876) [merchant] and Catherina Brooke (1816-1886) at Roundhay, St John, Yorkshire, England.</p> <p><u>Issue:</u> (5 children, 3 males and 2 females).</p> <ol style="list-style-type: none"> John Everard Denison (B. 20 Apr 1879, Toronto, Ontario, Canada - D. 21 May 1879, Toronto, Ontario, Canada). John Ledgard Denison (B. 23 Jul 1880, Leeds, Yorkshire, England. – D. 26 Nov 1968, Worthing, Sussex, England Bertram Noel Denison (B. 21 Dec 1883, Greenock, Renfrewshire, Scotland, -D. 15 Sep 1914 in action@ Le Cateau, Nord, Nord-Pas-de-Calais, France). Believed to be one of the 1st casualties of WW1. Audrey Catharine Denison (B. 9 Oct 1885, Alverstoke, Hampshire, England – D. 18 Jan, Toronto, Ontario, Canada 1952). Jocelyn Florence Denison (B. 24 Apr 1894, Isle of Wight, England -D. 21 Nov 1951 Kensington, London).



She was constructed as a 104-gun first-rate ship of the line. She had a length of 186 feet (gundeck), 227½ feet (overall), with a beam of 51 feet 10-inches, a draught of 28 feet 9-inches and a hold depth of 21½ feet. Height from waterline to top of mainmast: 205 feet. Her builder's measure was 2,142 tons and a displacement of 3,500 tons. Her propulsion and sail plan was a full-square rigged ship carrying sails of 6,510 sq. yd. Her speed was up to 11 knots, with a complement of approximately 850 men and officers. Her armament at Trafalgar was as follows: Gundeck: 30 × 2.75-ton long pattern Blomefield 32-pounders; Middle gundeck: 28 × 2.5 ton 24-pounders; Upper gundeck: 30 × 1.7-ton short 12 pounders guns; Quarterdeck: 12 × 1.7 ton short 12-pounder guns; Forecastle: 2 × medium 12-pounder guns, & 2 × 68-pounder carronades.



John & Florence in retirement, Canada.

In Mar 1780, the hull of "**Victory**" was sheathed with 3,923 sheets of Swansea copper below the waterline to protect it against shipworm, which also increased her speed. Her honours and awards were all for events she participated in as follows: First Battle of Ushant (1778); Second Battle of Ushant (1781); Battle of Cape Spartel (1782); Battle of Cape St Vincent (1797); and Battle of Trafalgar (1805). "**Victory**" additionally served as Keppel's flagship at Ushant; Howe's flagship at Cape Spartel and Jervis's flagship at Cape St Vincent. "**Victory**" suffered badly from her battles over the years, but attempts were always made to restore the damage. On her return to England, "**Victory**" was examined for seaworthiness and found to have significant weaknesses in her stern timbers. She was declared unfit for active service and left anchored off Chatham Dockyard. In Dec 1796 she was ordered to be converted to a hospital ship to hold wounded French and Spanish prisoners of war. However, on 8 Oct 1799, HMS "*Impregnable*" was lost off Chichester, having run aground on her way back to Portsmouth after escorting a convoy to Lisbon. She could not be re-floated and so was stripped and dismantled. Now short of a 1st-rate, the Admiralty decided to recondition "**Victory**". Work started in 1800, but as it proceeded, an increasing number of defects were found and the repairs developed into a very extensive reconstruction. The original estimate of £23,500, the final cost was £70,933. Extra gun ports were added, taking her from 100 guns to 104, and her magazine lined with Swansea copper. The open galleries along her stern were removed; her figurehead was replaced along with her masts and the paint scheme changed from red to the black and yellow seen today. Her gun ports were originally yellow to match the hull, but were repainted black, giving a pattern later called the "Nelson chequer", which was adopted by most Royal Navy ships in the decade following the Battle of Trafalgar (1805). The work was completed in Apr 1803, and the ship left for Portsmouth the following month under her new Capt., Samuel Sutton. "**Victory**" had been badly damaged in the battle and was not able to move under her own sail. HMS "*Neptune*" therefore towed her to Gibraltar for repairs. "**Victory**" then carried Nelson's body to England, where, after lying in state at Greenwich, he was buried in St. Paul's Cathedral on 9 Jan 1806. In the years that followed, Nelson's personal life was called into question, the Admiralty Board considered "**Victory**" too old, and in too great a

disrepair, to be restored as a first-rate ship of the line. In Nov 1807 she was relegated to 2nd-rate, with the removal of two 32-pounder cannons and replacement of her middle deck 24-pounders with 18-pounders obtained from other laid-up ships. She was recommissioned as a troopship between Dec 1810 and Apr 1811. In 1812 she was relocated to the mouth of Portsmouth Harbour off Gosport, for service as a floating depot and, from 1813 to 1817, as a prison ship. Major repairs were undertaken in 1814, including the fitting of 3 foot 10-inch metal braces along the inside of her hull, to strengthen all of the timbers. This was the first use of iron in the vessel structure, other than small bolts and nails. Active service was resumed from Feb 1817 when she was relisted as a first-rate carrying 104 guns. However, her condition remained poor, and in Jan 1822 she was towed into dry dock at Portsmouth for repairs to her hull. Re-floated in Jan 1824, she was relegated to the role of harbour ship, but was designated as the Port admiral's flagship for Portsmouth Harbour, remaining in this role until Apr 1830. In 1831 the Admiralty issued orders for "**Victory**" to be broken up and her timbers reused in other vessels. A public outcry developed against the destruction of so famous a ship led to the order being held in abeyance and "**Victory**" was left, largely forgotten, at a Portsmouth mooring. Admiralty officially designated the ageing vessel as a ship's tender for the Port admiral's flagship HMS "*Wellington*", and permitted civilian visitors to come aboard for tours. The ship briefly returned to the public gaze on 18 Jul 1833 when the queen in waiting, Princess Victoria, and her mother, the Duchess of Kent, made a visit to her quarterdeck to meet with veterans of the "Trafalgar campaign". This generated a surge of interest in the vessel, and an increase in civilian visitor numbers to between 10,000 and 12,000 a year. Victoria returned for a second visit on 21 Oct 1844, creating a further burst of interest that lifted annual visitors to more than 22,000. The heavy civilian visitor presence militated against the "**Victory**" further use as a naval vessel, and she ceased her formal role as the tender to "*Wellington*". The impact of so much human traffic also left her increasingly decrepit, particularly in the absence of Admiralty funding for repairs. Sir Edward Seymour, the future Duke of Somerset, visited the vessel in 1886 and considered that "... a rottener ship never probably flew the pennant. I could literally run my walking stick through her sides in many places..." ... In 1887 she sprang a catastrophic leak and it was only with some difficulty that she was prevented from sinking at her mooring. Admiralty thereafter provided a small annual subsidy for maintenance, and in 1889, "**Victory**" was restored to a military function by being fitted up as a Naval School of Telegraphy. Despite her reuse as a school, "**Victory**" continued to deteriorate at her mooring. In 1903 she was accidentally rammed by HMS "*Neptune*", a successor to the vessel that had towed her to Gibraltar. Emergency repairs prevented her from sinking, but Admiralty again proposed that she be scrapped and it was only the personal intervention of Edward VII that prevented this from occurring. The School of Telegraphy remained on "**Victory**" until 1904, when training was transferred temporarily to HMS "*Hercules*". Interest in the ship revived in 1905 when, as part of the centenary celebrations of the "Battle of Trafalgar", she was decorated with electric lights powered by a submarine moored alongside. From 1906 to a permanent establishment at the Royal Naval Barracks, Portsmouth. In 1910, the "Society for Nautical Research" was created to try to preserve her for future generations, but Admiralty was unable to help, having become embroiled in an escalating arms race; thus, by the time Frank H. Mason published "The Book of British Ships in 1911", the condition of "**Victory**" was described as "... nothing short of an insult". A few glimpses of the ship in 1918 are to be seen towards the end of Maurice Elvey's biopic of Nelson created in that year. By 1921 the ship was in a very poor state, and a public "Save the Victory campaign" was started, with shipping magnate Sir James Caird as a major contributor. On 12 Jan 1922, her condition was so poor that she would no longer stay afloat, and had to be moved into No. 2 dock at Portsmouth, the oldest dry dock in the world still in use. A naval survey revealed that between a third and a half of her internal fittings required replacement. Her steering equipment had also been removed or destroyed, along with most of her furnishings. The

relocation to No. 2 dock sparked public discussion about the future location "**Victory**". Suggestions in contemporary newspapers included the creation of a floating plinth atop which she could be preserved as a monument, either in Portsmouth or adjacent to the Royal Naval College, Greenwich. Others proposed a berth beside "Cleopatra's Needle" on the Thames, or even as land-based structure in Trafalgar Square. Despite popular support, these options were not seriously entertained by Admiralty. The naval architects who had surveyed the ship reported that she was too damaged to be moved; Admiralty formally adopted their advice and No. 2 dock thereafter became the permanent home of "**Victory**". In Nov 2007, the commanding officer, Lieutenant Commander John Scivier, of HMS "**Victory**", paid a visit to the USS "Constitution" of the US Navy, which is the world's oldest commissioned naval vessel still afloat. He met with the commanding officer, of "Constitution", Commander William A. Bullard III, and discussed the possibility of arranging an exchange programme between the two ships. In Dec 2011, Defence Equipment and Support awarded an initial 5-year project management contract to BAE Systems, with an option to extend to 10-years. The restoration is now worth £16 million over the life of the contract and will include work to the masts and rigging, replacement side planking, and the addition of fire control measures. It is expected to be the most extensive refit since the ship returned from Trafalgar. Since this contract was placed, the most significant change has been on 5 Mar 2012, when ownership of the ship was transferred from the Ministry of Defence to a dedicated "**HMS Victory Preservation Trust**", established as part of the National Museum of the Royal Navy. According to the R.N. website, the move was "heralded by the announcement of a £25 million capital grant to support the new Trust by the Gosling Foundation – a donation which has been matched by a further £25 million from the MOD". In her current state she has no upper masts and minimum rigging. It is expected that it will be over 12-years before these are replaced. Listed as part of the National Historic Fleet, "**Victory**" has been the flagship of the First Sea Lord since Oct 2012. Prior to this, she was the flagship of the 2nd Sea Lord. She is the oldest commissioned warship in the world and attracts around 350,000 visitors per year in her role as a museum ship. The current and 101st commanding officer is Lieutenant Commander Brian Smith R.N., who assumed command in May 2015. "**Victory**" has also undergone emergency repair works to prevent the hull decaying and sagging, preserved as a museum ship. The hull is moving at a rate of 0.5-cm each year, about 20-centimetres over the last 40 years although there are plans to create new hydraulic supports that will better fit Victory. HMS "**Victory**" will benefit from a £35 million restoration project, utilising Scottish Elm trees as wood for the restoration project. She has been the flagship of the First Sea Lord since Oct 2012 and is the world's oldest naval ship still in commission with 241 years' service by 2019.

18 Feb 1869 Naval Cadet John Denison was transferred and detached and served as a Mid shipman on HMS "**Helicon**". She was a wooden paddle Dispatch vessel, launched 31 Jan 1865. She had a builder's measure of 837 tons, a displacement of 1,000 tons, and was armed with 2 guns. From 10 Aug 1866 she was c Commanded by Commander Edward Field, as part of the Channel squadron. In 1888 she was to be renamed "**Enchantress**" and utilized and an Admiralty dispatch yacht.

30 Sep 1869 Mid shipman John Denison was detached and served on HMS "**Bristol**". She was a wooden screw frigate, of the "**Bristol**" class launched from the Woolwich Dockyard on 12 Feb 1861. She had a builder's measure of 3,027 tons, a displacement of 4,020 tons, and carried 51 guns. She was 250 feet in length and carried a complement 550 men. From 17 Feb 1868 to 27 Jan 1871 she was commanded (until paying off at Portsmouth) by Capt. Frederick William Wilson, as a naval cadet training ship, with the 1869 Flying Squadron until 2 Aug 1869 (left squadron at Bahia).

8 Oct 1869 Mid shipman John Denison was again detached and served on HMS "**Royal Adelaide**". She was a 1st rate wooden sailing ship of the line, of the "**Princess Charlotte**" class. She was 2,446 tons builder's measure, with a displacement of 4,122 tons. She was actually ordered 6 Jan 1812 (not long after the shortage of vessels post

Trafalgar). When first ordered in 1812 she was intended to be a 2nd rate of 98 guns, but in the general reclassifications of 1817 she was reclassified as a 1st rate. She was a triple deck vessel. She was laid down as "London" May 1819, from Plymouth Royal Dockyard, some years after she was actually ordered. On the 1 Jan 1820 she was re-ordered adding her to be built, with a semi-circular stern modification. She was launched 28 Jul 1828, some 9 years after being laid down and 16 years after she was 1st ordered. She was renamed in 1828 HMS "**Royal Adelaide**" prior to her launch. She was 197 feet 7-inches in length at her gundeck, her beam was 52 feet 10-inches, with a depth of 22½ feet in her holds. Her sail plan was that of a fully rigged sailing ship. Her original armament was 104 guns as follows: gundeck: 28 × 32 pounders, 2 × 68 pounder carronades; middle gundeck: 32 × 32 pounders; upper gundeck: 32 × 24 pounders; quarterdeck: 2 × 18 pounders; 12 × 32 pounder carronades; fore-castle: 2 × 18 pounders; 2 × 32 pounder carronades. Over her long life her guns were reduced in numbers. She was commissioned on Jan 1830 Plymouth Royal Dockyard. In Plymouth the "*San Josef*", 10 Sep 1835, was paid off into "ordinary reserve", and the "**Royal Adelaide**" was recommissioned with the flag of the Commander-in-Chief, Plymouth. The "*San Josef*" acting as the receiving ship for the "**Royal Adelaide**". On 1 Oct 1840 she was undocked from Plymouth, after having had her copper cleaned and repaired and further commissioning. On 1 Nov 1842 after her selection as an "Advance Ship", she was taken into dock at Plymouth to have defects made good. From Jan 1848 to 20 Dec 1848 she was still utilised as the Port Admiral's Flagship, Devonport and a training ship for Naval cadets. From 1 Apr 1859 until July 1860 she was commanded by Capt. Woodford John Williams, guard ship of Ordinary Reserve, Plymouth (replacing HMS "*Royal William*"). She was converted to serve as a depot ship in 1860, utilised as Devonport, as flagship of the Port Admiral and training vessel. She was also appointed Reserve Depot Ship, Devonport. From Jul 1860 to 31 Dec 1861 she was commanded by Capt. William King Hall, steam reserve depot ship, Plymouth. On the 3 Nov 1863 she was commanded by Capt. Henry Caldwell, Devonport, flag-ship of the Port Admiral, until 17 Feb 1864. From 1 Jan 1862 until 31 Oct 1863 she was commanded by Capt. Charles Vesey, Devonport, as flag-ship of the Port Admiral. On the 1 Jan 1862 Devonport, she was re-commissioned for Harbour Service and as Receiving Ship, Devonport. In 1864 she became the Home Station, and receiving Ship at Devonport. Reports of Small Pox onboard, and a number of cases of other disease and Injury were also reported. From 1 Nov 1866 she was commanded by Capt. George William Preedy, Devonport, as flag-ship of the Port Admiral. He was replaced by Capt. Trevenen Penrose Coode, as Devonport, flagship of the Port Admiral on the 1 Nov 1869. In 1870 she became Flag Ship, Devonport, and her guns were reduced 26 guns. On 21 Dec 1870 witnessed her the base for the Court Martial of Lt M'Neale, RM, who was tried for desertion and he was dismissed from the service. By the time of the 1871 census she was the flagship at the Hamoaze, Devonport. [*The Hamoaze an estuarine stretch of the tidal River Tamar, between its confluence with the River Lynher and Plymouth Sound*]. On the 8 Feb 1871 following on from the above William Tubbs, Second Mate of the Coastguard vessel "*Imogene*", was court martialled on board the "**Royal Adelaide**" for being drunk on board the "*Vengeance*" hulk on 30 Jan. He plead guilty, and taking into account his excellent character adjudged him to forfeit one year as a second mate and to be dismissed from his ship. In 18 Feb 1871 in a 2nd court martial was held on board to try A.B. James Fenton for insubordination, and the offence being proved he was sentenced to 2 years in prison at Exeter Gaol (jail), with hard-labour, and he was dismissed from the service. On the 20 Feb 1871 in a further court martial was held on board to try Assistant Paymaster Sambell, on 3 charges of wilful disobedience of the orders of the Paymaster, and was adjudged to forfeit one year's time and to be dismissed from HMS "*Indus*". On the "**Royal Adelaide**" 1871 became the year of the 'court martials'. By 1 Oct 1875 she commanded by Capt. John Ommanney Hopkins, flagship of Admiral Thomas Matthew Charles Symonds, Devonport, flag-ship of the Port Admiral. Between 1 Nov 1878 and 30 Oct 1879, she was commanded by Capt. William Henry Whyte and Capt. Frederic Proby Doughty, as

flagship of Admiral Arthur Farquhar, Devonport, as flag-ship of the Port Admiral. During 1879 "**Royal Adelaide**" was made Flag Ship, Devonport; her guns reduced to 13 guns and 1879 Officers borne for: Harbour Master, Plymouth, Plymouth Hospital. In 1879 her Tenders were: "*Bruiser*", "*Harpy*", and "*Vivid*". Between 30 Nov 1880 and 31 Dec 1884, she was commanded by Capt. Richard Carter, Devonport, flag-ship of the Port Admiral. In Apr 1881 she and her crew appear in the British Census. On 29 Dec 1884 commanded was changed to Capt. William Elrington Gordon, flagship, Plymouth. Between 30 Mar 1885 and 7 Apr 1887, she was commanded by Capt. William Henry Cuming, Devonport, as flag-ship of the Port Admiral. From 6 Apr 1887 she was commanded by Capt. Harry Woodfall Brent, at Devonport, as flag-ship of the Port Admiral. In 1890 "**Royal Adelaide**" became a Receiving Hulk, Devonport. In Jul 1891 she was taken from Devonport around the coast to Chatham, Kent, there to be fitted out as a training ship for boys. In Mar 1892, at Chatham, she was converted for use as a receiving ship, and will be fitted out to accommodate some 1,000 ratings. "**Royal Adelaide**" was eventually sold out of the navy in 4 Apr 1905, to Laider & Co, Sunderland and Broken-up in Dunkirk.

5 Nov 1869-30 Nov 1870 Mid shipman John Denison was transferred, detached and served on HMS "**Agincourt**". John Denison was lucky, HMS "**Agincourt**" suffered a near-catastrophe when she ran aground on Pearl Rock, near Gibraltar on Saturday, 1 Jul 1871 and nearly sank. HMS "**Agincourt**" was leading the inshore column of ships, contrary to normal practice where the senior flagship, lead the inshore column, and gently ran aground sideways when the senior flagship's navigator failed to compensate for the set of the tide. HMS "*Warrior*", immediately following her, nearly collided with her, but managed to sheer off in time. HMS "**Agincourt**" was stuck fast and had to be lightened; her guns were removed and much of her coal was tossed overboard before she was towed off by "*Hercules*", commanded by Lord Gilford, 4 days later. Heavy weather set in the night after the "**Agincourt**" was freed and it would have wrecked her if she had still been aground. Both the fleet commander and his deputy were relieved of their commands as a result of the incident. The ship was repaired in Devonport and Capt. J. O. Hopkins assumed command in September with Commander Charles Penrose-Fitzgerald as his executive officer. HMS "**Agincourt**" was a broadside ironclad armoured frigate of the "*Minotaur*" class built for the Royal Navy. The 3 x "*Minotaur*" class armoured frigates were essentially enlarged versions of the ironclad HMS "*Achilles*" with heavier armament, armour, and more powerful engines. They retained the broadside ironclad layout of their predecessor, but their sides were fully armoured to protect the 50 guns they were designed to carry. Their plough-shaped front ram was also more prominent than that of "*Achilles*". The ships were 400 feet long between perpendiculars and 407 feet long overall. They had a beam of 58½ feet and a draft of 26 feet 10-inches. The "*Minotaur*" class ships displaced 10,627 long tons. Their hull was subdivided by 15 watertight transverse bulkheads and had a double bottom underneath the engine and boiler rooms. HMS "**Agincourt**" was considered "an excellent sea-boat and a steady gun platform, but unhandy under steam and practically unmanageable under sail" as built. The ship's steadiness was partially a result of her metacentric height of 3·87 ft. HMS "**Agincourt**" had 1 x 2-cylinder horizontal return connecting rod-steam Maudslay, engine, driving a single propeller using steam provided by 10 rectangular fire-tube boilers. It produced a total of 4,426 indicated horsepower during the ship's sea trials on 12 Dec 1865 and "**Agincourt**" had a maximum speed of 13·55 knots. The ship carried 750 long tons of coal, enough to steam 1,500 nautical miles at 7.5 knots. HMS "**Agincourt**" had five masts and a sail area of 32,377 square feet. The "**Agincourt**" only made 9·5 knots under sail mainly because the ship's propeller could only be disconnected and **not** hoisted up into the stern of the ship to reduce drag. Both funnels were semi-retractable to reduce wind resistance while under sail. Admiral George A. Ballard described the "**Agincourt**" and her sisters as "*the dullest performers under canvas of the whole masted fleet of their day, and no ships ever carried so much dress to so little purpose*". In 1893–4, after her withdrawal from active service, "**Agincourt**" had

two masts removed and was re-rigged as a barque. The armament of the “*Minotaur*” class ships was intended to be 40 rifled 110-pounder breech-loading guns on the main deck and 10 more on the upper deck on pivot mounts. The gun was a new design from Armstrong, but proved a failure a few years after its introduction. The gun was withdrawn before any were received by any of the “*Minotaur*” class ships. They were armed, instead, with a mix of 7-inch and 9-inch rifled muzzle-loading guns. All 4 x 9-inch and 20 x 7-inch guns were mounted on the main deck while 4 x 7-inch guns were fitted on the upper deck as chase guns. The ship also received eight brass howitzers for use as saluting guns. The gun ports were 30-inches wide which allowed each gun to fire 30° both fore and aft of the beam. The shell of the 9-inch gun weighed 254 lbs. while the gun itself weighed 12 tons. It had a muzzle velocity of 1,420 ft/s and was credited with the ability to penetrate a 11·3 inches of wrought iron armour at the muzzle. The 7-inch gun weighed 6.5 tons and fired a 112-lbs. shell. It was credited with the ability to penetrate 7·7-inches of armour. HMS “*Agincourt*” was re-armed in 1875 with a uniform armament of 17 x 9-inch guns, 14 on the main deck, 2 forward chase guns and 1 rear chase gun. The gun ports had to be enlarged to accommodate the larger guns by hand, at a cost of £250 each. About 1883, 2 x 6-inches breech-loading guns replaced 2 9-inch muzzle-loading guns. Four quick-firing Q.F. 4·7-inch guns, eight Q.F. 3-lbs. Hotchkiss guns, 8 x machine guns and 2 x torpedo tubes were installed in 1891–2. The entire side of the “*Minotaur*” class ships was protected by wrought iron armour that tapered from 4·5-inches at the ends to 5·5-inches amidships, except for a section of the bow between the upper and main decks. The armour extended 5 feet 9-inches below the waterline. A single 5·5-inch transverse bulkhead protected the forward chase guns on the upper deck. The armour was backed by 10-inches of well-seasoned teak. She spent most of her career as the flagship of the Channel Squadron's second-in-command. Later during the Russo-Turkish War of 1877–78, she was one of the ironclads sent to Constantinople to forestall a Russian occupation of the Ottoman capital. HMS “*Agincourt*” participated in Queen Victoria's Golden Jubilee Fleet Review in 1887. The ship was placed in reserve two years later and served as a training ship from 1893 to 1909. That year she was converted into a coal hulk and renamed as “C. 109”. HMS “*Agincourt*” served at Sheerness until sold for scrap in 1960.

21 Oct 1870 Mid shipman John Denison served on HMS “*Minotaur*”. She was a Broadside iron clad screw frigate, launched 12 Dec 1863 from Thames Iron Works as “*Elephant*” and renamed. She had a builder's measure of 6,621 tons and displacement of 10,690 tons, she was 400 feet in length x 59½ beam, armed with 4 x 9-inch guns, 24 x 7-inch guns and 8 x 24 pounders. In Mar 1904 she was renamed “*Boscawen*” as a training ship. In Mar 1906, she became HMS “*Ganges*” and on 21 Jun 1908 she became “*Ganges II*”. She was sold 30 Jan 1922 for breaking-up at Swansea.

24 Oct 1870 Mid shipman John Denison detached and transferred to on HMS “*Buzzard*”. She was a wooden paddle sloop, launched from Pembroke Royal Dockyard 24 Mar 1849. Her builder's measure was 980 tons, her length was 185 feet x 34 feet. She was finally broken up in 1883.

24 Nov 1870 Mid shipman John Denison was transferred and detached and served on HMS “*Tamar*”. The 1863 incarnation of HMS “*Tamar*” was a Royal Navy troopship built by the Samuda Brothers at Cubitt Town, Poplar, East London. HMS “*Tamar*” was the 4th fourth vessel to bear that name. She was launched in June 1863, and began her maiden voyage on 12 Jan 1864 as a troopship to the Cape and China. “*Tamar*” was dual-powered with masts/sails and a steam engine, giving a speed of 12 knots. She originally had two funnels, but she was re-equipped with a more advanced boiler and reduced to one funnel. John Denison was again lucky, in 1874, she formed part of the Naval Brigade that helped to defeat the Ashanti in West Africa, during the Ashanti War. In 1879, The *British Medical Journal* reported a large group of sailors aboard HMS “*Tamar*”, were poisoned by a bad pigeon pie which spawned an Admiralty investigation. HMS “*Tamar*” took part in the bombardment of Alexandria in 1882. She served as a supply ship from 1864 to 1897. In 1897 she became a base ship when

she was hulked as a base ship and relieved HMS "Victor Emmanuel" as the Hong Kong receiving ship. She was used as a base ship until replaced by the shore station, which was named "HMS *Tamar*", after the ship. HMS "Tamar" was anchored off the Naval Dockyard (1905). She gave her name to the shore station HMS "Tamar" in Hong Kong (1897 to 1997). She was scuttled in 1941. One of the anchors of HMS "Tamar", is still located at the Hong Kong Museum of Coastal Defence.

1871 Census shows Mid shipman John Denison (1853) [17] on board HMS "Royal Alfred", attached to the North American and West Indies Station; vessel located in Grassy Bay, Bermuda. Royal Navy>Vessels>District Royal Alfred. (see below).

Sep 1872 Mid shipman John Denison was transferred to HMS "Royal Alfred". She was a wooden screw Central battery ironclad ship, launched 15 Oct 1864 from Portsmouth Dockyard. She was 273 feet in length, with a beam of 57½ feet, her builder's measure was 4,068 tons and a displacement of 6,707 tons. She was armed with 18 guns, 10 x 9-inch and 8 x 7-inch guns. From 14 Jan 1867 she was commanded (from commissioning at Portsmouth) by Capt. Frederick Anstruther Herbert, flagship of Vice-Admiral George Rodney Mundy, North America and West Indies. From 1 Sep 1869 she was commanded by Capt. Richard Wells, flagship of Vice-Admiral George Greville Wellesley, again on the North American and West Indies stations. She was sold to Castle & Co. in Dec 1884 for breaking.

18 Dec 1873-12 Jan 1874 Mid shipman John Denison attained the rank of Sub-Lieutenant on "Royal Alfred" (see above)

13 Jan 1874-8 Dec 1874 Sub-Lieutenant Denison was attached to HMS "Excellent". She was a 1st Rate wooden sailing ship, launched as HMS "Queen Charlotte". Her builder's measure was 2,289 tons, armed with 104 guns. In Nov 1859 she was renamed as "Excellent". During John Denison's time, 23 Aug 1869 to 21 May 1874 she was commanded by Capt. Henry Boys, as a gunnery ship, out of Portsmouth.

9 Dec 1874-14 Oct 1875 Sub-Lieutenant John Denison again detached and served on HMS "Royal Adelaide". [a full description and history of the vessel can be found above].

Late 1875-27 Sep 1876 Sub-Lieutenant John Denison served on HMS "Conflict", HMS "Dido", HMS "Duke of Wellington" and HMS "Royal Adelaide" and HMS "Bellerophon". (full description of these vessels are given elsewhere in this document). During this period Sub-Lieutenant John Denison was detached to a number of other vessels. (These are undated and, in most cases, unreadable).

15 Oct 1875-17 Jun 1876 Sub-Lieutenant John Denison was attached to both HMS "Conflict" and HMS "Dido". HMS "Conflict" was a schooner of the Royal Navy, built by John Cuthbert, Millers Point, which lies on the southern shore of Sydney Harbour, beside Darling Harbour, New South Wales. She was a "Beagle" class schooner of 120 feet, 77 feet, with a beam of 18½ feet, and 8½ feet a depth of hold. Her sail plan was that of a Schooner, a complement of 27 officers and men, armed with 1 x 12-pounder gun. She was launched on 11 Feb 1873. She commenced service on the Australia Station at Sydney in August 1873 for anti-blackbirding**, operations in the South Pacific. She was part of a punitive mission in 1879 in the New Hebrides. She was successful in her mission. She was paid off in 1882 and sold to Capt. Thomas Brown. "Conflict" left Suva, capital of Fiji, in the South Pacific for Levuka, on the eastern coast of the Fijian island of Ovalau, 9 Oct and was wrecked on a reef midway between the two. There were no casualties and the ship was left stranded upright on the reef, signalling that she needed no assistance. By 12 Oct Capt. Brown had returned to Levuka and reported that "Conflict" was a total loss. [**Black-birding involved the coercion of people through trickery and kidnapping to work as labourers, especially within the Island to the north of Australia. Generally, persons of European ancestry, or others being paid by them, coerced persons of indigenous ancestry as labourers throughout the Southeast Pacific region through this system. Black-birders sought laborers for several major growing industries and plantations in Australia. It occurred as a result of immigrant all the people of Australia having a free status].

HMS "**Dido**" was an "*Eclipse*" class wooden screw sloop built for the Royal Navy. She was the 4th ship of the Royal Navy to bear the name. She was designed by Edward Reed, the R.N. Director of Naval Construction, the hull was of wooden construction, with iron cross beams. She also carried a ram bow. All the ships of the class were built with a ship rig, but this was later altered to a barque rig. HMS "**Dido**" was named after the Ancient Greek. According to ancient Greek and Roman sources, the founder and first queen of Carthage. She is primarily known from the account given by the Roman poet Virgil in his epic, *Aeneid*. HMS "**Dido**" was launched at Portsmouth Dockyard on 23 Oct 1869. She was 212 feet in length between perpendiculars, she had a beam of 36 feet, and a draught of 16½ feet, but an actual depth of 21½ feet. She had a builder's measure of 1,268 tons and a displacement of 1,760 tons. Her propulsion was provided by a 2-cylinder horizontal single-expansion steam engine by Humphrys, Tennant & Company driving a single shaft and single screw. Her steam was provided by 4 × rectangular boilers, developing 2,518 i.h.p. Her sail plan of a ship rig type. She had a speed of 13 knots. She carried a complement of 180 men and officers. The "*Eclipse*" class was designed with 2 x 7-inch 6½-ton muzzle-loading rifled guns mounted in traversing slides and 4 x 6-3-inch 64-pounder rifled muzzle-loading 64-pounder guns. The ships were re-classified as "corvettes" in 1876, carrying only 12 guns. Commissioned into the Royal Navy on 20 Apr 1871 for service on the West Coast of Africa, leaving England on 6 May. She was commanded by Capt. William Cox Chapman, 20 Apr 1871 to 17 June 1876. She was on the Australia Station 1872 to 1875. HMS "**Dido**" on her way to Sydney, paused at the Island of St. Paul's, where the remains of HMS "*Megaera*" which could be seen. [*the British troop transport, "Megaera", was wrecked in 1871, on the island*]. HMS "**Dido**" arrived at Sydney on 3 Jul 1872, and then spent nine months in New Zealand, followed by a journey to Fiji in Feb 1873. The islands of Fiji were in a state of chaos, with the relationship between the government of King Cakabau and the European settlers brought to crisis point by the murder of the Burns family. The Times Newspaper related what happened: "... Bloodshed would have ensued had not Capt. Chapman, at considerable risk, taken the "**Dido**" through an intricate passage for 80 miles among the coral reefs to the Ba river, and, having invited a large number of the disaffected settlers on board, prevailed upon them to lay down their arms, the Government granting a general amnesty to all concerned, with the exception of the two ringleaders, who were detained on board for a short time in order to prevent the authorities from taking any steps against them". After remaining in Fiji for 6-months she left for Sydney, pausing at the islands of the New Hebrides, Solomon, New Ireland, and Carolines to return kidnapped South Sea Islanders. After a stay of six months in Sydney, where a new cylinder was made, the ship returned to Fiji in Jul 1874, having called at Norfolk Island on her way. On 17 July news arrived of the wreck of the French warship *L'Hermite* at Wallace Island, and "**Dido**" at once went to her assistance. In September, Sir Hercules Robinson, the Governor of New South Wales, arrived in HMS "*Pearl*" to reopen negotiations for the cession of the islands. The ship took a prominent part in the ceremony which marked the final cession of Fiji to Great Britain on 10 Oct 1874, during which the ex-King presented the Fijian flag to Capt. Chapman, when it was hauled down for the last time to make room for the Union Flag. HMS "**Dido**" carried King Cakabau to Sydney to visit the Governor of New South Wales, and returned with him to Fiji a month later. Some sources ascribe to this visit the introduction of measles among the native population. Having no immunity to the disease, large loss of life resulted. On 7 Feb 1875 she again left Fiji and, calling at New Caledonia, she sailed for Auckland. After 5-months in and around New Zealand "**Dido**" returned to Sydney, where she learnt of the death of Commodore Goodenough from poisoned arrows in the Santa Cruz Islands. Capt. Chapman received his appointment as Commodore by telegram from the Admiralty. During her last days on the Australian Station "**Dido**" visited Tasmania, leaving Sydney on 2 Dec for Melbourne, where Commodore Chapman relinquished command of the station to Capt. Hoskins. HMS "*Sapphire*" arrived to relieve her, and she sailed for home. Good passage was made to within 200 miles of Cape Pillar. Here, on 20 Feb,

was encountered one of the most furious gales over experienced by any one on board. Although the ship was put under storm canvas, consisting of a close-reefed main topsail and storm forestaysail, both were blown away, and soon followed by the fall of the fore and main topmasts and jibboom; the barometer fell to 28.15, the wind increased to a hurricane, and rapidly raised a tremendous sea. Fortunately, the gale did not remain at its height for more than 4 hours, and, soon abating, the ship was enabled, to proceed on her voyage, and entered the Straits of Magellan, where she refitted; but, being unable to obtain spars at Sandy Point, she called at Montevideo, for that purpose, as well as for provisions. The "**Dido**" left the River Plate on the 1 Apr, crossed the line on the 27th, touched at Fayal (Azores) on the 21 May, experienced successive calms and light winds until the 2 Jun, and arrived at Spithead on the 6th. On 6 Jun 1876 "**Dido**" returned to Spithead after a 5-year commission on the West Africa Station and Australian Station, during which she covered over 60,000 nautical miles in 616 days at sea. She was recommissioned at Portsmouth on 27 May 1879, now as a 12-gun corvette, commanded by Capt. Arthur Richard Wright. The "**Dido**" served on the West Africa Station, where Capt. Wright died in command on 19 Aug 1879. He was succeeded by Capt. Compton Edward Domville on 19 Sep 1879. Capt. Compton Edward Domville, commanded from 19 Sep 1879 until 16 Feb 1883. [Note the comments on John Denison detailed below]. In 1881 "**Dido**" contributed 50 men and two field guns to a Naval Brigade, which went to the front under Lieutenant Henry Ogle. "**Dido**" lost 3 killed and 3 wounded at the Battle of Majuba Hill [the First Boer War] on 27 Feb. Capt. Compton Domville went to the front to take charge of the Naval Brigade, but no further action took place before the end of the war on 23 Mar. The ship was re-assigned to the North America and West Indies Station in Oct 1881, and on 16 Feb 1883 she was paid off at Barbados. On recommissioning Capt. Frederick Samuel Vander-Meulen commanded her on the station until 25 Sep 1886, when "**Dido**" returned home to Portsmouth. On 25 Sep 1886 "**Dido**" was paid off at Portsmouth and her sea-going equipment was removed so that her hull could be used for accommodation and storage. She was lent to the War Dept as a hulk, in 1886. She served as a mine depot in the Firth of Forth, and in 1906 her name was changed to "**Actaeon II**". She then served as a mine depot ship and was merged into the Torpedo School at Sheerness. She was sold for scrap, and breaking 17 Jul 1922.

15 Oct 1875 Sub-Lieutenant John Denison was attached to HMS "**Duke of Wellington**". She was originally ordered in 1841 to a design of Sir William Symonds, the Surveyor of the Navy, but was not laid down until May 1849 at Pembroke Royal Dockyard by which time Symonds had resigned and the design had been modified by the Assistant Surveyor John Edye. She was symptomatic of an era of rapid technological change in the navy, being powered both by sail and steam. An early steam-powered ship, she was still fitted with towering masts and trim square-set yards, and was the flagship of Sir Charles Napier. First christened HMS "**Windsor Castle**", she was the first of a class of four that represented the ultimate development of the wooden three-decker ship of the line which had been the mainstay capital ship in naval warfare for 200 years. At this stage the ship was still intended as a sailing vessel. Although the Royal Navy had been using steam power in smaller ships for three decades, it had not been adopted for ships of the line, partly because the enormous paddle-boxes required would have meant a severe reduction in the number of guns carried. This problem was solved by the adoption of the screw propeller in the 1840's. Under a crash programme announced in Dec 1851 to provide the navy with a steam-driven battlefleet, the design was further modified by the new Surveyor, Capt. Baldwin Walker. HMS "**Duke of Wellington**" was a 131-guns (of various weights of shot first) a rate ship of the line of the Royal Navy. She was 240 feet long with a displacement of 5,892 to 6,071 tons. She carried 131 cannons, weighing a total of 382 tons and mainly firing 32 lb balls. After stock modification at Pembroke Royal Dockyard. Her propulsion was sails and 780 hp steam powered screw propeller, which gave her a speed of 10.15 knots. She was launched in 1852 from Pembroke Royal Dockyard. The ship was actually cut apart in two places on the stocks in Jan 1852,

lengthened by 30 feet overall and given screw propulsion. She received the 780 h.p. engines designed and built by Robert Napier and Sons for the iron frigate "*Simoon*", which had surrendered them on conversion to a troopship. The ship was launched on 14 Sep 1852. On that day the Duke of Wellington died, and she was subsequently re-named in his honour and provided with a new figurehead in the image of the dead duke. When completed on 4 Feb 1853, HMS "***Duke of Wellington***" was, on paper at least, the most powerful warship in the world (and would remain so until the completion of the French *Bretagne* in 1855) and the largest yet built for the Royal Navy, twice the size of Nelson's "*Victory*" and with a far bigger broadside. After service in the Western Squadron of the Channel Fleet, she was designated the flagship of the fleet that Vice-Admiral Sir Charles Napier was to lead to the Baltic on the outbreak of the war with Russia (later known as the Crimean War). The "***Duke of Wellington***" served as his flagship throughout the Baltic campaign of 1854 and returned to the Baltic the following year as the flagship of Napier's successor in the command, Rear-Admiral Richard Saunders Dundas, being present at the bombardment of Sveaborg. During her sea trials on 11 Apr 1853 she had made 10.15 knots under steam, and she proved a magnificent sailing ship, but the second-hand engines turned out distinctly unsatisfactory, and the hurried conversion had compromised her structural strength; she thus saw no active service after the Crimean War and paid off in 1856. She served as guard ship of sailing ordinary at Devonport from 1860 to 1863, then as a receiving ship at Portsmouth from 1863, where she became a familiar and much-photographed sight, always described on postcards as "the flagship of Sir Charles Napier". She replaced HMS "*Victory*" as flagship of the Port Admiral at Portsmouth from 1869 to 1891 (with "*Victory*" becoming her tender), firing salutes to passing dignitaries, such as Queen Victoria on her way to Osborne House. She served as flagship for the Commander-in-Chief from 24 Oct 1884 to 1886 and for Queen Victoria's birthday celebration and fleet review at Portsmouth in 1896 "dressed smartly for the occasion", (despite having been paid off on 31 March 1888). The personnel stationed on her eventually moved into RN Barracks Portsmouth in 1903 and she was finally sold to be broken-up in at Charlton, South east London, 1904. As with her sister-ships she was, in any case, the product of an obsolete conception of naval firepower. With the recent improvements in accuracy and reliability of British naval guns, there was no longer a need for ships to mount enormous numbers of cannon, but it would take a further decade for this to be fully appreciated. The Ship's timbers discovered on the Thames foreshore at Charlton have been identified as being from the "***Duke of Wellington***".

18 Jun 1876-8 Sep 1876 Sub-Lieutenant John Denison was reappointed back to HMS "***Royal Adelaide***", for a short duration. *[a full description and history of the vessel can be found above].*

9 Sept 1876-6 Jun 1878 Sub-Lieutenant John Denison was appointed to HMS "***Bellerophon***". She was a central battery ironclad, on an iron Hull, built for the Royal Navy. HMS "***Bellerophon***" was ordered on 23 Jul 1863 from the Royal Dockyard in Chatham, Kent. She was laid down on 28 Dec 1863 and launched on 26 Apr-May 1865. Her builder's measure was 4,270 tons, with a displacement of 7,551 tons. The ship was commissioned in Mar 1866 and completed on 11 Apr 1866. From 22 Mar 1866 to 1 Jun 1867 she was commanded by Capt. Edward Tatham, as part of the Channel squadron. HMS "***Bellerophon***" was 280 feet long between perpendiculars. She had a beam of 56 feet 1 inch and a maximum draught of 26 feet 7-inches. For the first time since the construction of HMS "*Warrior*", the basic method of construction of an ironclad's hull was altered. The usage of longitudinal girders to impart strength and resistance to the hull was discarded, and a "bracket frame" system devised by Nathaniel Barnaby was adopted. This system allowed for the inclusion into the ship of a double bottom, with clear survival implications if damaged, while at the same time allowing for a saving in weight so that 100 feet of the hull of "***Bellerophon***" weighed 1,123 tons, versus 1,303 tons for 100 feet of HMS "*Black Prince*". Some steel was used in the hull to save weight. HMS "***Bellerophon***" cost £356,493. The ship was designed

by Sir Edward Reed, the “power-to-weight ratio” was increased; the long rows of guns on the broadside were replaced by a small number of guns, centrally placed, of the largest possible calibre; the armour was increased in thickness, but reduced in length, and a sharp beak ram was combined with a classical style plough bow. This double bottom had the added advantage of allowing the engine to be carried higher, raising the centre of gravity of the whole ship and making her thereby a steadier gun platform. Unlike earlier classes, the “**Bellerophon**” bow and stern had a “U” shaped profile, giving increased buoyancy at the ends noticeably absent in some earlier battleships. HMS “**Bellerophon**” carried the first balanced rudder in Royal Navy service. Full helm could be applied by eight men in about approximately 27 seconds, whereas in HMS “**Warrior**” it took forty men 90 seconds to perform the same manoeuvre. For her propulsion she had one 2-cylinder trunk steam engine made by John Penn and Sons driving a single 23½-foot propeller. Eight rectangular boilers provided steam to the engine at a working pressure of 27 psi. The engine produced a total of 6,521 indicated horsepower during the ship's sea trials in Aug 1864 and the ship had a maximum speed 14·17 knots. HMS “**Bellerophon**” carried 640 tons of coal, enough to steam 1,500 nautical miles at 8 knots. The ironclad was ship rigged and had a sail area of 23,800 square feet. HMS “**Bellerophon**” was considered “dull under canvas” and only made 10 knots under sail in a moderate gale. The ship's propeller could be disconnected to reduce drag while under sail. HMS “**Bellerophon**” was the first British ironclad to carry the 9-inch rifled muzzle-loading gun. All 10 x 9-inch guns were mounted on the main deck, 5 x on each side. 5 x 7-inch rifled muzzle-loaders were mounted outside the battery as chase guns. Four of these were mounted in pairs fore and aft on the main deck; the last gun was mounted on the upper deck at the stern. The ship also had 4 x breech-loading 12-lbs Armstrong guns for use as saluting guns. The shell of the 14-calibre 9-inch gun weighed 254 lbs while the gun itself weighed 12 tons. It had a muzzle velocity of 1,420 ft/s and was credited with the ability to penetrate a nominal 11·3 inches of wrought iron armour at the muzzle. The 16-calibre 7-inch guns weighed 6·5 tons and fired a 112-lbs shell. It was credited with the nominal ability to penetrate 7·7-inches of armour. She was commanded by Capt. Reginald John James George Macdonald, still as part of the Channel squadron, 1 Jun 1867. She was commanded by Capt. Augustus Chetham Strode, this time as part of Mediterranean squadron. On the 14 Oct 1873 command changed (from recommissioning at Portsmouth) to Capt. Richard Wells, flagship of Rear-Admiral George Greville Wellesley, this time on the North America and West Indies stations. During 1876 command again changed to Capt. Hugh Campbell, again on the North America and West Indies stations. When the ship was refitted in 1881 to 85, she became the only British ironclad to have her entire muzzle-loading armament replaced by breech-loaders. HMS “**Bellerophon**” received 10 x B.L. Mk III guns, mounted in the central battery and 4 x 6-inch guns as chase guns fore and aft. The forward guns were mounted in new embrasures in the forecastle on the upper deck as the original guns were too low and were usually washed out in a high head sea. Eight 4-inch breech-loading guns as well as 4 x quick-firing 6-lbs Hotchkiss and 12 x machine guns were fitted for defence against enemy torpedo boats. The ship also received 2 x 16-inch Whitehead torpedo launchers that were carried on the main deck, outside the armoured battery. The new eight-inch guns were some 7 feet longer than the original 9-inch guns and the central battery proved to be too small for effective use of the guns. HMS “**Bellerophon**” had a complete waterline belt of wrought iron that was 6-inches thick amidships and tapered to 5 inches thick at the bow and stern. From the height of the main deck, it reached 6 feet below the waterline. The central battery was protected by a section of 6-inch armour, 98 feet long, with 5-inch transverse bulkheads at each end. The forward chase guns were protected by a “strake” of 4·5-inch armour. The upper deck was 1 inch thick over the battery and the main deck was 0·5 inch thick. The armour was backed by 8–10 inches of teak and the skin of the ship was 1·5 inches thick. The total weight of her armour was 1,093 ton. HMS “**Bellerophon**” was recommissioned at Chatham, and served in the Channel Fleet until

1871. She was struck by "*Minotaur*" in 1868 while leaving Belfast Lough, but only suffered minimal damage. The ship served with the Mediterranean Fleet from 1871 to 1872, and then paid off for refit where she was given a "poop" deck. HMS "*Bellerophon*" relieved HMS "*Royal Alfred*" as flagship on the North America station in 1873 and remained there until 1881. On her outbound voyage she was rammed by the SS Flamsteed during an attempt to physically exchange newspapers. The merchant ship had her bow stove in and sank a few hours later after the scarcely damaged "*Bellerophon*" took off her passengers and crew. An extensive refit, including new boilers and new armament was followed by a further period on the North America station until 1892, when she paid off at Plymouth. Later in 1892 she was re-commissioned as port guardship at Pembroke until 1903. HMS "*Bellerophon*" was converted into a stokers' training ship in 1904, and renamed HMS "*Indus III*". The ship was sold on 12 Dec 1922 to P. and W. McLellan & Co. for scrap, although she did not arrive in Bo'ness [Borrowstounness], West Lothian, on south bank of the Firth of Forth, (now within the Falkirk council area), for breaking-up March 1923.

16 Apr 1878 John Denison appointed and promoted to rank of full Lieutenant.

18 Jul 1878 Lieutenant John Denison married **Florence Ledgard**, at Roundhay, St John, Yorkshire, England.

30 Sep 1879-30 Jun 1880 Lieutenant John Denison was attached to HMS "*President*", whilst attending for study the Royal Naval College, Greenwich. Originally "*President*" was a wooden 4th Rate sailing vessel of 1,537 tons (builder's measure) armed with 52 guns, launched from Portsmouth Dockyard on 20 Apr 1829. She was 173½ feet in length, with a beam of 45 feet. She was converted to a drill ship in Apr 1862 and berthed at the West India Docks, London. She was renamed the "Old President" from 25 Mar 1903 and was sold-off 7 Jul 1903.

15 Nov 1879 Lieutenant John Denison obtains his UK and Ireland, Masters and Mates Certificates, 1850-1927 Certificate # 76423; Port of Issue London.

31 Jul 1880-29 Oct 1880 Lieutenant John Denison attached to HMS "*Excellent*" on gunnery Course which he passed. *[Brief details and vessel history are listed above].*

30 Oct 1880- 10 Dec 1880 Lieutenant John Denison attached to HMS "*Vernon*" for torpedo Course which he passed.

29 Mar 1881-8 Oct 1882 Lieutenant John Denison was posted to HMS "*Briton*", reposted at his own request. She was the fore runner of the "*Briton*" class wooden screw corvette constructed at the Sheerness Dockyard. She was laid down 1868 and launched 6 Nov 1869. Actually, completed Nov 1871. She was 220 feet in length between perpendiculars, with a beam of 36 feet. She had a draught of 16½ feet, with a hold depth of 21½ feet. Her builder's measure was 1,322 tons, with a displacement of 1,831 tons. Her sail plan was that of a ship rig type. Her propulsion was 1 × 2-cylinder compound expansion steam engine, steam being produced from 6 × cylindrical boilers, which drove a single shaft, giving a speed of 13 knots. Her installed power was 2,149 i.h.p. She carried a complement of 220 men and officers. Her armament was 2 × 7-inch rifled muzzle-loading guns and 8 × 6.3-inch 64-pounder rifled muzzle-loading guns. From 28 Nov 1871 to 4 Oct 1872 she was commanded (from commissioning at Sheerness) by Capt. Charles Trelawney Jago, in the East Indies and Persian Gulf (until Capt. Jago was invalided off). From 4 Oct 1872 until 24 Oct 1873 she was commanded by Capt. George John Malcolm, East Indies (including Frere mission to Zanzibar). From 24 Oct 1873 to 12 Apr 1876 she was commanded (until paying off at Plymouth) by Capt. Lindesay Brine, East Indies. From 29 Mar 1881 to 21 Mar 1884 she was commanded (from recommissioning at Plymouth) by Capt. Andrew James Kennedy, off the Cape of Good Hope. From 21 Mar 1884 to 14 Jul 1887 she was commanded (until paying off at Bombay) by Capt. Rodney Maclaine Lloyd, East Indies (and the Sudan campaign). In 1887 she was sold-off at Bombay, India.

1881 Census shows Lieutenant John Denison (1854) [27] married on board HMS "*Briton*". Under Capt. Andrew James Kennedy. Location Cape of Good Hope and western coast of Africa. Devon>Vessels>District Briton.

28 Mar 1883-30 May 1883 Lieutenant John Denison was posted to HMS "**Warrior**". She was a 40-gun steam-powered armoured frigate, built for the Royal Navy. She was the name ship of the "**Warrior**" class ironclads. The "**Warrior**" and her sister ship HMS "**Black Prince**" were the first armour-plated, iron-hulled warships, and were built in response to France's launching in 1859 of the first ocean-going ironclad warship, the wooden-hulled *Gloire*. Although built in response to the French *Gloire*, the "**Warrior**" class had a very different operational concept from the French ship, which was meant to replace wooden ships of the line. The "**Warrior**" class were designed by Watts as 40-gun armoured frigates and were not intended to stand in the line of battle, as the Admiralty was uncertain about their ability to withstand concentrated fire from wooden two- and three-deck ships of the line. Unlike *Gloire*, they were planned to be fast enough to force battle on a fleeing enemy and to control the range at which a battle was fought to their own advantage. In contrast to *Gloire*'s square profile, HMS "**Warrior**" has a clipper bow, but she is twice as long as a typical clipper ship. The launching of the steam-powered ship of the line *Napoléon* by France in 1850 began an arms race between France and Britain that lasted for a decade. The destruction of a wooden Ottoman fleet by a Russian fleet firing explosive shells in the Battle of Sinop, early in the Crimean War, followed by the destruction of Russian coastal fortifications during the Battle of Kinburn in the Crimean War by French armoured floating batteries, and tests against armour plates, showed the superiority of ironclads over unarmoured ships. France's launching in 1859 of the first ocean-going ironclad warship, the wooden-hulled *Gloire*, totally upset the balance of power by neutralising the British investment in wooden ships of the line and started an invasion scare in Britain, as the Royal Navy lacked any ships that could counter *Gloire* and her two sisters. The situation was perceived to be so serious that Queen Victoria asked the Admiralty if the navy was adequate for the tasks that it would have to perform in wartime. HMS "**Warrior**" and her sister were ordered in response. She is 380 feet 2-inches long between perpendiculars and 420 feet long overall. She has a beam of 58 feet 4-inches and a draught of 26 feet 9-inches. The ship displaced 9,137 to 9,284 tons and has a tonnage of 6,109 tons burthen. The ship's length made her relatively un-maneuvrable, making it harder for her to use her strengthened stem for ramming, an ancient tactic that was coming back into use at the time. The ends of the hull are subdivided by watertight transverse bulkheads and decks into 92 compartments, and the hull has a double bottom underneath the engine and boiler rooms. HMS "**Warrior**" was fitted with a two-cylinder trunk steam engine, made by John Penn and Sons, driving a single propeller using steam provided by 10 rectangular boilers. The engine produced a total of 5,772 indicated horsepower, during the sea trials of the "**Warrior**" on 1 Apr 1868 giving a speed of 14.08 knots under steam alone. The ship carried 853-867 tons of coal, enough to steam 2,100 nautical miles at 11 knots. The ironclad was ship rigged and had a sail area of 48,400 square feet. HMS "**Warrior**" reached 13 knots under sail alone, 2 knots faster than her sister ship "**Black Prince**". She had the largest hoisting propeller ever made; it weighed 26 tons, and 600 men could raise it into the ship to reduce drag while under sail. To further reduce drag, both her funnels were telescopic and could be lowered. Under sail and steam together, the ship once reached 17.5 knots against the tide while running from Portsmouth to Plymouth. The armament of the "**Warrior**" class ships was originally intended to be 40 x smoothbore, muzzle-loading 68-pounder guns, 19 x on each side on the main deck and one each fore and aft as chase guns on the upper deck. The 7.9-inch 68-pounder had a range of 3,200 yards with solid shot. During construction the armament was changed to include 10 x Armstrong 110-pounder guns, an early rifled breech loader R.B.L. design, along with 26 x 68-pounders, and 4 x R.B.L. Armstrong 40-pounder guns with a calibre of 4.75-inches and a maximum range of 3,800 yards. It had been planned to replace all the 68-pounders with the innovative 110-pounder, whose 7-inch shell could reach 4,000 yards, but poor results in armour-penetration tests halted this. During the first use in action of a 110-pounder aboard HMS "**Euryalus**" in 1863, the gun was incorrectly loaded and the vent piece was blown out

of the breech when fired. They were labour-intensive to load and fire, and were henceforth only used with a reduced propellant charge, which left them ineffective against ironclad ships. All the guns could fire either solid shot or explosive shells. The 68-pounders could also fire, heated-iron shells, filled with iron heated in a furnace between the two forward boilers. The 40-pounder Armstrong guns were replaced with a better design of the same calibre in 1863. The original armament on the HMS "**Warrior**" was replaced during her 1864–67 refit with 24 x 7-inch and 4 x 8-inch rifled muzzle-loading R.M.L. guns. The ship also received 4 x R.B.L. Armstrong 20-pounders for use as saluting guns. The R.M.L. 8-inch gun could penetrate 9·6-inches of wrought iron armour at the muzzle, and the R.M.L. 7-inch gun could pierce 7·7 inches. The armour of HMS "**Warrior**" consisted of 4·5-inches of wrought iron backed by 18-inches of teak. The iron armour was made up of 3 x 12-foot plates that interlocked via the tongue and groove method. It was bolted through the teak to the iron hull. The teak consisted of two 9-inch-thick layers laid at right angles to each other; they strengthened the armour by damping the shock waves caused by the impact of shells that would otherwise break the bolts connecting the armour to the hull. Unlike later ship armour, the armour HMS "**Warrior**", was made via a process of hammering rather than rolling. Based on tests at Shoeburyness in Oct 1861 when the "**Warrior**" was launched, it "was practically invulnerable to the ordnance at the time in use". The armour covered the middle 213 feet of the ship and extended 16 feet above the waterline and 6 feet below it. The guns on the main deck were protected from raking fire by 4·5-inch transverse bulkheads. The ends of the ship were unprotected, but were subdivided into watertight compartments to minimise flooding. The lack of armour at the stern meant that the steering gear and rudder were vulnerable. The ship's crew comprised 50 officers and 656 ratings in 1863. The majority of the crew had to do physically demanding tasks; one such duty was the raising of the heaviest manually hauled anchors in maritime history, (*later this was rectified by modification to her capstans*). The day-to-day life of her crew differed little from those on the navy's traditional earlier wooden-hulled vessels. The majority of the crew lived on the single gun deck of the "**Warrior**"; these crewmen slept in hammocks slung from the sides and deck beams, with up to 18 men between each pair of guns, in a similar fashion as all previous vessels. The officers berthed towards the rear of the ship in small individual cabins; the wardroom was also the officers' mess. The Captain had two spacious, well-furnished cabins. Of the ratings, 122 were Royal Marines. As an experiment during the ship's first commission, all of the marines on the "**Warrior**" were from Royal Marine Artillery; subsequently some marine infantrymen were assigned as was the usual naval practice. The marines manned the aft section of guns and slung their hammocks between the crew's accommodation and the officers' cabins. In 1863, HMS "**Warrior**" conducted a publicity tour of Great Britain and spent her active career with the Channel Squadron. Obsolescent following the 1871 launching of the mast less and more capable HMS "**Devastation**", she was placed in reserve in 1875, and was "paid-off" (decommissioned) in 1883. She subsequently served as a store-ship and depot ship, and in 1904 was assigned to the Royal Navy's torpedo training school. The ship was converted into an oil jetty in 1927 (and remained in that role until 1979), at which point she was donated by the Navy to the Maritime Trust for restoration. The restoration process took 8-years, during which many of her features and fittings were either restored/recreated. When this was finished, she returned to Portsmouth as a "museum ship". Listed as part of the National Historic Fleet, "**Warrior**" has been based in Portsmouth since 1987. The Admiralty initially specified that the ship should be capable of 15 knots, and have a full set of sails for worldwide cruising range. Iron construction was chosen as it gave the best trade-off between speed and protection; an iron hull was lighter than a wooden one of the same size and shape, giving more capacity for guns, armour and engines. Chief Constructor of the Navy Isaac Watts and Chief Engineer Thomas Lloyd designed the ship. To minimise risk, they copied the hull design of the large wooden frigate HMS "**Mersey**", modifying its design for iron construction and to accommodate an

armoured-box, or citadel, amidships along the single gun deck, which protected most of the ship's guns. Ships with this configuration of guns and armour are classified as "broadside ironclads". The "*Warrior*" class design used many well-proven technologies that had been used in ocean-going ships for years, including her iron hull, steam engine, and screw propeller; only her wrought-iron armour was a major technological advance. Naval architect and historian David K. Brown wrote, "What made [*Warrior*"] truly novel was the way in which these individual aspects were blended together, making her the biggest and most powerful warship in the world. "Being faster, better armoured and harder to hit than her rivals, she was superior to any existing naval ship. The Admiralty immediately stopped the construction of all wooden "ships of the line", and ordered another 11 ironclads over the next few years. John (Jacky) Arbuthnot Fisher, 1st Baron Fisher, who was the ship's gunnery lieutenant in 1863–64, later wrote that "in spite of this, most people did not realise at the time what a significant change it would bring about:- It certainly was not appreciated that this, our first armour-clad ship of war, would cause a fundamental change in what had been in vogue for something like a thousand years." The "*Warrior*" was ordered on 11 May 1859 from Thames Ironworks, and Shipbuilding Company at Blackwall, London. The ship was laid down sometime after 6 Jun 1859 on the West Ham side of Bow Creek when the P&O ocean liner *Seine* was launched, and the slipway was reinforced to support the weight of the "*Warrior*". Full-scale production of the ship's iron began in August, and the construction probably began in mid-Aug. Indecision by the Admiralty and frequent design changes caused many delays and nearly drove her builders bankrupt before a grant of £50,000 was awarded to keep them solvent. Her launching was on 29 Dec 1860 was during the coldest winter for 50 years. She was frozen to her slipway and required the use of hydraulic rams, additional tugs, and dockworkers running from side to side on the upper deck to rock her free. HMS "*Warrior*" was commissioned in Aug 1861 to conduct her sea trials; she was completed on 24 Oct 1861 at a cost of £377,292, almost twice the cost of a contemporary wooden ship of the line. Between Mar-Jun 1862, defects exposed during her trials were rectified, and damage repaired. Changes included the fitting of a lighter bowsprit and a shorter jib boom, along with the provision of extra "heads" (washrooms) amidships. The ship was initially assigned to the Channel Squadron under the command of Capt. Arthur Auckland Leopold Pedro Cochrane. In Mar 1863, "*Warrior*" escorted the royal yacht that brought Princess Alexandra of Denmark to Britain to marry the Prince of Wales. The princess appreciated the conduct of the ship's crew, and requested Admiral Sir Michael Seymour to convey that "she was much pleased" to the ship. Cochrane had the message engraved on a brass plate and fitted to the ship's wheel. Her descendant, Princess Alexandra of Kent, is now patron of the "HMS *Warrior* 1860 Trust". In mid-1863 the Channel Fleet toured British ports for 12 weeks; the ship received 300,000 visitors, including as many as 13,000 a day in port. HMS "*Warrior*" began a refit in Nov 1864, during which the Armstrong guns, which had not proved successful in use, were removed and her armament was upgraded to the latest rifled muzzle-loading guns. She was recommissioned in 1867, under the command of Capt. John Corbett, to relieve her sister as the guardship at Queenstown in Ireland, but instead both ships participated in the Fleet Review held on 17 Jul in honour of the visits made by the Khedive of Egypt and the Sultan of Turkey to Britain. After the review, the Admiralty paid off the ship on 24 Jul; the following day "*Warrior*" was recommissioned with Capt. Henry Boys in command. After working up at Spithead, she sailed to join the Channel Squadron on 24 Sep. At the end of the year she was deployed to Osborne Bay to guard Queen Victoria at Osborne House. The Fenian Rising was under way, and there was intelligence suggesting that the Queen might be in danger from Irish nationalists. While "*Warrior*" was performing this duty, she received an informal visit from the Queen. The ship was part of a squadron that escorted the royal yacht HMY "*Victoria and Albert II*" to Dublin in Apr 1868 for an official visit by the Prince of Wales, the future King Edward VII. In August, while cruising to Scotland, "*Warrior*" collided with HMS "*Royal Oak*", losing her figurehead

and jib boom and smashing one of the cutters of the "Royal Oak". Capt. Henry Boys was court-martialled and acquitted over the incident. From 28 Jul 1868, "**Warrior**", with "*Black Prince*" and the wooden paddle frigate HMS "*Terrible*", towed a specially built floating drydock, large enough to accommodate ironclads, 2,700 nautical miles across the Atlantic from Madeira to Bermuda. Upon her return to England in late August, Capt. Henry Boys was relieved by Capt. Frederick Henry Stirling. After a refit to clean her hull and replace the figurehead lost in the collision, "**Warrior**" re-joined the Channel Squadron. On 2 Mar 1870, Capt. Henry Glyn assumed command of the ship. While returning from a joint cruise with the Mediterranean Fleet, the ship was present when HMS "*Captain*" was lost during a severe storm on 7 Sept. Further cruises followed, including trips to Madeira and Gibraltar. HMS "**Warrior**" narrowly missed colliding with HMS "*Agincourt*" when she was following her out of Gibraltar and "*Agincourt*" grounded on Pearl Rock. The rapid evolution of warship design, for which "**Warrior**" was partly responsible, meant that she started to become obsolete only 10 years after she had been launched. In 1871 the Royal Navy commissioned its first mast less capital ship, HMS "*Devastation*". In the absence of masts, the main armament could move from the broadside and traverse more freely from a higher position. In the same year, "**Warrior**" began a refit that lasted until 1875; it added a poop deck and steam capstans, a shorter bowsprit, and replacement boilers. In Apr 1875, the ship was recommissioned, and assigned to the First Reserve, where she served as a guardship at Portland. In this role, she went on annual summer cruises to various ports. During the Russo-Turkish War of 1877–78, she was mobilised due to concerns that the victorious Russians might be about to attack Constantinople, forcing Great Britain to intervene, but nothing transpired and HMS "**Warrior**" cruised to Bantry Bay, southern Ireland, instead. In Apr 1881 she was transferred to the Clyde District, where she served as guardship until 31 May 1883. Two of her masts were discovered to be rotten that month and with no replacements available, the ship was decommissioned and the masts removed. HMS "**Warrior**" was reclassified as an "armoured screw battle ship, 3rd class" in 1887 and again in May 1892 as a first-class armoured cruiser, although no changes were made to her. She was considered for modernization as late as 1894, but this was rejected as uneconomical after at least one new boiler was installed. She was struck off the naval "effective list" at Portsmouth and classified as hulk in Mar 1900. The ship was used as a storage hulk from May 1901 to Jul 1902. In preparation for her service as a depot ship for a flotilla of destroyers, the ship had her engines and boilers removed and part of her upper deck roofed over. HMS "**Warrior**" served in this role from Jul 1902, under the command of Capt. John Michael de Robeck. In Mar 1904 she was assigned to the Portsmouth-based HMS "*Vernon*", the Royal Navy's torpedo-training school. Her name was changed to "*Vernon III*" that month and 6 x new Belleville boilers and 4 x electric generators were installed so that she could supply steam and electricity to the neighbouring hulks that made up "*Vernon*". Most of the upper deck was roofed over to form classrooms for radio training, and her fore and mizzen masts were reinstalled. In Oct 1923, the school was transferred to a newly built shore installation, rendering the "**Warrior**" and her companion hulks redundant. HMS "**Warrior**" resumed her name on 1 Oct and the Royal Navy declared her redundant 6 months later. The mass scrapping of obsolete ships after World War I had caused a downturn in demand for scrap iron by the time the Navy decided to sell off "**Warrior**" on 2 Apr 1925. There was **no** commercial interest in scrapping the old ship, and she remained at Portsmouth for another 4 years. She was modified into a mooring jetty beginning on 22 Oct 1927. This entailed the removal of all of her equipment and masts other than her boilers and generators, and the installation of 2 x diesel-driven emergency pumps. The space under the poop was converted into accommodation for a ship-keeper and his family. The hulk was towed to her new home, Pembroke Dock in Wales, on 13 Mar 1929 where she served as a floating oil jetty. For the next 50 years, the ship lay just offshore from an oil depot at Llanion Cove. The Navy covered the ship's upper deck with a thick layer of concrete during one of her maintenance dockings before World

War II. In the war, she served as a base ship for coastal minesweepers and, on 27 Aug 1942, was renamed as Oil Fuel Hulk "C. 77". to release her name for use by a light aircraft carrier, HMS "**Warrior**", then under construction. She refuelled 5,000 ships during her 50 years' service at Llanion Cove.

1 Jun 1883-13 Mar 1885 Lieutenant John Denison was posted to HMS "**Shannon**", which included her annual cruise. She was an iron screw frigate, she was laid-down on 29 Aug 1873, constructed and launched 11 Nov 1875, from the Pembroke Royal Dockyard. She was towed to Plymouth for commissioning which was completed on 17 Sep 1877. She had a displacement of 5,329 tons and a displacement of 5,670 tons, armed was only armed with 15 guns. Her length was 260 feet, with a beam of 54 feet and a draught of 22 feet 3-inches. Her propulsion was (Sail As built), with 24,000 square feet of sail reduced shortly afterwards to 21500 square feet. This was supported by coal fired Laird compound horizontal steam engine, driving a single retractable screw, she developed 3,370 indicated horsepower. Steam was produced from 8 x cylindrical boilers. These provided a speed of 12.25 knots maximum. Her range was limited by her bunker capacity which originally was only 280 tons coal, later increased to 560 tons. When sailing this allowed a range only limited by food and water capacity. Her armaments were 2 x 10-inch muzzle loading rifled guns and 7 x 9-inch (229 mm) muzzle loading rifled guns. From 1881: 6 x 20 pounder breech loading guns, and 4 x torpedo tubes. She carried a complement of 452 men. HMS "**Shannon**" was armoured in an unconventional manner. An armoured belt 9 feet tall and between 9-6 inches thick ran for most of the length of the ship, but stopped 60 feet from the bows. Above the belt was an armoured deck ½-inch-thick, the first such armoured deck on a British warship. At the point the belt ended, a 9-inch armoured bulkhead ran across the ship, the top of which formed the embrasures for the 10-inch guns on the upper deck. From the bottom of this bulkhead, a 3-inch thick armoured deck extended to the bow, at a level 10 feet below the waterline. The space above this forward armoured deck was filled with coal bunkers and stores to limit any possible flooding. Her conning tower was fitted with 9-inches of armour plate. Her 9-inch guns were unarmoured (though the armoured bulkhead did protect them against raking fire from ahead) and would have been very exposed in combat. In an action, it was hoped to attempt to ram the enemy while firing with the forward guns and preparing the 9-inch broadside. The crews were then expected to retreat into the armoured part of the ship. If the ramming failed then the guns could be fired electrically as "**Shannon**" passed her target. She could use both sail or steam power. She was the 8th HMS "**Shannon**" to operate in the Royal Navy, but she was the first British armoured cruiser. She was the last Royal Navy ironclad to be built which had a propeller that could be hoisted out of the water to reduce drag when she was under sail, and the first to have an armoured deck. She was built in response to two threats. The instructions of the Admiralty to the designer, Nathaniel Barnaby, were to design an ironclad "capable of competing with the 2nd class Ironclads of foreign navies". This meant in particular the ten French armoured corvettes of the "**Alma**" and "**La Galissonnière**" classes, though the ironclads of the smaller navies of Asia, and the Americas also featured. The British counter to these ships were the "**Audacious**" and "**Swiftsure**" classes of second-class ironclad of the 1860's. The "**Shannon**" design was in the lineage of these ships, though the tactical landscape was changing. At the same time as "**Shannon**" was being planned, the Russian navy launched the first armoured cruisers, "**General Admiral**" and her sister "**Gerzog Edinburgski**". These ships were intended for the traditional cruiser mission of commerce raiding, but were armoured and armed on the same scale as a 2nd class ironclad. The existence of these ships meant that HMS "**Shannon**" was now expected to act as a counter to them, and perform the commerce protection missions which had previously been the preserve of unarmoured cruisers, most recently the "**Inconstant**". HMS "**Shannon**" was armed with 2 x 10-inch guns in armoured embrasures facing towards the bow, 6 x 9-inch guns on the open deck amidships, and a 7 x 9-inch gun facing astern. The astern gun could be fired from either of two unarmoured embrasures, one on each side of the ship.

She was also equipped with an unusual detachable ram, which was meant to be removed in peacetime to reduce the risk of accidentally ramming another warship. The ram was supposed to be stowed on board and attached in wartime; however, this proved to be a "very impractical arrangement". While steam was much preferred for combat, sail propulsion was considered vital for a ship intended to operate worldwide. As detailed above she was given a lifting screw in order to increase her efficiency under sail, the last Royal Navy warship to be so equipped. She had three masts, and was initially given a ship rig with 24,000 square feet of sail, a point insisted on by the Director of Naval Operations, Capt. Hood. In service, this was reduced to a barque rig with 21,500 square feet. She was equipped with a Laird two-cylinder compound engines, the high-pressure cylinders being 44-inches in diameter and the low-pressure cylinders 85-inches. Steam came from 8 x cylindrical boilers at 70 lbs pressure. Her design top speed was 13 knots, but her best actual speed was 12.25 knots. To reduce fouling and weed growth, she had zinc and wood sheathing on her hull. HMS "**Shannon**" was considered something of a failure as a warship. While she accomplished more than "*Swiftsure*" or "*Audacious*" on a more limited displacement, and was the equal of a foreign 'station ironclad', she turned out to be far too slow to be an effective cruiser. While her heavy reliance on sailing efficiency was inevitable given her role, this was incompatible with the speed required to catch a foreign cruiser. These problems meant that "**Shannon**" spent very little time on the overseas stations she was designed for. She was recommissioned in Jul 1877, but she was found to be over-weight and there were problems with her engines, which kept her in dock until Mar 1878, when she went on a shakedown cruise with the Channel Fleet. Between 17 Jul 1877 and 23 Jul 1879, the "**Shannon**" was commanded (from commissioning at Plymouth) by Capt. William Burley Grant, as part of the Channel Squadron, then East Indies Station Jun 1878, then home, late 1878. In Apr 1878 she departed for the China Station but was recalled from there in July 1878, and went into dock for further changes. In Dec 1878 she was commissioned again, serving in Channel and Mediterranean fleets, but was despatched to the Pacific in Jul 1879. From 23 Jul 1879 to 19 Jul 1881 she was commanded (until paying off at Plymouth) by Capt. John D'Arcy, in the Pacific. In the Pacific, "**Shannon**" was the only ship equipped with 10-inch guns, and no spare ammunition of this calibre was kept at the Royal Navy base at Esquimaux at the southern tip of Vancouver Island, in British Columbia, Western Canada. Since the expense of moving ammunition to a base that remote was prohibitive, she was prohibited from practicing with her 10-inch guns. She returned in Jul 1881 when she was refitted. This problem could have been addressed by replacing the 10-inch guns in the 1881 refit, but there was little purpose to doing so as the "**Shannon**" would never see overseas service again. From 1 Jun 1883 she was commanded by Capt. Edward Stanley Adeane, she was ship of First Reserve, Coastguard, based Greenock. In May 1883 she briefly became a tender to "*Warrior*" and then was relegated to being a coastguard ship. During the "*Panjdeh Incident*" (Turkmenistan) in 1885 she was briefly readied for operations. [*The 1885 Panjdeh incident was a diplomatic crisis between Britain and Russia caused by the Russian Empire's expansion southeast toward Afghanistan and India*]. From 4 Aug 1885 she was commanded by Capt. Charles George Frederick Knowles, still as a ship of First Reserve, Coastguard, Greenock, Scotland. From 14 Feb 1889 she was commanded by Capt. Arthur Edward Dupuis, as a Coast Guard ship, at Bantry, southern Ireland. From May 1895 she was placed into the "reserve fleet", and she was sold for breaking up in 12 Dec 1899 for £10,105.

Aug 1885 Captain Boyle of the HMS "**Shannon**" wrote of Lieutenant John Denison ..." that he was a very promising officer"

16 Mar 1885-15 Apr 1885 Lieutenant John Denison was posted to HMS "**Tamar**". She was a British Iron screw troopship laid down in 1862 and launched in 5 Jan 1863 from the Samuda Dockyard, Poplar. Her length was 320 feet overall, with a beam of 45 feet. She carried 3 x 6 pounder guns as armament. She had a builder's measure of 2,812-tons, a displacement of 3,650-ton (empty) and 4,650-tons (fully loaded).

"Tamar" was a fully rigged sailing ship with 3 masts. HMS **"Tamar"** participated in the bombardment of Alexandria in 1882. Eight years previously, her crew had formed part of the Naval Brigade that had helped to defeat the Ashanti at Amoaful, in West Africa during the Ashantee War of 1873 to 1874. HMS **"Tamar"** first visited Hong Kong in 1878 with relief crews, returned once in 1886. HMS **"Tamar"** gave her the name for the British Royal Navy's shore base in Hong Kong from 1897 to 1997. It took its name from the ship because the ship was used as the "base" until replaced by buildings ashore. She finally arrived in Victoria City on 11 Apr 1897. She was stationed permanently in the harbour from 1897 to 1941, when she was scuttled 12 Dec 1941 during the Battle of Hong Kong during World War II, to avoid being captured or used by the advancing/invading Japanese Imperial forces. Further link with Pembroke Royal Dockyard was the Commodore-in-Charge, Hong Kong, George Digby Morant: Feb 1884 until Feb 1887 [Also an ex Captain Superintendent of Pembroke Royal Dockyard Jun 1887 to Jan 1889]. Captain-in-Charge, Hong Kong was Capt. Frederick A. Collins: Jun 1982 to Mar 1985.

16 Apr 1885-24 Jan 1887 Lieutenant John Denison was posted to HMS **"Iron Duke"**. She was named after the nickname for Arthur Wellesley, 1st Duke of Wellington, was the 1st ship of her name to serve in the Royal Navy. The ship was laid down at Pembroke Royal Dockyard on 23 Aug 1868, and launched on 1 Mar 1870. HMS **"Iron Duke"** was the last of 4 **"Audacious"** class central battery ironclads built for the Royal Navy. She like her sisters was 280 feet long between perpendiculars and had a beam of 54 feet. She had a draught of 21 feet 7-inches forward and 22 feet 7-inches aft. The **"Audacious"** class ships displaced 6,034 tons but in the case of the **"Iron Duke"** 6,010 tons. They all had a complement of 450 officers and ratings. For her propulsion, **"Iron Duke"** had a pair of 2-cylinder, horizontal-return, connecting-rod steam engines, each driving a single 16-foot-6-inch propeller, using steam provided by 6 x rectangular boilers. The engines were designed to give the ships a speed of 13 knots; **"Iron Duke"**, however, reached a speed of 13-64 knots from 4,268 indicated horsepower during her sea trials on 2 Nov 1870. She carried a maximum of 450 tons of coal. The main armament of the **"Audacious"** class ships consisted of 10 x R.M.L. 9-inch rifled muzzle-loading guns. Six of these were positioned on the main deck, three on each broadside, and the other four guns were mounted on the corners of the upper deck battery. The battery protruded over the sides of the ships to give the guns a certain amount of end-on fire. The shell of the 9-inch gun weighed 254 lbs while the gun itself weighed 12 tons. It had a muzzle velocity of 1,420 ft/s and was rated with the ability to penetrate 11.3 inches of wrought-iron armour at the muzzle. The ship was equipped with 4 x R.M.L. 6-inch 71 cwt guns as chase guns, 2 in the bow and another pair in the stern. They fired a 64-lbs 6.3-inch shell. They also had 6 x R.B.L. 20 lbs 3.75-inch rifled breech-loading guns that were used as saluting guns. In 1878, the ships received four 14-inch torpedo launchers on the main deck and the 6-inch guns were replaced by four breech-loading B.L. 5-inch guns during the mid-1880's. The wrought iron waterline armour belt of the **"Audacious"** class covered the entire length of the ships. It was eight inches thick amidships, backed by 8-10-inches of teak, and thinned to 6 x inches towards the ends of the ships. It had a total height of 8 feet of which 5 feet was below water and 3 feet above at deep load. The main deck citadel's ends were protected by a 5-inch forward bulkhead and a 4-inch one aft. The sides and embrasures of the upper battery were 6-inches thick, but its ends were unprotected. The ships also had a one-man conning tower with walls 3-inches thick. The **"Audacious"** class was designed as 2nd class ironclads intended for overseas service. They were rigged with three masts and had a sail area of 25,054 square feet. About 1871-2 they were re-rigged as barques with their sail area reduced to 23,700 square feet, to reduce drag, the funnel was telescopic and could be lowered. Under sail alone, they could reach 10 knots. She was completed on 1 Jan 1871, at a cost of £208,763, the ship was initially, briefly assigned to the Reserve Fleet as a Guardship in Ireland, before she was sent out to the China Station in Sep 1871, as station flagship. She finally returned 4 years later and resumed her duties as a guardship, in British

waters off of Ireland in 1875. From 1 Sep 1871 she was commanded (until paying off at Plymouth, (18 May 1875) by Capt. William Arthur, flagship of Vice-Admiral Charles Frederick Alexander Shadwell, Hong Kong. Whilst on route to the Far East, she became the 1st ironclad warship to use the Suez Canal; virtually all of her coal had to be unloaded to reduce her draught and she was towed by 3 x tugboats through the canal in three days. She was relieved on station by HMS *"Audacious"*, her sister ship. Whilst on her return trip to Britain, (in an attempt to save money), no tugboats were hired by the Admiralty and the *"Iron Duke"* ship ran aground some 4 times, frequently scraped her sides of the canal during her 4-day transit. Upon her arrival, she was paid off in May 1875. HMS *"Iron Duke"* was recommissioned two months later and was assigned as the Guardship at Hull. During the next First Reserve Squadron's summer cruise Sep 1875, she was on route with three other ironclads between Dublin (Kingstown) and Queenstown (now called Cobh, County Cork, Ireland.). In a thick heavy fog, on 1 Sep 1875, the ship accidentally rammed and sank her sister, *"Vanguard"*, off Kish Bank, off Wicklow Head south of Dublin Bay, the *"Iron Duke"* had her bowsprit wrecked, but was otherwise was little damaged. Her fore ram, however, had torn a 9-x-3-foot hole in the sided of *"Vanguard"*. The ram also damaged the watertight bulkhead between the *"Vanguard"* engine and boiler rooms, which flooded both compartments and prevented her crew from using her steam-powered pumps. After the incident she was commanded by Capt. Charles John Rowley, part of the Coastguard, Kingstown, from 12 Oct 1875. Following the loss, *"Iron Duke"* replaced *"Vanguard"* as the guardship at Kingstown (now Dún Laoghaire, County Dublin, Ireland, south of Dublin.), where she received the latter's crew and remained until Jul 1877 when the ship began a lengthy refit that lasted until Aug 1878. She was inspected by Admiral Thomas Symonds, Commander-in-Chief, Plymouth, on 22 Jul 1878. She then departed Plymouth on 4 Aug 1878, bound again for the China Station and the Far East. On route, she pulled the P&O steamship SS *"Bengal"* off a reef in the Red Sea on 7 Sept after two days' effort. Vice-Admiral Robert Coote hoisted his flag aboard *"Iron Duke"* on 9 Nov. The ship ran aground herself on a sandbar entering the Huangpu River in May 1880, after 5-days, she was pulled free by the American paddlewheel river gunboat U.S. *"Monocacy"* with little damage. Princes Arisugawa Taruhito and Arisugawa Takehito visited the *"Iron Duke"* on 22 July while she was visiting Yokohama, Japan. Several weeks later, Arisugawa Takehito came aboard to serve as a midshipman. The ship struck a rock off the coast of Hokkaido on route to Aniva Bay, Sakhalin Island, on 30 Jul 1880. She was floated off on 1 Aug, after another ship had also grounded while trying to assist. Her repairs required a month in drydock in Hong Kong. She was commanded (until paying off) by Capt. Richard Edward Tracey, flagship of Vice-Admiral George Ommaney Willes, on the China station, 3 Jan 1881 until 15 Mar 1883. On 28 Jan 1881, Admiral Robert Coote hauled down his flag on and was relieved by Vice-Admiral George Willes, the new Commander-in-chief, of the China Station. On 10 Oct 1881, the ship was drydocked in Nagasaki, Japan and then sailed to Wusong District, Shanghai, China on 26 Oct 1881. The *"Iron Duke"* returned home to Britain in Jan 1883 and began a lengthy refit that included the replacement of her boilers. The ship ran aground twice during this deployment and returned home in 1883. After a lengthy refit, *"Iron Duke"* was assigned to the Channel Fleet in 1885. On 16 Apr 1885, the ship became a member of Admiral Geoffrey Hornby's Particular Service Squadron until August, when she joined the Channel Squadron. After the ironclad *"Sultan"* broke loose from her anchors in Lisbon on 24 Dec 1886 during a gale and (again) accidentally rammed and sank the French steamship SS *"Ville de Victoria"*. The crew of the *"Iron Duke"* manned one boat in search for survivors, although it is uncertain how many they saved. The following year, *"Iron Duke"* participated in Queen Victoria's Golden Jubilee Fleet review on 1 Jul 1887 at Spithead. She again became a Guardship in 1890 at Hull. She was reduced to reserve in 1890 and was converted to a coal hulk in 1900, serving at Kyles of Bute, a narrow sea channel that separates the northern end of the Isle of Bute from the Cowal peninsula in Argyll and Bute, on the Scottish mainland. The ship was transferred from Fleet Reserve to

Dockyard Reserve at Portsmouth in April 1902. The ship was converted into a coal hulk a decade later and continued in that role until 1906 when she was sold for scrap on 15 May 1906 to Galbraith of Glasgow and broken-up.

6 Jan 1887-21 Jan 1895 Lieutenant John Denison was appointed in command of H.M.S. "**Firebrand**", replacing Commander David Louison Dickson. He was replaced with Lionel Grant Tufnell. "**Firebrand**" (1877) was a composite screw gunboat launched in 1877. She was 1 of 12 "**Forester**" class gunboats completed for the Royal Navy. She was built by J. & G. Thomson, (which was later acquired by John Brown & Company in 1899. Operations then continued under the Brown & Co. name. HMS "**Firebrand**" was launched 30 Apr, 1877, made ready for sea at Devonport on 18 Jan 1879, but only commissioned at Devonport on 6 May 1884. It was reported at the time that she was slated to venture first to Sierra Leone to relieve the gun vessel HMS "**Boxer**". HMS "**Firebrand**" was commanded by the following: Lieutenant & Commander James J. L. Sisson, from 9 Dec 1878 to 1883; Lieutenant & Commander Charles B. Macdonald, from 8 Jan 1883 to before April, 1883 (when he lent to return to "**Griffon**" upon "**Firebrand**" returning home); Lieutenant & Commander David L. Dickson, 6 May 1884; Lieutenant & Commander John Denison, 6 Jan 1887; Lieutenant in Command Lionel G. Tufnell, from 1 Jan 1892 until 21 Jan 1895; Lieutenant & Commander Vernon Maud, 21 Jan 1895 to 31 Mar 1897; Gunner in Command Benjamin W. Pitt, from 26 Sep 1911 until 5 May 1913. HMS "**Firebrand**" was sold out of the service in 1905 and renamed Hoi Tin. "**Firebrand**" was the 11th of 12 ships, as follows: -

HMS Name:	Builder:	Launched:	Fate
Cygnnet	William Doxford & Sons	30 May 1874	Broken up 1889.
Express	William Doxford & Sons	16 Jul 1874	Sold Aug 1889.
Contest	William Doxford & Sons	29 Aug 1874	Broken up at Devonport 1889.
Sheldrake	Robert Napier & Sons, Govan	3 Jul 1875	Drill ship, renamed Drake on 13 Mar 1888. Coastguard watch vessel, renamed WV 29 in 1893. Renamed Drake in 1906. Sold to Meyer Isaacs on 3 April 1906.
Mallard	Earle's Shipbuilding, Hull	4 Aug 1875	Sold Aug 1889
Moorhen	Robert Napier & Sons, Govan	13 Sep 1875	Sold Nov 1888
Foxhound	Barrow Iron Shipbuilding	29 Jan 1877	Coastguard in 1886. Coal tug in 1897, renamed YC-20. Sold as hulk Arabel in 1920, and remained in Blackwall Reach on the River Thames for 55 years. Broken up in 1975
Forward	Barrow Iron Shipbuilding	29 Jan 1877	Coal hulk in 1892. Sold in 1904
Firm	Earle's Shipbuilding, Hull	14 Feb, 1877	Sold to Cox for breaking up at Falmouth on 14 May 1907
Forester	Earle's Shipbuilding, Hull	26 Feb 1877	Coal hulk in 1894. Sold in 1904
Firebrand	J & G Thomson, Govan	30 Apr 1877	Sold in 1905, became mercantile Hoi Sin
Firefly	J. & G. Thomson, Govan	28 Jun, 1877	Boom defence in 1904. Base ship on 3 April 1914, renamed Egmont. Renamed Firefly 1 in March 1923. Sold in May 1931

23 May 1891- 29 Jun 1891 Lieutenant John Denison was again reposted back to HMS "**Duke of Wellington**". [Details and history of this vessel is covered above].

30 Jun 1891 Lieutenant John Denison was posted to the torpedo gunboat HMS "**Gossamer**" at Sheerness, as Acting Commander. HMS "**Gossamer**" was being commissioned at Sheerness (see below for vessel details and history).

30 Jun 1891-7 Oct 1891 John Denison was appointed as Acting Commander HMS "**Gossamer**", this was a new command, John Denison was replaced and succeeded by Capt. Frederick Gilbert Charles Langdon. "**Sharpshooter**" class torpedo gunboats. "**Gossamer**" was built by the Sheerness Dockyard, laid down 21 Jan 1889, launched 9 Jan 1890, and completed 16 Jun 1891. Her fate was to be sold off 30 Mar 1920.

This whole class was reviled for its problematic propulsion systems. When “*Antelope*” was being worked up in 1891, The “*Times*” newspaper referred to the entire class as “notoriously unsuccessful”. H.M.S. “*Gossamer*” was 1 of 13 as follows: -

Name	Ship builder	Laid down	Launched	Completed	Fate
Sharpshooter	Devonport Dockyard	13 Jan 1888	30 Nov 1888	Aug 1889	Hulked for instructional duties and renamed Northampton in 1904 (or later). Sold for breaking on 27 Mar 1922.
Spanker	Devonport Dockyard	12 Apr 1888	22 Feb 1889	17 Oct 1890	Became a minesweeper in 1909. Sold for breaking on 20 Mar 1920.
Speedwell	Devonport Dockyard	18 Apr 1888	15 Mar 1889	1 Jul 1890	Became a minesweeper in 1909. Sold for breaking on 20 Mar 1920
Salamander	Chatham Dockyard	23 Apr 1888	31 May 1889	8 Jul 1891	Sold for breaking on 15 May 1906
Seagull	Chatham Dockyard	23 Apr 1888	31 May 1889	1 Dec 1890	Became a minesweeper in 1909. Sunk in a collision in the Firth of Clyde on 30 Sep 1918
Sheldrake	Chatham Dockyard	4 Jul 1888	30 Mar 1889	18 Mar 1890	Sold for breaking on 9 July 1907
Skipjack	Chatham Dockyard	4 Jul 1888	30 Apr 1889	14 Feb 1891	Became a minesweeper in 1909. Sold for breaking on 23 Apr 1920
Boomerang	Armstrong Mitchell, Elswick	17 Aug 1888	24 Jul 1889	14 Feb 1891	Laid down as Whiting, renamed Boomerang on 2 Apr 1890. Sold at Portsmouth on 11 Jul 1905
Karakatta	Armstrong Mitchell, Elswick	17 Aug 1888	27 Aug 1889	14 Feb 1891	Laid down as Wizard, renamed Karakatta on 2 Apr 1890. Sold at Portsmouth on 11 Jan 1905
Assaye	Armstrong Mitchell, Elswick	19 Nov 1888	11 Feb 1890	Jan 1892	Built for the Royal Indian Marine. Sold in May 1904
Plassey	Armstrong Mitchell, Elswick	19 Nov 1888	5 Jul 1890	Feb 1892	Built for the Royal Indian Marine. Sold on 17 May 1904
Gossamer	Sheerness Dockyard	21 Jan 1889	9 Jan 1890	16 Jun 1891	Became a minesweeper in 1908. Sold for breaking on 20 Mar 1920
Gleaner	Sheerness Dockyard	21 Jan 1889	9 Jan 1890	21 Dec 1891	Sold for breaking on 4 Apr 1905

During the Annual Manoeuvres of 1892 “*Sharpshooter*” caught fire. Toward the end the Annual Manoeuvres, the “*Sharpshooter*” fires were extinguished and she shipped fully seventy tons of water. A similar fate had nearly be-fell “*Skipjack*”, and it was reported that “it is the universal opinion amongst naval officers who have had experience of the “*Sharpshooter*” class [...in the “*Times*” newspaper, this generally also meant the “*Alarm*” class as well] that the vessels are unfit for active service owing to the weakness of their engines and boilers. The “*Sharpshooters*” class were meant to carry the same gun armament as the previous “*Grasshoppers*” class, viz: 1 x 4-inch BL gun; 6 x 3-pounder guns; 5 x 14-inch torpedo tubes and eight torpedoes. During construction, however, tests at Elswick of a new 4.7-inch quick-firing gun showed it was markedly superior to the old 4-inch breach-loader, being able to fire ten rounds in a minute instead of only twice. The new gun was promptly introduced into the design, with a second 4.7-incher being added for good measure in place of 2 x 3-pounders. Torpedo armament remained unchanged. Thus the “*Sharpshooter*’s class armament as built was, viz: 2 x 4.7-inch quick-firing guns; 4 x 3-pounder guns; 5 x 14-inch torpedo tubes and 8 x torpedoes. “*Sharpshooter*” was hulked in 1904 for instructional duties and renamed “*Northampton*”. In 1908 the five survivors (“*Gossamer*”, “*Seagull*”, “*Skipjack*”, “*Spanker*”, and “*Speedwell*”) were converted into minesweepers.

8 Oct 1891-30 Oct 1891 Lieutenant John Denison was posted again back to HMS "**Victory**". She was tender to HMS "**Duke of Wellington**", [1869 to 1888]. (See above for a description and history).

31 Oct 1891-27 May 1892 John Denison was on ½ pay and undertook a further commanders' course, which he passed.

31 Dec 1891 John Denison promoted to the rank of Commander.

28 May 1892-28 May 1893 Commander John Denison was posted to HMS "**Anson**". She was the last of 6th "**Admiral**" class ironclad battleships built for the Royal Navy. "**Anson**", was named after Admiral and 1st Lord of the Admiralty, George Anson, 1st Baron Anson. She was laid down at Pembroke Royal Dockyard on 24 Apr 1883, launched on 17 Feb 1886 and was delivered at Portsmouth in March 1887, complete except for her main armament, at a cost of £662,582. The "**Admiral**" class was built in response to French ironclad battleships of the *Hoche* and *Marceau* classes. "**Anson**" and her sister ship, "**Camperdown**", were enlarged and improved versions of the previous pair of Admirals, "**Rodney**" and "**Howe**". The sisters had a length between perpendiculars of 330 feet, a beam of 68½ feet, and a draught of 27 feet 10-inches at deep load. They displaced 10,600 tons at normal load, some 300 tons heavier than "**Howe**" and "**Rodney**" and 1,100 tons heavier than the first ship of the class, "**Collingwood**". The ships had a complement of 525–536 officers and enlisted ratings. HMS "**Anson**" was powered by 2 x 3 x cylinder inverted compound-expansion steam engines, each driving one propeller. The Humphreys engines produced a total of 7,500 indicated horsepower at normal draught and 11,500 i.h.p. with forced draught, using steam provided by 12 x cylindrical boilers. The sisters were designed to reach a speed of 16 knots at normal draught and "**Anson**" reached 17.4 knots on her sea trials using forced draught. The ships carried a maximum of 1,200 tons of coal that gave 7,200 nautical miles at a speed of 10 knots. Unlike "**Collingwood**", the later four "**Admiral**" class ships had a main armament of 30-calibre rifled breech-loading B.L. 13.5-inch Mk II guns, rather than the 12-inch guns in the earlier ships. The 4 guns were mounted in two twin-gun, pear-shaped barbetstes, one forward and one aft of the superstructure. The barbetstes were open, without hoods or gun shields, and the guns were fully exposed. The 1,250-pound shells fired by these guns were credited with the ability to penetrate 28-inches of wrought iron at 1,000 yards using a charge of 630 pounds of smokeless brown cocoa (SBC). At maximum elevation, the guns had a range of around 11,950 yards with SBC; later a charge of 187 pounds of cordite was substituted for the SBC, which extended the range to about 12,620 yards. There were significant delays in the production of the heavy guns for this ship and her sisters, due to cracking in the innermost layer of the guns, that significantly delayed the delivery of these ships, of some 2 years. The secondary armament of the "**Admiral**" class ships consisted of six 26-calibre B.L. 6-inch Mk IV guns on single mounts positioned on the upper deck amidships, three on each broadside. They fired 100-pound shells that were credited with the ability to penetrate 10.5-inches of wrought iron at 1000 yards. They had a range of 8,830 yards at an elevation of +15° using prismatic black powder. Beginning around 1895 all of these guns were converted into quick-firing Q.F. guns with a much faster rate of fire. Using cordite extended their range to 9,275 yards. For defence against torpedo boats the ships carried a dozen Q.F. 6-pounder (2.2-inch) Hotchkiss guns and 10 x Q.F. 3-ponder 1.9-inch Hotchkiss guns. They also mounted 5 x 14-inch above-water torpedo tubes, one in the bow and four on the broadsides. The armour scheme of "**Anson**" and "**Camperdown**" was virtually identical to that of "**Collingwood**", although the thickness of the armour plate on the barbetstes was increased as was the length of the waterline armour belt. To accommodate these changes without an increase in draught, these later two ships were lengthened by 5 feet, and had their beam increased by 6-inches over their earlier sisters. The compound armour belt extended across the middle of the ships between the rear of each barbette for a length of 150 feet. It had a total height of 7½ feet deep of which 6½ feet was below water and 1-foot above at normal load; at deep load, their draught increased by another 6-inches. The upper 4 feet of the belt armour was 18-inches

thick and the plates tapered to 8-inches at the bottom edge. Lateral bulkheads at the ends of the belt connected it to the barbettes; they were 16-inches thick at main deck level and 7-inches below. The barbettes ranged in thickness from 14 to 12-inches with the main ammunition hoists protected by armoured tubes with walls 12 inches thick. The conning towers also had walls of that thickness as well as roofs 2-inches thick. The deck of the central armoured citadel had a thickness of 3-inches and the lower deck was 2-5-inches thick from the ends of the belt to the bow and stern. HMS "**Anson**" was completed, except for her armament, in 1887, but had to wait 2 years for her guns to be installed. She was escorted to Portsmouth to await delivery of her guns. She was finally commissioned on 28 May 1889 as the flagship of the second-in-command (2IC) of the Channel Fleet. On 17 Mar 1891, the passenger steamer SS *Utopia* was accidentally blown onto the ram of the anchored HMS "**Anson**" during a strong gale in the Bay of Gibraltar. In all 562 of *Utopia*'s passengers and crew and two rescuers from the armoured cruiser HMS "*Immortalité*" were killed in the accident. HMS "**Anson**" did not report any injuries or damage. In Sep 1893, the "**Anson**" was transferred to the Mediterranean Fleet. She had a refit at Malta in 1896., where she served until Jan 1900, when she was assigned to the Reserve Fleet. She returned home and paid off at Devonport in Jan 1901, re-commissioning for the newly formed Home Fleet in Mar 1901. She served as guard ship at Queensferry, Ireland under Capt. William Fisher in 1902, and took part in the fleet review held at Spithead on 16 Aug 1902 for the coronation of King Edward VII. In May 1904, "**Anson**" finally paid off into reserve, where she remained until she was sold for scrap on 13 Jul 1909. She was sold for £21,200 and subsequently broken up at Upnor, Kent.

29 May 1893-18 June 1896 Commander John Denison was posted to HMS "**Victoria and Albert**" as commanding officer. She was actually the HMY *Victoria and Albert II*, a 360-foot overall, wooden paddle steamer launched 16 Jan 1855, from the Pembroke Royal Dockyard. Originally when laid down she was to be called the "*Windsor Castle*", but was renamed in Dec 1854 as "**Victoria and Albert**", but due to an existing royal yacht bearing the same name when launched she was named *Victoria and Albert II*, at which time the original vessel was renamed "*Osborne*". The namesake for these vessels was Queen Victoria and Albert, Prince Consort. *Victoria and Albert II* was actually owned and operated by the Royal Navy as a royal yacht of the UK sovereign. Her builder's measure was 2,345 tons with a displacement of 2,470 tons. She was 329 feet overall with an overall beam of 69 feet. The yacht could make 15 knots on her paddles. She carried a complement of 240 officers and men of the Royal Navy as crew. The ship was used by Prince Arthur on the occasion of his visit to Heligoland in 1872. The "**Victoria and Albert II**" was scrapped in about 1904 from Portsmouth.

May 1893 Rear Admiral Seymour reported on Commander John Denison stated that ..."He has a great command of his temper and might be especially useful in some service requiring unusual nicety of manner and self-restraint. ..."

13 May 1896 As a result of his 3-year posting above, Commander John Denison was promoted to the rank of Captain.

19 Jun 1896-14 Jun 1897 Captain John Denison again found himself on ½ pay.

15 Jun 1897-30 Jul 1897 Captain John Denison was posted and attached to HMS "**Latona**" for manoeuvres, replacing Charles Henry Cross. Denison was replaced and succeeded by Richard Hyde, C.B., C.B.E., M.V.O. H.M.S. "**Latona**" (1890) was one of 21 x "*Apollo*" class second-class cruisers completed in the early to mid-1890's. Her Pendant Number was P. 51 (1914); N. 49 (Sep 1915); and N. 03 (Jan 1918). Her builders were Vickers, laid down 1889, launched 22 May 1890, and Commissioned 1893. She was sold 22 Dec, 1920, met her fate in Malta.

31 Jul 1897-22 Nov 1897 Captain John Denison again found himself on ½ pay as a Captain.

Jun 1898 Captain John Denison requested and was granted permission to visit Canada.

23 Nov 1897-12 June 1898 Captain John Denison was posted and attached to HMS "**President**" for study at the Royal Naval College. Originally "**President**" was a wooden 4th Rate sailing vessel of 1,537 tons (builder's measure) armed with 52 guns, launched

from Portsmouth Dockyard on 20 Apr 1829. She was 173½ feet in length, with a beam of 45 feet. She was converted to a drill ship in Apr 1862 and berthed at the West India Docks, London. She was renamed the "Old President" from 25 Mar 1903 and was sold-off 7 Jul 1903.

13 Jun 1898-16 Feb 1899 Captain John Denison again found himself on ½ pay as a Captain.

17 Feb, 1899-9 Jul, 1900 Captain John Denison appointed as Captain of HMS "**Melpomene**", replacing Alexander William Chisholm Batten, D.S.O., M.V.O., AdC. She was one of 5 x 2nd class protected cruisers of the "**Medea**" class completed for the Royal Navy in 1889 and 1890. There was a later destroyer named "**Melpomene**" that fought in the Great War. H.M.S. "**Melpomene**" (1888) was built by Portsmouth Royal Dockyard, laid down 10 Oct 1887, launched 20 Sep 1888, Commissioned 17 Jun 1890, Sold-off in 1905. She was commissioned at Portsmouth on 17 June, 1890. Recommissioned at Portsmouth on 19 Jan 1912. By Jul 1913, she was ordered to be paid-off.

10 Jul 1900-22 Aug 1900 Captain John Denison was appointed to HMS "**Ariadne**", for a short period, again for commissioning, manoeuvres and sea trails. She was a "**Diadem**" class protected cruiser of the Royal Navy, which was launched in 1898. Ariadne was built by J & G Thompson of Clydebank and launched on 22 Apr 1898, when she was named by Lady Balfour of Burleigh, wife of Lord Balfour of Burleigh, who served as Secretary of State for Scotland. Her length was 435 feet, 462½ feet overall, her beam was 69 feet, her draught was 25½ feet. She had a displacement of 11,000 tons. Her installed power was 16,500-18,000 i.h.p., provided by 2 x triple expansion engines via 2 x shafts, giving her a speed of 20-20.5 knots. She carried a complement of 760 officers and men. Her armaments were originally 16 x Q.F. 6-inch guns; 14 x Q.F. 12-pounder guns; 3 x Q.F. 3-pounder guns; 2 x 18-inch torpedo tubes. From Mar 1917 her armaments changed to 4 x 6-inch guns; 1 x 12-pounder gun and on average 354 sea mines. Her armour was 6-inches on the Casemates; 2 x 4.5-inches on her decks. In Mar 1902 she was ordered to prepare for service on the North America and West Indies Stations, where she would act as flagship to Vice-Admiral Sir Archibald Lucius Douglas when he took up command on the station in July that year. She was commissioned at Portsmouth on 5 Jun 1902 by Capt. Montague Edward Browning, who was appointed flag Capt. in command of the ship from the same day. Leaving Portsmouth in early July, she arrived at Halifax and formally succeed HMS "**Crescent**" as flagship to the station on 15 July. In Aug-Sep 1902 she visited St Johns, Newfoundland, Quebec City and Charlottetown. In March 1913, she was converted to a stokers' training ship and in Mar 1917 was converted and reclassified as minelayer and assigned to the Nore Command. She was torpedoed and sunk 26 Jul 1917 off Beachy Head by the German submarine *UC-65*, commanded by Otto Steinbrinck [*who was later indicted and found guilty in the Nuremberg Flick Trial*]. In all, 34 lives were lost.

23 Aug 1900-8 Sep 1900 Captain John Denison was appointed to HMS "**Duke of Wellington**", for a short period, again for manoeuvres. [*Details and history of this vessel is covered above*].

9 Sep 1900-1 Oct 1900 Captain John Denison again found himself on ½ pay.

2 Oct, 1900-18 Nov, 1902 Captain John Denison appointed to and in command of HMS "**Niobe**", replacing Sir Alfred Leigh Winsloe. John Denison was replaced and succeeded by Capt. Charles Henry Umfreville. HMS "**Niobe**", (1897) was a ship of the "**Diadem**" class of protected cruisers in the Royal Navy. She was ordered as part of the 1895/96 Naval Estimates and was laid down by Vickers Ltd at their Barrow-in-Furness shipyard on 16 Dec 1895. The cruiser was launched on 20 Feb 1897, and commissioned on 6 Dec 1898. The "**Diadem**" class cruisers were reduced versions of the preceding "**Powerful**" class. The first 4 x ships of the class, of which "**Niobe**" was one, she displaced 11,000 tons and were 435 feet long between perpendiculars and 462½ feet overall. They had a beam of 69 feet and a draught of 25½ feet. The first four cruisers of the class were propelled by two shafts powered by steam from 30 x

Belleville boilers driving a 4-cylinder triple expansion engine that created 16,500 indicated horsepower. This gave the ships a maximum speed 20.5 knots. The cruisers carried 1,900 tons of coal as fuel. The “*Diadem*” class were equipped with 16 x Q.F. 6-inch guns. 4 x single-mounted guns with gun shields were placed on the forecastle and quarterdeck, while the remaining 12 x were placed in casemates on either side of the ship. The foremost and aftermost guns on each side were mounted in two-story casemates, with the other 8 in single-story casemates amidships. The class was criticized for the lack of heavier armament. The cruisers were given 14 x single-mounted Q.F. 12 pounder 12 cwt naval guns and 3 x single-mounted Q.F. 3-pounder Hotchkiss guns. The cruisers also mounted 3 x 18-inch torpedo tubes, one positioned above water in the stern and two submerged broadsides. The cruisers were given a 4–2½-inch armoured deck and 2-inch armour for the ammunition hoists. The casemates and the 6-inch gun shields were given 4½–2 inches armour and the conning tower, 12-inches. The vessels had a complement of 677 in Royal Navy service. She formed part of the Channel Squadron at the outbreak of the Boer War (1899–1900), and was sent to Gibraltar to escort troop transports ferrying reinforcements to the Cape. On 4 Dec 1899, “*Niobe*” and HMS “*Doris*” rescued troops from S.S. Ismore, which had run aground. HMS “*Niobe*” saw further action in the Boer War, escorting troops to Cape Town, and the Queen's South Africa Medal was subsequently awarded to all of the crew. She returned to the English Channel, but later escorted vessels as far as Colombo in Ceylon. In Mar 1901 “*Niobe*” was one of two cruisers to escort HMS “*Ophir*”, commissioned as a royal yacht for the world tour of the Duke and Duchess of Cornwall and York (later King George and Queen Mary), from Spithead to Gibraltar, and in Sept the same year she again escorted the Royal Yacht from St. Vincent to Halifax, Nova Scotia. She took part in the fleet review held at Spithead on 16 Aug 1902 for the coronation of King Edward VII, and the following month visited Souda Bay, Crete for combined manoeuvres with other ships of the Channel and Mediterranean Stations. After a brief visit to Gibraltar in early Oct, she returned to Portsmouth. From 1905 to 1909, “*Niobe*” was the flagship of the Rear-Admiral Reserve Squadron and was refitted in 1908. In April 1909, the cruiser was recommissioned into the 4th Division of the Home Fleet at Devonport and was paid-off in Sep 1910. She served in the Boer War and was then given to Canada as the second ship of the newly created Naval Service of Canada as HMCS “*Niobe*”. The Naval Service of Canada became the Royal Canadian Navy in August 1911. The ship was nearly lost when she went aground off Cape Sable Island, Nova Scotia overnight 30–31 Jul 1911. Repairs were completed at the end of 1912 and the ship returned to service in late 1914. During the First World War, “*Niobe*” patrolled the approaches to the St. Lawrence River and then joined the Royal Navy's 4th Cruiser Squadron to patrol off New York City. The cruiser returned to Halifax, Nova Scotia on 17 Jul 1915 and never put to sea again. HMS “*Niobe*” was paid off in Sept and served as a depot-ship in Halifax. Damaged in the 1917 Halifax Explosion, she was sold for scrap and broken up in the 1922 at Philadelphia.

Feb 1901 Captain John Denison actions were called into question ... “Reason for ignoring instructions directly from Admiral after escorting the German Emperor to Flushing not considered satisfactory”.

31 Mar 1901 Census shows John Denison as Captain of HMS “*Niobe*” in Gibraltar as part of the Channel Squadron. Royal Navy>Vessels>District Niobe.

19 Nov 1902-27 Jul 1903 Captain John Denison again found himself on ½ pay, awaiting a further posting.

Jun 1903 Captain John Denison attended and passed a senior officers signals course, which he passed.

28 Jul 1903-7 Oct 1904 Captain John Denison was appointed of the new battleship HMS “*Montagu*”, replacing Thomas Benjamin Stratton Adair. H.M.S. “*Montagu*” was 1 of 6 of the “*Duncan*” class pre-dreadnought battleships completed for the Royal Navy in 1903-1904. “*Montagu*” was ordered as part of the 1899-1900 Programme. Her keel was Laid down: 23 Nov, 1899 in the Devonport Royal Dockyard, she was

launched on 5 Mar 1901, and was named by Lady Scott, wife of the Commander-in-Chief, Plymouth, Admiral Lord Charles Scott, who was also present. Also, in attendance were Rear-Admiral Thomas S. Jackson, the Admiral Superintendent of Devonport Dockyard, and other naval and military officers. She began sea trials in Sep 1902, under Capt. John Ferris. "**Montagu**" commissioned at Devonport on the 27 Jul 1903 under the command of Capt. John Denison, completed: Nov 1903 for service on the Mediterranean Station. She was a pre-dreadnought battleship of the British Royal Navy. Although she would soon have been obsolescent if she had not been wrecked, this loss of one of its newest battleships was a blow to the Royal Navy, (see below), then in the early stages of the naval arms race with Germany. "**Montagu**" and her 5 sisters of the "*Duncan*" class were ordered in response to large French and Russian building programmes, including an emphasis on fast battleships in the Russian programmes. HMS "**Montagu**" and her sisters were designed as smaller, more lightly armoured, and faster versions of the preceding "*Formidable*" class. As it turned out, the Russian ships were not as heavily armed as initially feared, and the "**Montagu**" and the other "*Duncan*'s" proved to be quite superior in their balance of speed, firepower, and protection. HMS "**Montagu**" had an armour layout similar to that of the preceding "*London*" subclass of the "*Formidable*" class, with reduced thickness in the barbets and belt. HMS "**Montagu**" and her sisters had machinery of 3,000 indicated horsepower more than the "*Formidable*" and "*London*" class, and were the 1st British battleships with 4-cylinder triple-expansion engines. They also had a modified hull form to improve speed. The "*Duncan*" class had a reputation as good steamers, with a designed speed of 19 knots and an operational speed of 18 knots, good steering at all speeds, and an easy roll. They were the fastest battleships in the Royal Navy when completed, and the fastest pre-dreadnoughts ever built other than the "*Swiftsure*" class, HMS "*Swiftsure*" and HMS "*Triumph*". HMS "**Montagu**" and her sister ships had the same armament as and a smaller displacement than the "*Formidable*" and "*London*" classes. As a pre-dreadnought, "**Montagu**" would have been outclassed by the dreadnought battleships that began to appear at the end of 1906, but she was lost that year, several months before the HMS "*Dreadnought*" commissioning ushered in the new battleship era. In Feb 1905, she transferred to the Channel Fleet. Commanding Captains are as follows: Capt. John Ferris for commissioning and testing. Capt. **John Denison**, from 28 Jul 1903 to 30 Sep 1904, (*note the Admiralty reprimand given concerning hatches, below*). Capt. Thomas B. S. Adair, served from 12 Sep 1904 to 20 Aug 1906 (removed from the hard-grounded ship by Court Martial). In Dec 1904, Capt. Adair submitted concerns regarding the "candle-boxes" used to illuminate the magazines as a fall-back to the electric lighting. They had no air supply given them and it was noticed that the candles would always be extinguished about one or two hours after lighting. Furthermore, some lightboxes cast light into two adjoining spaces, and the water-tightness of their glass would be a weak link in watertight integrity. Capt. Adair was not comfortable that the "Naval Manual of Gunnery" noted on page 260 that these doors could be left open "slightly" to permit the ingress of oxygen. His objections had merit, prompting the decision in early 1905 to abolish the use of candles as emergency lighting, in favour of Prested's electric lamps which could be placed in the same light boxes. In 1904, in a competition to investigate how rapidly submerged tubes could be fired four times sequentially, starting with the tube loaded and the bar out, the ship's crew undertook two trials and achieved times of 11 minutes and 8:17. The best time was achieved by HMS "*Cressy*" at 50.75 seconds, though 2:30 was more typical. In May 1906 in thick fog, she was wrecked on Lundy Island, without loss of life. At 0200 hours on 30 May 1906 during radio communication trials carried out in thick fog, HMS "**Montagu**" was steaming at high speed in the Bristol Channel when she ran into Shutter Rock on the southwest corner of Lundy Island. The force of impact was so great that her foremast was raked forward. The ship settled hard aground, with many holes in her hull, the worst of which was a 91-foot-long gash in her starboard side. A pilot cutter cruising in the vicinity of Lundy Island had encountered "**Montagu**" a short time earlier. The

battleship had stopped engines, come abreast, and hailed from the bridge requesting a distance and bearing for Hartland Point on the mainland of England. Though the cutter supplied these accurately, the voice from the battleship's bridge replied that they must be wrong and that the pilot cutter must have lost her bearings. As HMS "**Montagu**" restarted her engines and began to move ahead, the cutter shouted back that on her present course the "**Montagu**" would be on Shutter Rock within ten minutes, and a short time later the sound of the battleship running aground carried through the fog. The battleship's Captain, believing "**Montagu**" was aground at Hartland Point, sent a party on a rowing boat to the north, instructing them to contact the Hartland Point Lighthouse. They instead got to the North light on Lundy Island, where officers asked the lighthouse keeper to inform the British Admiralty that they were aground south of Hartland Point. An argument ensued with the keeper over where they were until he pointed out he knew what lighthouse he kept. The Court Martial convened for the affair blamed the thick fog and faulty navigation for the wreck, and her commanding officer, Thomas B. S. Adair, and navigating officer, Lieutenant J. H. Dathan, were severely reprimanded and "dismissed from the ship", with Dathan losing two years' seniority. HMS "**Montagu**" was wrecked: 30 May, 1906. Her fate was to be scrapped in situ. *[A newspaper article covering the loss of the "**Montagu**" and its subsequent salvage with relation to Pembroke Royal Dockyard workers is covered below].*

8 Dec 1903 Captain John Denison was placed on the Retired List in accordance with the provisions of the Order in Council.

Sep 1904 Admiral Douville commented on Captain John Denison thus ..." a very good and steady officer, physically strong, well worldly of advancement".

1 Oct 1904-6 Oct 1906 Captain John Denison was appointed as the Captain Superintendent, Pembroke Royal Dockyard, replacing Gerald Walter Russell. John Denison was later replaced and succeeded by Henry Coare Kingsford. *[note that Captain John Denison was involved in the organisation of salvaging the guns from the wrecked "**Montagu**" with the workforce of Pembroke Royal Dockyard].*

8 Oct 1904-6 Oct 1906 Denison was appointed Captain of HMS "**Vivid**". She was an iron screw yacht purchased from civilian service in 1891, where she had been named "SS Capercaillie". She was built by Barclay, Curl, and Co., Glasgow, yard number 321, way number 87699, launched and completed 20 June 1883; 550 tons, 200 feet in length, beam 24 feet, draft 12 feet, installed power 450 hp propulsion, 1 x 2-cylinder compound engine, single shaft drove 1 screw, 2 masts, giving a speed of 10 knots. She had been built for and owned by George Burns, a shipping company owner [and 2nd Baron Inverclyde, chairman of the Cunard Steamship Company whose wife launched HMS "**Leviathan**" on 3 Jul 1901]. SS Capercaillie was acquired by the Royal Navy and renamed HMS "**Vivid**" in 1891. She was in naval service 1891-1913. She became the Devonport base ship and flagship in 1893 and was also used as the yacht for the Commander-in-Chief, Plymouth. And, also as vessel of the Captain Superintendent of the Pembroke Royal Dockyard. Her fate was to be sold back to civilian service in 1912, to the Royal Technical College, Glasgow for use as a training ship. The purchase was a major investment for the college, spending an estimated £3,000 on the ship and refit. On 8 Jul 1913 "**Vivid**" ran aground and was wrecked at Colonsay on route from Rhu *(at the time spelt 'Row')* to Stornoway on her first voyage as a civilian training ship.

Dec 1904 It was reported that "J L displeasure with regard to action taken in dispute with Chaplain..." ... [# 14874]. No further information can be found on this, but the matter was formally reported to the Admiralty.

Jan 1905 The Admiralty and Naval Board issued a formal reprimand against Captain John Denison detailed the following displeasure: ..." service displeasure for not having taken steps to ensure that C in C issued instructions with regard to safety of armoured hatches, to all officers in consequence of the death of a midshipman HMS "**Montagu**" who fell through the failure to fully secure armoured hatches ...".

29 Jun 1905 Whilst still Captain Superintendent, Pembroke Royal Dockyard Captain John Denison was appointed a Naval Aide-de-Camp to King Edward VII replacing Vice Rear-Admiral Robert Archibald James Montgomerie, C.B., C.M.G., C.V.O., A.M.

18 Sep 1906 Captain John Denison was promoted to the rank of Rear-Admiral.

6 Oct 1906-2 Jan 1908 Rear Admiral John Denison again found himself on ½ pay.

Feb 1907 Rear Admiral John Denison attended and passed the Admiralty War Course.

2 Oct 1907 John Denison and his wife Florence attended marriage of his son **Bertram Noel Denison** [23] to Gladys May Nordheimer [26] in York, Ontario, Canada.

3 Jan 1908-8 Apr 1908 Rear Admiral John Denison was appointed as part of the Home Fleet at Devonport.

9 Apr 1908-4 Jan 1909 Rear Admiral Denison was appointed to HMS "*Leviathan*", part of the Home Fleet at Devonport. HMS "*Leviathan*" was one of four "*Drake*" class armoured cruisers built for the Royal Navy. She was, named after the Biblical sea monster, was laid down by John Brown and Company at their shipyard on Clydebank on 30 Nov 1899. She was launched on 3 Jul 1901 when she was christened by Lady Inverclyde, wife of George Burns, 2nd Baron Inverclyde, chairman of the Cunard Steamship Company. The ship sailed to Portsmouth for armament and engine tests in Mar 1902, and was completed on 16 Jun 1903. HMS "*Leviathan*" was designed to displace 14,150 tons. The ship had an overall length of 553½ feet, with a beam of 71 feet 4 inches and a deep draught of 26 feet 9 inches. She was powered by two 4-cylinder triple-expansion steam engines, each driving one shaft, which produced a total of 30,000 indicated horsepower and gave a maximum speed of 23 knots. The engines were powered by 43 Belleville boilers. She carried a maximum of 2,500 tons of coal and her complement consisted of 900 officers and enlisted men. Her main armament consisted of 2 x breech-loading B.L. 9-2-inch Mk X guns in single gun turrets, one each fore and aft of the superstructure. They fired 380-lbs shells to a range of 15,500 yards. Her secondary armament of 16 x B.L. 6-inch Mk VII guns was arranged in casemates amidships. Eight of these were mounted on the main deck and were only usable in calm weather. They had a maximum range of approximately 12,200 yards with their 100-lbs shells. 12 x quick-firing Q.F. 12-lbs 12-cwt guns were fitted for defence against enemy torpedo boats. Two additional 12-lbs 8-cwt guns could be dismounted for service and use ashore. HMS "*Leviathan*" also carried 3 x 3-lbs Hotchkiss guns and two submerged 17-72-inch torpedo tubes. At some point during the way, the ship probably had all of the lower casemates for her 6-inch guns plated over and six of them remounted on the upper deck so they could be used in heavy weather. Several 12-lbs guns were removed to make room for the 6-inch guns. The ship's waterline armour belt had a maximum thickness of 6-inches and was closed off by 5-inch transverse bulkheads. The armour of the gun turrets and their barbets was 6-inches thick while the casemate armour was 5-inches thick. The protective deck armour ranged in thickness from 1-2½-inches and the conning tower was protected by 12-inches of armour. She was initially assigned to the China Station upon completion and then transferred to the Mediterranean Fleet in 1905, she was assigned to the 5th Cruiser Squadron after a refit when she returned home at the end of 1906. She was assigned to the 7th Cruiser Squadron in 1907 before she was briefly reduced to reserve. She was placed in reserve in 1908, but was recommissioned in 1909 for service with the 4th Cruiser Squadron. HMS "*Leviathan*" was again placed in reserve in 1913. HMS "*Leviathan*" was recommissioned in 15 Jul 1914, and assigned to the 6th Cruiser Squadron of the Grand Fleet at the beginning of World War I. She participated in the Spithead Fleet Review held on 18-20 July 1914. The ship then was tasked to hunt down German commerce raiders and was sent to the Azores in early August on a false report of German ships operating there. She became flagship of the 1st Cruiser Squadron. She was then sent to St. Helena to rendezvous with a troop convoy from South Africa. On the return voyage she had engine problems and put into Gibraltar for repairs on 17 Sep. Beginning on 11 October, she escorted a convoy from Gibraltar to Milford Haven. On 2 Dec, she was in Cromarty Firth and hoisted the flag of Rear Admiral Archibald Moore, commander of the 1st Cruiser Squadron. Moore

struck his flag on 17 January 1915 and transferred to the battlecruiser "New Zealand" at Rosyth and the ship re-joined the 6th Cruiser Squadron. In early 1915, she was reassigned to the 6th Cruiser Squadron before she became flagship of the North America and West Indies Station in March. On 9 Mar, she was unsuccessfully attacked by the German submarine "U-12" whilst on route to Rosyth to pick up Vice Admiral George Patey, the new Commander-in-Chief, North America and West Indies Station. The ship arrived at Bermuda on 26 Mar 1916. While visiting Halifax, Prince Arthur, Duke of Connaught and Strathearn, Governor General of Canada, came aboard and inspected the ship's crew on 16 June. Admiral George Patey transferred his flag to her sister ship, "Drake", on 14 Aug 1916 while both ships were in Halifax. Vice Admiral Montague Browning relieved and replace Patey and hoisted his flag in the ship on 25 Aug in Greenock, Scotland. On 8 Jan 1918, Vice Admiral Montague Browning hauled down his flag as he was relieved as commander-in-chief. In March she began escorting convoys from Halifax and New York to the Clyde and Liverpool. She escorted a convoy from New York to Devonport, Devon in November. HMS "Leviathan" retained that position for the following 3 years until she was relieved as flagship in early 1918 and began escorting convoys from North America to Britain. She was placed in reserve in 1919 and sold for scrap on 3 March 1920 to Hughes Bolckow of Blyth, Northumberland.

5 May 1908–1909 Rear Admiral John Denison was appointed as the Rear-Admiral, Devonport Division, Home Fleet, replacing Admiral Harry Seawell Frank Niblett, C.V.O. Denison was succeeded as Admiral of the Fleet by Sir Cecil Burney, First Baronet, G.C.B., G.C.M.G., 1909 to 1910.

4 Jan 1909–9 Feb 1911 John Denison again found himself on ½ pay this time as a Rear Admiral.

10 Feb, 1911 He was promoted to the rank of Vice-Admiral on, vice Charles James Barlow Barlow., D.S.O. [*another Captain Superintendent of the Pembroke Royal Dockyard, 2 Oct 1899 to 1 Oct, 1902*].

10 Feb 1911–6 Dec 1913 John Denison again found himself on ½ pay as a Vice Admiral.

1911 British Census shows John Denison [57] Vice Admiral, wife of 32 years, Florence [53] daughter Audrey C [25] nephew John B Ledgard [23] + 3 servants, living at Rusholme, Alverstoke, Gosport. Hampshire>Alverstoke>Dist. 10.

7 Dec 1913 Captain John Denison was promoted to the rank of Admiral. In full accordance with the provisions of the Order in Council of dated 8 Dec 1903.

8 Dec 1913 Admiral John Denison was placed on the Retired List.

10 Jun 1914 Admiral John Denison [61], wife [40?] (*it is surmised that this may have been his daughter Florence*) and Miss Mary [6] niece, departed Liverpool for Quebec, Canada, on the Allan Line ship SS Tunisian. (*It has been noted that his wife had modified her age by reduction*).

30 May 1916–10 May 1917 Admiral John Denison was appointed as Senior Officer in Charge (OIC), (Commodore, First Class (Royal Naval Reserve)) Auxiliary Patrol Area XVI, an area off (Irish Channel, based at Liverpool, Kingstown and Belfast). He replaced Admiral Herbert Chatterton. During this period, he took on duties for Falmouth. Falmouth was a minor Royal Navy base in and during the Great War. Among the assets based there was the Falmouth Local Defence Flotilla, which supported the Auxiliary Patrol Area XIV at times, as well, (See above). He replaced Capt. Valentine Egerton Bagot Phillimore, C.B.E., D.S.O., and was himself replaced himself by Admiral John Scott Luard, C.B.

13 Jun 1916 Admiral John Denison was also appointed Second in Command (2IC) of Channel Fleet.

2 May 1917 26 Jun 1919 Admiral John Denison was appointed "Commodore Second Class" R.N.R in Charge of Kingstown, Ireland. The town of Dún Laoghaire in Ireland was called Kingstown until 1921. It was a minor Royal Navy base in the Great War. It, with the ports of Liverpool and Belfast all supported the forces working Auxiliary Patrol Area XVI, covering the Irish Channel. The appointment included command of HMS "Boadicea II". She was the lead ship of her class of "scout cruisers" built for the

Royal Navy in the first decade of the 20th century. The 4th ship to bear her name in the Royal Navy, "**Boadicea**" was laid down at Pembroke Royal Dockyard on 1 Jun 1907 and launched on 14 May 1908 by Lady Kensington. Her namesake was the ancient female tribal chief Boadicea, who fought back against the Romans. The ship had an overall length of 405 feet, a beam of 41½ feet and a deep draught of 14 feet. She had a displacement of 3,350 (normal)-3,400 tons (heavy). She was powered by two Parsons steam turbine sets, each driving two shafts. The turbines produced a total of 18,000 indicated horsepower, using steam produced by 12 Yarrow boilers that burned both fuel oil and coal, and gave a maximum speed of 25 knots. She carried a maximum of 790 tons of coal and 192 tons of fuel oil. Her crew consisted of 317 officers and enlisted men. Designed to provide destroyer flotillas with a command ship capable of outclassing enemy destroyers with her 6 x 4-inch guns, "**Boadicea**" proved too slow in service from the start of her career. Her 25-knot speed was barely capable of matching the speeds of the "*River*" class destroyers she led in her flotilla in 1909 and proved inadequate to match the speed of later destroyers. Her main armament consisted of 6 x breech-loading B.L. 4-inch Mk VII guns. The forward pair of guns were mounted side by side on a platform on the forecastle, the middle pair were amidships, one on each broadside, and the two remaining guns were on the centreline of the quarterdeck, one ahead of the other. The guns fired their 31-pound shells to a range of about 11,400 yards. Her secondary armament was 4 x quick-firing, Q.F. 3-pounder 1.9-inch Vickers Mk I guns and 2 x submerged 21-inch torpedo tubes. During the war, 4 additional four-inch guns were added amidships to increase her firepower. A Q.F. three-inch 20 cwt anti-aircraft gun was also added. In 1918 it was replaced by a 4-inch gun. As a "*Scout Cruiser*", the ship was only lightly protected to maximise her speed. She had a curved protective deck that was 1-inch thick on the slope and ½-inches on the flat. Her conning tower was protected by 4-inches of armour. She was the first turbine-powered cruiser in the Royal Navy and was completed in Jun 1909, under the temporary command of Commander Francis Leake. She led the 1st Destroyer Flotilla from completion until the ship was transferred to the 3rd Destroyer Flotilla. A year later, HMS "**Boadicea**" was reassigned to the 2nd Battle Squadron and she spent the bulk of World War I with that squadron. Capt. Edward Charlton relieved Francis Leake on 27 Jul and the ship became the flotilla leader of the 1st Destroyer Flotilla. Capt. Vernon Haggard assumed command of the ship on 27 Oct 1911 and he was relieved by Capt. Ernest Carey when the ship was transferred to the 3rd Destroyer Flotilla on 31 Jul 1912. Ernest Carey was only in command until 3 Apr 1913 when Captain Cecil Fox replaced him. HMS "**Boadicea**" was transferred to the 2nd Battle Squadron on 5 Jul and Fox was relieved by Capt. Louis Woollcombe. On 31 Jul 1914, she took Vice-Admiral John Jellicoe from Wick to Scapa Flow to assume command of the Grand Fleet. She was assigned to the 2nd Battle Squadron of the Grand Fleet in Scapa Flow at the start of the war. On 15 Dec her bridge and several crewmen were lost overboard due to severe weather in the Pentland Firth as the squadron sortied to intercept German ships bombarding ports in Yorkshire. HMS "**Boadicea**" had to return to port for repairs. She was present at, but did not fight in, was at the Battle of Jutland on 31 May to 1 Jun 1916, but was assigned to a position at the rear of the squadron and did not fire her guns. She actually spotted the German fleet the night after the battle, but her report was not passed to Jellicoe for fear of giving away the position of the Grand Fleet. Louis Woollcombe was relieved by Capt. Algernon Candy on 8 Sep. The ship was relieved in the squadron by her sister ship "*Bellona*" in Oct 1917 and was on detached duties, probably in preparation for her conversion into a minelayer in Dec 1917. HMS "**Boadicea**" was converted into a minelayer at the end of 1917 and made three sorties to lay her mines before the end of the war. She was assigned to the 4th Battle Squadron in Jan 1918 and she laid mines at the entrance to the Kattegat on the nights of 18/19 and 24/25 Feb 1918, part of her total of 184 mines laid in 3-missions. The ship remained with the 4th Battle Squadron for the rest of the war. After end of the war in Nov 1918, the ship was relieved of her assignment with the 4th Battle Squadron and assigned to the Nore in Feb 1919 and placed in reserve there the

			<p>following month. She was paid off on 18 Feb 1920 at Chatham Dockyard and was used for harbour service at Dartmouth until she was sold for scrap on 13 Jul 1926 to be broken-up at Alloa, Rosyth, Scotland.</p> <p>3 Jun 1917 Admiral John Denison was appointed a Companion of the Distinguished Service Order (D.S.O.).</p> <p>10 Jun 1917 Admiral John Denison D.S.O. was mentioned in Admiralty dispatched... "He has done his work excellently at Kingstown, and brought his Station to a high state of efficiency".</p> <p>17 Jan 1920 Admiral John Denison D.S.O. requested and obtained permission to travel in the West Indies, USA and residency in Canada.</p> <p>23 May 1923 John Denison [70] entered Canada for pleasure and completed customs declaration, off the SS Montrose, from Liverpool; visiting General S.A. Denison, Heydon Villa, College Rd, Toronto, Canada.</p> <p>19 Oct 1927 John Denison [74], wife Florence [70] and daughter Audrey [31] arrived at Southampton on Canadian Pacific SS Empress of France from Quebec, Canada.</p> <p>31 May 1929-8 June 1929 John Denison [75, wife Florence [71] and daughter Audrey [43] and Grandson Denison Brock [6] departed Southampton for Montreal, Quebec, Canada on SS Montrose.</p> <p>25 Oct 1929 John Denison [76], wife Florence [72] and daughter Audrey [43] arrive at Southampton on Canadian Pacific SS Montcalm from Montreal, Canada.</p> <p>25 Oct 1931 John Denison [78], wife Florence [74] and daughter Audrey [46] arrive at London on Cunard SS Aurania from Montreal, Canada.</p> <p>13 Jun 1934 John Denison [81], wife Florence [77] and daughter Audrey C. [48] leave Southampton for Quebec, Canada on Canadian Pacific SS Empress of Australia.</p> <p>18 Aug 1936 John Denison [83], and Alice Denison [60] leave Southampton for Montreal, Canada on Canadian Pacific SS Duchess of Richmond.</p> <p>20 Jul 1938 Death of wife of John Denison Florence Denison (<i>nee Ledgard</i>) in Canada.</p> <p>30 Jun 1939 John Denison died of senility. (<i>This date was taken from Admiralty documents; alternative sources state he died on 9 Mar 1939</i>)</p>
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			Extracts from the "Times" newspaper:
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			<p>Tuesday 11 September 1860 covering the HMS. "Britannia" as the "Prince of Wales",</p> <p>The following vessels comprise the four classes of the steam reserve at Portsmouth, the list corrected to this date :- First Class.-"Duke of Wellington", 131 guns, 700 horsepower; "Princess Royal", 91 guns, 400 horse-power; "Shannon", 51 guns, 600 horse-power ; "Immortalité", 51 guns, 600 horse-power; "Volcano", 6 guns, 140 horse-power; "Philomel", 6 guns, 80 horse-power; and gunboats "Brazen", "Beaver", "Snapper", "Traveller", "Grinder", and "Blazer", of two guns each, and 60 horse-power. Second Class.- "Royal Sovereign", 131 guns, 800 horse-power; "Victoria", 121 guns, 1,000 horse-power; "Prince of Wales", 131 guns, 800 horse-power, [<i>prior to her renaming</i>]; "Duncan", 101 guns, 800 horse-power; "Nelson", 91 guns, 500 horse-power; the "Sutlej", 51 guns, 500 horse-power; the "Harrier", 17 guns, 100 horse-power; the "Rinaldo", 17 guns, 200 horse-power; the "Medea", 6 guns, 350 horse-power; the "Stromboli", 6 guns, 280 horse-power; the "Coquette", 6 guns, 200 horse-power; and the gunboats "Cracker", "Fancy", "Swinger", "Pincher", and "Badger", of 60 horse-power each, and 2 guns. Third Class.- The "Tribune", 31 guns, 300 horse-power; the "Rosamond", 6 guns, 280-horse power; the "Vigilant", 4 guns, 200 horse-power; the "Vulture", 6 guns, 470 horse-power; the "Cygnets", 5 guns, 80 horse-power; and the gunboats "Cheerful", "Rambler", "Pet", "Daisy", "Angler", "Chub", "Ant", "Pert", and "Decoy", of two guns each and 21 horse-power. 4th Class. - The screw transport "Fox", 200 horse-power; the "Erebus", 16 guns, 200 horse-power; the "Meteor", 14 guns, 150 horse-power; and the "Glutton", 14 guns, 150 horse-power.</p> <p>The foregoing - not including the gunboats and mortar vessels in Haslar-yard - consist of seven line-of-battle ships, four frigates, two corvettes, nine sloops, three floating batteries, 20 gunboats, and one troop steamer. They give a total force of 1,150 guns, propelled by 11,420 horse-power (nominal). The "Fox" steam troopship is given in this return as not carrying any guns, but in the official Navy List she still carried "42" attached to her name. ..."</p>
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			Extracts from the Times Newspapers: covering HMS. "Immortalité"
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			<p>Thursday 16 June 1864</p> <p>"... The "Immortalité", 35, screw frigate, Captain George Hancock, was paid out of commission at Portsmouth yesterday, under the superintendence of Captain H. Caldwell, C.B., commanding the steam reserve at that port. George Hassall, boatswain's mate, received a gratuity of 10/- shillings and a silver medal for long service, and a pension of £22 10/- shillings. William Smith, boatswain's mate, received a gratuity of £15 10/- shillings, and a silver medal, and a pension of £36 10/-. The "Immortalité" was</p>
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			<p>commissioned at Portsmouth on the 16th of November, 1860, and sailed from Spithead on the 7th of Feb 1861, for the Mediterranean. After serving at the island of Majorca, as escort to the Empress of Austria, the "<i>Immortalité</i>" left Palma for Gibraltar and England on the 6th of May 1861, and arrived at Plymouth on the 29th. On the 10th of Aug 1861, she sailed from Plymouth for Halifax, Nova Scotia, to join the British squadron under Admiral "Milne" on the North American and West India stations. There she remained until ordered to England to pay out of commission on the 15th of Jun 1864, when she sailed from Bermuda, arriving at Spithead on the 2d of July. During the time the "<i>Immortalité</i>" was attached to the North American and West India station she performed very important duties. Among these may be noticed her despatch to "<i>Annapolis</i>" by the British Admiral, on the arrest [this was the so-called "Trent Affair"] by Commodore [Charles] Wilkes U.S.N. in command of the sloop-of-war, San Jacinto] of Messrs. [John]Slidell and [James M] Mason [two Confederate diplomatic agents], to communicate with Lord Lyons [the British minister in Washington], and her subsequent cruise and convoy of British shipping off the island of Bermuda. On the ship receiving orders at Portsmouth to pay out of commission, a few days after her arrival in England from the West Indies, it was stated that her crew called for and gave "three cheers for the captain." We understand this is not literally correct, as such a public expression of feeling on the part of the crew of one of Her Majesty's ships would be contrary to Admiralty regulations, and further, that whatever expression of feeling was exhibited by the crew on their receiving the news that the ship was to be paid out of commission in lieu of being refitted to join the Channel fleet, which had been her first orders, was manifested in the absence of Captain Hancock."</p>
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			<p><u>Thursday 5 January 1871</u></p> <p>".... The Flying Squadron, comprising the screw frigates "<i>Narcissus</i>", 28, Capt. W. Codrington, bearing the flag of Rear-Admiral Beauchamp Seymour, C. B., Admiral in command of the squadron, and the "<i>Immortalité</i>", 28, Capt. F.W. Sullivan, C.B.; and the screw corvettes "<i>Cadmus</i>", 17, Capt. W. H. Whyte, and "<i>Volage</i>", 8, Capt. M. Seymour, sailed from Plymouth Sound yesterday for Lisbon, Madeira, Barbadoes, and several other of the British West India Islands, including Jamaica, whence the squadron, probably calling at Havannah, will proceed to Bermuda, where the "<i>Pylades</i>", 17, screw corvette, Capt. C. W. V. Buckley, V.C., is expected to join. The cruise will occupy four or five months, but a great deal of latitude is allowed to Admiral Seymour, both as to ports of call and the duration of the visit. The Commander-in-Chief at Devonport, Admiral Sir Henry Codrington, K.C.B., accompanied by Rear-Admiral W. Houston Stewart, C.B., went out in the steam tender "<i>Princess Alice</i>" to view the departure of the squadron, which left Plymouth with a fine easterly breeze."</p>
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			<p><u>Monday 20 March 1871</u></p> <p>".... Our latest advices from Rear-Admiral Beauchamp Seymour's flying squadron are up to the 27th of Feb. The ships were then at Barbadoes, and would leave for Tobago, Trinidad, and other islands on the 4th of March, winding up with a somewhat lengthened visit to Jamaica. The squadron was in excellent order in reference to discipline and general efficiency. The officers and men were well, contented, and happy, and the cruise promises to be productive of much benefit to the service. The "<i>Volage</i>" is said to be the smartest ship, but then she has been longest in commission, and she is spoken of as being one of the greatest successes achieved by Mr. Reed; but her armament is regarded as being too small. The "<i>Immortalité</i>" has proved herself the fastest ship under sail. Steam is only resorted to when absolutely necessary, and, therefore, although agreeing very much with what that thorough good seaman of the old school, Admiral Rous, said in The Times of Thursday, we do not think there is much chance of the rising generation of our sailors turning out "tea-kettle" men. - <i>Army and Navy Gazette</i>. '</p>
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			<p><u>Monday 1 May 1871</u></p> <p>"... The following is a brief account of the proceedings of Rear-Admiral Beauchamp Seymour's Flying Squadron since the last communication from the ships. Our letters are dated the 9th inst. [i.e. 9th Apr] from Jamaica: - "We remained a fortnight at Barbados, during which time the Governor and the town gave two balls in our honour, both being most successful. At Trinidad we stayed ten days, and from there have visited the islands of Grenada, St. Vincent, and St. Lucia, leaving the latter on the 30th, and arriving here yesterday. From St. Vincent to St. Lucia the squadron had a trial of rate of sailing. Getting all into one line when we had got an offing of the former island, the Admiral made the signal, 'Race to Castries, St. Lucia.' which was a dead heat [sic: should presumably be "dead beat"]. We started at 6 p.m. on the 27th and arrived in the following order on the 28th: - "<i>Volage</i>", 12 50 p.m.; "<i>Narcissus</i>", 2 50 p.m.; "<i>Pylades</i>", 5 35 p.m.; "<i>Immortalité</i>", 7 50 p.m.; "<i>Cadmus</i>", 10 p.m. So, the "<i>Volage</i>" has proved herself the best ship in sailing to windward, for she also beat the fleet in a two hours' trial we had between Grenada and St. Vincent. We met the "<i>Eclipse</i>" at St. Vincent on the 25th taking the Governor of Barbadoes round the islands. She was to return from there. The ships in port here are "Myrmidon", "Sphinx", "Lapwing", and "Britomart". We remain till the 20th, leaving for Havannah and Bermuda."- <i>Army and Navy Gazette</i>. ..."</p>
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			<p><u>Monday 26 June 1871</u></p> <p>".... A Press despatch of the 1st of Jun from Halifax, Nova Scotia, is to the following effect: - "The remaining vessels of the Flying Squadron - "<i>Narcissus</i>", "<i>Immortalité</i>" and "<i>Pylades</i>" - arrived to-day from Bermuda [I assume this means that "<i>Cadmus</i>", "<i>Volage</i>" and "<i>Inconstant</i>" had already arrived]. The squadron will remain until the 17th, and then leave for a three-year cruise to the West Indies, South America, China, Australia, and home. The squadron is commanded by Rear-Admiral Seymour. There are now eight warships and gunboats at this station"."</p>
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Extracts from Local newspapers:

14th October 1904 The Pembrokeshire Herald and General Advertiser and The Welshman Newspapers reported the following thus:

“... PEMBROKE DOCK.

PROMOTION IN THE DOCKYARD. —Mr Fred George, charge men of shipwrights at Pembroke Dockyard, has been appointed inspector of ship-wrights at Hong Kong. Mr George has been for some year’s president of the Pembroke Dock Co-operative Society.

REAR-ADMIRAL RUSSELL'S FAREWELL MINUTE.

—Rear-Admiral Gerald Walter Russell, who has been succeeded by **Captain John Denison** as Superintendent of Pembroke Royal Dockyard, has issued the following minute on relinquishing his command —“On giving up the superintendentship, I desire to thank all the officers and men of this dockyard and the officers and men of the Metropolitan Police of this division for their loyal support and cordial co-operation on all occasions”.

ARMAMENT OF NEW CRUISER. —

The armament of the new cruiser, for the commencement of which preparations are now being made as Pembroke Dockyard, will differ considerably from what was reported to have been first decided upon by the Admiralty. She will carry, instead of eight or ten, as has been stated, only four 9-2-inch B.L. guns. On the ships of the “Duke of Edinburgh” class these guns are to be mounted singly in barbettes at the middle line forward and aft, and at each of the four corners of a central citadel. On the new ship they will be mounted in pairs in barbettes situated on the forecastle deck, and the upper deck aft, respectively. She will also carry ten 7-5-inch B.L. guns, mounted five on each side within the citadel. The armament will also include 12 pounder, 3 pounders, and 37-millimetre quick firing guns. The engines will be of 27,000 horse-power. The ship, following the principle hitherto invariably adopted by Admiralty designers, will be built in the fore part to hollow level lines. Her two sisters, which are to be constructed at other Royal dockyards, and will have as nearly as possible the same displacement, will differ from her in the respect, one being built absolutely straight, as all fast merchant steamers have hitherto been, and the other convex-shaped outwards in the fore part below water. These differences are designed to test experimental the external form of hull most conducive to speed.”

24th February 1905 The Pembrokeshire Herald and General Advertiser wrote on the following:

**“... Laying Down H. M.S. Defence.
BRITAIN'S MOST POWERFUL CRUISER.**

The first of the keel plates of the new armoured cruiser “Defence” were formally laid on the blocks in the building slip at Pembroke Dockyard, on Wednesday morning, by Lady Scourfield, wife of Sir Owen Scourfield, Bart., who also drove the first rivet and beat it down with a pneumatic hammer. Those also present included **Capt. John Denison**, Superintendent of the Dockyard; **Mrs Denison**, Mr A. E. Richards, chief constructor and Mr W. G. Watson, foreman of the yard, who will have charge of the ship during building operations. In anticipation of the ceremony three keel plates had been bolted together alongside the slip, and an inclined platform constructed, over which the plates were drawn between guides into position by means of an electric motor, which Lady Scourfield set in motion by simply moving a lever. After the plates were landed on the blocks, she tapped them with a mallet and pronounced them duly laid. The pneumatic hammer with which the first rivet was driven was operated by opening a valve in the hammer to admit the compressed air, by which it is worked. After the ceremony a photograph of the group assembled to witness it was taken by the yard photographer, and the party dispersed. Other keel plates were then lifted on the blocks, and the construction of the ship, which will now be vigorously pressed on, proceeded.

The Defence is a first-class armoured cruiser of the “*Minotaur*” class recently designed by Mr Phillip Watts F.R.S., Director of Naval Construction. Her principal dimensions are: Length, 490 feet.; extreme breadth, 75 feet.; mean draught, 26 feet.; displacement, 14,600 tons. She will be fitted with twin-screw propelling engines of 23,500 horse power, and is expected to develop a speed of 23 knots. Her boiler installation will include both water tube and cylindrical boilers. The ship will be protected between the lower and main decks throughout her entire length by vertical side armour, manufactured by the Krupp process, six inches thick in the middle part of the ship, and reduced to four inches at the bow, and three inches at the stern. The ship's armament will consist of four 9-2 inch- breech-loading wire guns, mounted in pairs in barbettes on the forecastle and the upper deck aft: 10 x 7.5 inch. breach-loading wire guns, mounted also in barbettes on the upper deck, five a- side and 28 smaller quick-firing guns.

The “*Defence*” will, in addition, be equipped with five submerged torpedo tubes, one on each side, forward and aft, and one at the middle line at the stern. The “*Duke of Edinburgh*” and the “*Warrior*” have only, three torpedo tubes, and previous large cruisers only two. When complete the “*Defence*” will be the most powerfully- armed cruiser in the British Navy, and probably in the world. The Defence is the 241st vessel laid down at Pembroke Royal Dockyard. The name, which was borne previously by three or four vessels of various types, one of which took part in some of Nelson's engagements, had disappeared from the Navy list for some years.”

25th February 1905 The Cardiff Times Newspaper reported on the following:

**H.M.S. DEFENCE.
BRITAIN'S MOST POWERFUL CRUISER.
Ceremony at Pembroke Dockyard.**

			<p>The first of the keel plates of the new armoured cruiser "<i>Defence</i>" were formally laid on the blocks in the building slip at Pembroke Dockyard on Wednesday morning by Lady Scourfield, wife of Sir Owen Scourfield, Bart., who also drove the first rivet and beat it down with a pneumatic hammer. Those also present included Captain John Denison, Superintendent of the Dockyard; Mrs Denison, Mr A. E. Richards, chief constructor Fleet-Surgeon A. Kidd, Mr A. M. Worthington, assistant constructor and Mr W. G. Watson, foreman of the yard, who will have charge of the ship during building operations. In anticipation of the ceremony three keel plates had been bolted together alongside the slip, and an inclined platform constructed, over which the plates were drawn between guides into position by means of an electric motor, which Lady Scourfield set in motion by simply moving a lever. After the plates were landed on the blocks, she tapped them with a mallet and pronounced them duly laid. The pneumatic hammer with which the first rivet was driven was operated by opening a valve in the hammer to admit the compressed air, by which it is worked. After the ceremony a photograph of the group assembled to witness it was taken by the yard photographer, and the party dispersed. Other keel plates were then lifted on the blocks, and the construction of the ship, which will now be vigorously pressed on, proceeded.</p> <p>The "<i>Defence</i>" is a first-class armoured cruiser of the "<i>Minotaur</i>" class, recently designed by Mr Philip Watts, F.R.S., Director of Naval Construction. Her principal dimensions are: Length, 490 feet.: extreme breadth, 75 feet.; mean draught, 26 feet.; displacement, 14,600 tons. She will be fitted with twin-screw propelling engines of 23,500 horse power, and is expected to develop a speed of 25 knots. Her boiler installation will include both water tube and cylindrical boilers. The ship will be protected between the lower and main decks throughout her entire length by vertical side armour, manufactured by the Krupp process, 6 inches thick in the middle part of the ship, and reduced to 4 inches at the bow, and 3 inches at the stern. The Ship's armament will consist of four 9-2-inch breech-loading wire guns, mounted in pairs in barbettes on the fore-castle and the upper deck aft: 10 x 7 5-inch breech loading guns, mounted also in barbettes on the upper deck, five a-side; and 28 smaller quick-firing guns. The "<i>Defence</i>" will in addition be equipped with five submerged torpedo tubes, one on each side forward and aft and one at the middle line at the stern. The "<i>Duke of Edinburgh</i>" and the "<i>Warrior</i>" have only three torpedo tubes, and previous large cruisers only two. When complete the "<i>Defence</i>" will be the most powerfully-armed cruiser in the British Navy and probably in the world.</p>
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			<p>4th August 1905 The Pembroke Herald and General Advertiser and the Cardiff Times of the 5th August 1905, both reported the following:</p> <p style="text-align: center;">"... PEMBROKE-DOCK. REDUCTIONS IN DOCKYARD STAFF. SERIOUS STATEMENTS.</p> <p>The Naval Establishments Investigation Committee, of which Admiral Sir John A. Fisher, First Sea Lord of the Admiralty, is chairman- visited Pembroke Dockyard on Saturday. The members present were Capt. H. B. Jackson, Controller of the Navy Sir Evan Macgregor, K.C.B., Permanent Secretary to the Admiralty Mr Gordon Miller, C.B., Accountant-General of Navy Sir James Williamson, Director of Dockyards Vice-Admiral W. H. Henderson, superintendent of Devonport Dockyard and the manager of the Fairfield Shipbuilding Company, Glasgow. The committee landed at the Dockyard between nine and ten o'clock in the morning, and were received by Captain John Denison, Superintendent, and other principal officials. In the course of their inspection they visited the various machine shops and the sites of certain proposed improvements, particular attention being directed to No. 2 building slip which it is proposed to extend over the site of the old levelling slabs, latterly temporarily converted into an auxiliary machine shop. A visit to the slips in which the "<i>Warrior</i>" and "<i>Defence</i>" are building was also paid, presumably for the purpose of observing the methods adopted for carrying on work and judging as to the efficiency or otherwise of existing facilities. In one respect the time of the visit was exceedingly opportune. Heavy rain was falling, and the committee were accordingly placed in a position to judge the extent to which work is liable to be retarded on that account where the building sheds are defective. Some time was spent by the committee on board the "<i>Duke of Edinburgh</i>", which is berthed alongside the new Carr jetty, and was at the time being coaled in preparation for her steam trials, which will probably take place in September.</p> <p style="text-align: center;">FURTHER DISCHARGE.</p> <p>Ten shipwrights, five smiths, and five joiners received notice of discharge at Pembroke Royal Dockyard on Saturday in accordance with the recent Admiralty decision to considerably reduce the staff of the yard. The official programme, as understood locally, contemplates the discharge of about twenty men every week until October 14th, making a total of 285. The reduction will then be suspended until March, 1906, during which month it is feared that- an additional 300 will be discharged. The extent to which it is ultimately intended to carry the reduction is not known, but judging by a remark made by Mr E. C. Pretyman, Secretary to the Admiralty, a fortnight ago to a Chatham deputation, it is not improbable that in will be continued until the yard has been reduced to its numerical strength in 1893, to which pointed reference was made."</p>
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			<p>22nd September 1905 The Welshman (Second edition) reported on the following social event:</p> <p style="text-align: center;">"... PEMBROKE-DOCK.</p> <p>CHURCH BAZAAR. —A bazaar was opened by Lady Kensington in St. John's Schoolroom, Pembroke-Dock, on Wednesday, 13th inst., in aid of St. David's diocesan societies and charities. Among the large company present were: —The Lord Bishop of St. David's and Mrs Owen, Mrs Lloyd (wife of the Bishop of Swansea), Lady Victoria Lambton, Sir Charles and Lady Philipps, Lady Scourfield, Miss Smith (The Deanery), Mrs John Denison, the Hon. Mrs Dawkins, Mrs Holford Walker, Mrs Culling, Mrs Purefoy Robinson, Mrs Mirehouse (Angle). Mrs Sackville H. Owen, Mrs Saunders. Mrs Eaton Evans, Mrs W. J. Jones (mayoress of Haverfordwest), the Rev. J. H. Davies (St. Mary's, Haverfordwest), Mrs Davies, the Rev. T. Bowen (Monkton), and the Rev. S. Phillips, &c. The principal stall-holders were: —Mrs Owen</p>
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			<p>(assisted by the Misses Allen, Cilrhiw, the Misses Williams, Steynton, and the Misses Owen). General stall: Lady Victoria Lambton (assisted by Mrs and Miss Mirehouse, Miss Thomas, and Miss A. Reid). Farm and dairy produce Lady Kensington, the Hon. Mrs De Winton, and Mrs George Edwardes. China and pottery: Lady Scourfield, with several assistants. Flowers were in charge of the Misses Philipps, of Picton Castle, and fancy stalls representing Pembroke-Dock, Tenby, and North Pembrokeshire, each in charge of local ladies. The Bishop, in moving a vote of thanks to Lady Kensington, said he had been on many occasions cheered and stimulated by observing the unremitting interest her ladyship took in all things connected with the Church, or anything which was for the welfare of the people of this part of the country. In the absence of Lord Cawdor in Scotland—who, they were glad to hear, was regaining his health—they were glad to see him so well represented by Lady Victoria, who had taken so much trouble with the bazaar. His lordship added that this was the seventh bazaar since he came into the diocese. The Archdeacon of St. David's seconded the vote of thanks, and the sale proceeded.”</p>
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			<p>27th November 1905 the Evening Express Newspaper (First Edition), (Third Edition) reported on the following: “.... WARRIOR LAUNCHED CEREMONY PERFORMED BY LADY WINDSOR.</p> <p>The ceremony of launching the new first- class armoured cruiser, the Warrior, was accomplished on Saturday afternoon at Pembroke Dockyard in the presence of a large and distinguished concourse of people, though, unfortunately, the proceedings were shorn of much of their attractiveness by a heavy and persistent downfall of rain.</p> <p>Lady Windsor, who christened the vessel, was accompanied by her daughter, the Hon. Phyllis Windsor-Clive, and by Lady Victoria Lambton, with whom they were staying at Brownslade. Among the officials present were Captain John Denison, R.N., Captain Superintendent of the Dockyard, Mr. A. E. Richards, chief constructor, Mr. A. M. Worthington, assistant constructor, Mr. H. J. Cardwell, secretary to the Captain Superintendent, Mr. W. C. Pellowe, C.E., Mr. N. A. Hay, naval store officer, Mr. H. F. Hunt, electrical engineer, and Mr. J. B. Scannell, expense accounts officer. The company present included Sir Charles Philipps and Mr. H. H. Philipps, Picton Castle; Lieutenant Saurin, Captain Reid, Boulston Hall; Mr. Armytage, Storthes Hall; Mr. H. Seymour Allen, M. F. H., Creselly; Baron de Rutzen, Slebech; Colonel Ivor Philipps, Coshaston; Colonel Jackson, commanding Royal Garrison Artillery, Pembroke section, and Mrs. Jackson; Brigadier-General Walker, commanding Severn Defences, Pembroke section; Mrs. Cunninghame, Penally Abbey; Colonel, Mrs., and the Misses Mirehouse, Angle; Colonel Payne, commanding 2nd Wiltshire Regiment, Pembroke Dock, and Mrs. Payne; Mr. and Mrs. Sackville Owen, St. Mary's, Tenby; and Colonel Port Cullen.</p> <p>For the accommodation of this company a large staging had been erected, and for the general public good provision had also been made. The ship to be launched, the “<i>Warrior</i>”, was berthed in No. 5 Slip, a historic shipway, from which such well-known men-of-war as the “<i>Empress of India</i>”, the “<i>Nile</i>”, the “<i>Hannibal</i>”, and the “<i>Essex</i>” have been sent forth to strengthen the British Navy. And now the “<i>Warrior</i>” was the last of a long and famous roll, for it is contemplated to erect on the site of the slip- way she has occupied a shed for the construction of submarines</p> <p style="text-align: center;">Launching Ceremony</p> <p>Commenced with the singing of Psalm cvii., the band of the 1st V. B. Welsh Regiment leading the singing. Then the naval chaplain, the Rev. Richard D. Lewis, M.A., read prayers, after which Lady Windsor was presented with a case containing a mallet and chisel. The casket was beautifully carved by a dockyard workman, Mr. Arthur Rees, and bore the crest of the Windsor family. The mallet and chisel were also beautifully carved by Mr. Tom James, the bandmaster of the Pembroke and Pembroke Dock Companies of the 1st V.B. Welsh Regiment, and similarly bore the Windsor crest.</p> <p>Lady Windsor gave a tap with mallet and chisel and broke a bottle of Australian wine, presented by the Federated Government of Australia, and as she named the vessel wished “Success to the Warrior and all connected with her”. The hundreds of workmen who were distributed along the slipway struck the “dog-shores”, and immediately the leviathan moved, and at five minutes to four she took the water, amid the resounding cheers of the multitude. The Admiralty tugs, the “<i>Ætria</i>”, and the “<i>Alligator</i>”, took her in charge and towed her to the Carr Jetty, where she will remain till completed. The launching was very successful, not the slightest hitch occurring; on the contrary, all went smoothly and tide and wind served so well that the ceremony was completed well within the advertised time.”</p>
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			<p>2nd December 1905 the Weekly Mail reported on the following: “..... LAUNCH OF A NEW WARSHIP. LADY WINDSOR PERFORMS THE CEREMONY</p> <p>The ceremony of launching the new first-class armoured cruiser, the “<i>Warrior</i>”, was accomplished on Saturday afternoon at Pembroke Dockyard in the presence of a large and distinguished concourse of people, though, unfortunately, the proceedings were shorn of much of their attractiveness by a heavy and persistent downfall of rain.</p> <p>Lady Windsor, who christened the vessel, was accompanied by her daughter, the Hon. Phyllis Windsor-Clive and by Lady Victoria Lambton, with whom they were staying at Brownslade. Among the officials present were Captain John Denison, R.N. Captain Superintendent of the dockyard, Mr. A. E. Richards, chief constructor, Mr. A. M. Worthington, assistant constructor, Mr. H. J. Cardwell, secretary to the Captain Superintendent, Mr. W. C. Pellowe, C.E., Mr. N. A. Hay, naval store officer, Mr. H. F. Hunt, electrical engineer, and Mr. J. B. Scannell, expense accounts officer. The company present included Sir Charles Philipps and Mr. H. H. Philipps, Picton Castle; Lieutenant Saurin, Captain Reid, Boulston Hall; Mr. Armytage, Storthes Hall; Mr. H. Seymour Allen, M.F.H., Creselly; Baron de Rutzen, Slebech; Colonel Ivor Philipps, Coshaston; Colonel Jackson, commanding Royal Garrison Artillery, Pembroke section, and Mrs. Jackson; Brigadier-General Walker, commanding Severn Defences, Pembroke section; Mrs.</p>
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			<p>Cunninghame, Penally Abbey; Colonel. Mrs., and the Misses Mirehouse, Angle; Colonel Payne, commanding 2nd Wiltshire Regiment, Pembroke Dock, and Mrs Payne; Mr. and Mrs. Sackville Owen, St. Mary's, Tenby; and Colonel Port Cullen.</p> <p>For the accommodation of this company a large staging had been erected, and for the general public good provision had also been made. The ship to be launched, the "Warrior", was berthed in No. 5 Slip, a historic shipway, from which such well-known men-of-war as the "Empress of India", the "Nile", the "Hannibal" and the "Essex" have been sent forth to strengthen the British Navy. And now the "Warrior" was the last of a long and famous roll, for it is contemplated to erect on the site of the slip- way she has occupied a shed for the construction of submarines.</p> <p>The launching ceremony commenced with the singing of Psalm cviii., the band of the 1st V.B. Welsh Regiment leading the singing. Then the naval chaplain, the Rev. Richard D. Lewis, M.A., read prayers, after which Lady Windsor was presented with a case containing a mallet and chisel. The casket was beautifully carved by a dockyard workman, Mr. Arthur Rees, and bore the crest of the Windsor family. The mallet and chisel were also beautifully carved by Mr. Tom James, the bandmaster of the Pembroke and Pembroke Dock Companies of the 1st V.B. Welsh Regiment, and similarly bore the Windsor crest.</p> <p>Lady Windsor gave a tap with mallet and chisel and broke a bottle of Australian wine, presented by the Federated Government of Australia, and as she named the vessel wished "Success to the "Warrior" and all connected with her." The hundreds of workmen who were distributed along the slipway struck the "dog-shores", and immediately the leviathan moved, and at five minutes to four she took the water, amid the resounding cheers of the multitude. The Admiralty tugs, the "Ætria", the "Escort", and the "Alligator", took her in charge and towed her to the Carr Jetty, where she will remain till completed. The launching was very successful, not the slightest hitch occurring."</p>
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			<p>17th August 1906 The Pembroke Herald and General Advertiser addressed the following concerns: "... DOCKYARD NOTES WORKMEN ASPERSED. A PARLIAMENTARY QUESTION ANSWERED.</p> <p>A question asked in Parliament recently by Mr Stuart Bowles, M.P., regarding workmen belonging to Pembroke Dockyard, who were employed on the battleship "<i>Montagu</i>" during the salvage operations which Mr E. Robertson, M.P., Secretary to the Admiralty, was unable to answer has, on that account, been assumed by many to reflect unfavourably on the men alluded to. The Secretary was asked whether he was aware that for some days previous, the men belonging to the Pembroke Dockyard, employed in salving the "<i>Montagu</i>", had refused to take their turn of night work at the pumps whether on the 1st August, any, if so what number of these refused to work altogether; whether that refusal threw extra work on the officers and blue-jackets concerned in the salvage, whether the refusal lessened the prospect of saving the vessel, and what steps he proposed to take to deal with the Dockyards' men. The reply, which was published some days subsequent to the date on which notice of the question was given, was that no information to that effect had reached the Admiralty. That statement if rationally considered will be seen to be tantamount to a negative because it is safe to assure that if the workmen had misconducted themselves to such a serious extent as the question appears to imply Admiral Wilson, who was in charge of the salvage operations would have informed the Admiralty fully as to the facts. The truth is the question was founded entirely on a misconception. It was, for example no part of the duty of Dockyard workmen to take turns at the pumps, whether by night or day. They were there to carry out such operations on the structure of the ship as was, in the opinion of Admiral Wilson, and those who advised him, necessary or helpful to salvage such as repairing damage to water tight compartments, stiffening various parts of the hull by showing or otherwise as directed and securing the "camels" or water-tight tanks to the outside of the ship which was one of the expedients proposed to be resorted to in order to increase her buoyancy. The pumps were worked by employees of the Salvage Associations engaged on the ship. The Dockyard workmen were not, moreover, required to work all night a rule as many will assume that that question implies. Their hours of labour occasionally extended from 3 a.m. to 9 p.m. but were generally speaking from 6 a.m., until 10 p.m. or 11 p.m., every day, Sundays included. They were quartered on the "<i>Mars</i>" which lay about two miles away from the "<i>Montagu</i>" and, had of course, to make the passage from one to the other every night and morning. The time occupied on the passage varied in accordance with the weather, sometimes occupying as much as two hours, but no matter how long it may have taken it was not included in their day's work, and as a consequence they were not paid for it. Very often it was exceedingly stormy, and many of the men who had little or no experience of boating and absolutely none of life at sea, hesitated to make the passage which they were required to do, sometimes in a steam pinnace, and at other times in a large ship's boat, which was packed with men, often as the men thought, to a greater extent than they could persuade themselves, having regard to the weather, was safe. When the weather was very bad, their fears were naturally greater, but still they generally, if sometimes reluctantly, obeyed orders and went to work. The incident upon which the second part of the question was based, and which, as stated, occurred on August 1st, was exceptional. On the morning of that day, the sea was very boisterous, and about ninety, of a total of 200 men were afraid to leave the "<i>Mars</i>", and were, as a result, left behind. It was not, however, a case of refusal to work, in the strict sense of the words, as the question suggests. The men, like the crew of Sir Richard Grenville's "<i>Revenge</i>", in Tennyson's beautiful poem thought, "We have children we have wives." and regarding the duty expected of them to be of doubtful advantage considering the weather, hesitated to risk their lives, and what transpired afterwards went far towards justifying the wisdom of their judgment. The men who went aboard the "<i>Montagu</i>" were called back to the "<i>Mars</i>" in about an hour, on account of the bad weather, and that very afternoon it became so much worse, that the ships were obliged to leave their anchorage, and seek shelter under the lee of the island, where they remained until the end of the week. This occurred on Wednesday, and, although the ship was boarded again on Thursday and on Saturday, for a short time by some of the men, it was the last real attempt that was made to work on her; as the weather</p>
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continued to be unfavourable throughout the week, and the hull of the stranded ship was, as a consequence, much battered about, so much indeed, that it was upon observations made on the last mentioned day that Admiral Wilson based the report which caused the Admiralty, the following morning to sanction the abandonment. That afternoon the majority of the Dockyard workmen left for home, and preparations were at once begun to remove the salvage appliances preparatory to the abandonment. It thus appears that the refusal of less than half the Dockyard hands to leave the "Mars" for the "Montagu" was followed, within an hour by the recall of all hands from the ship and afterwards by successive, days of such heavy weather that without any further work worth speaking of being practicable, the abandonment of the ship became necessary. The circumstances, therefore, prove conclusively that the refusal did not throw extra work upon either officers or bluejackets and also that it did not in the slightest degree lessen the prospect of saving the ship. But, if they did not, Admiral Wilson's farewell signal from the Exmouth to the "Mars", shortly before the last party of Dockyard workmen left for home, removes all possible doubt regarding the matter. In the message conveyed by that signal, Admiral Wilson thanked the men for the cheerful manner in which they had discharged their dangerous duties. The punitive measures suggested in the last part of the question are, therefore, unnecessary. It should be added that the only complaint generally expressed by Dockyard workmen related to the danger, to which they considered themselves exposed in getting to and from the "Montagu", and which they believed to have been so real and constantly imminent, that they think the warmest praise is due to Admiral Wilson and the officers under him, and to the coxswains of the boats, for having so carefully managed affairs as to avoid a single fatality. Some few men who were faint-hearted were sent home previous to the incident of the 1st instant.

THE ABANDONMENT OF THE "MONTAGU".

Mr A. M. Worthington, the assistant constructor, who was in charge of the dockyard work in connection with the attempt to save the "Montagu" along with the whole of the dockyard men who were employed there, has now returned home. Many barges have arrived at the dockyard laden with the miscellaneous paraphernalia that had been got together for the attempt, and workmen have been retained after hours despatching such of it as belonged to private persons away by rail. Other men were employed on the lighters, and on Saturday the tugs "Escort" and "Volcano" left for Devonport and Portsmouth respectively with lighters laden with materials belonging to those yards. On Saturday a large quantity of other material belonging to private firms at Gateshead, West Hartlepool, London, &c., was sent off by rail. The towage of the barges to Pembroke Dock was effected by the tugs "Alligator", "Storm-cock", and "Escort", and the special service vessel (naval) "Traveller". The Salvage Association's steamers "Linnet" and "Ranger" arrived from Lundy Island on Thursday, and the "Plover" on Friday. Two of them left on Friday, and one on Saturday, for Liverpool, with the pumping and other salvage appliances on board. When the last party of dockyard men left the "Montagu" some naval men were engaged in removing plant belonging to Portsmouth dockyard, and all the warships with the exception of the "Duncan", which has been detailed to stand by the "Montagu" pending her disposal by sale or otherwise, had left the vicinity of Lundy Island. It was, however, reported yesterday that some of them are under orders to return and attempt to save the four 12-inch B.L. guns which are on board, having not been previously removed in consequence of their weight and the lack of suitable appliances for lifting them.

CONJECTURAL REPORTS OF ADMIRALTY CONCESSIONS.

Many rumours have been current regarding the details of the Admiralty replies to the annual petitions, the promulgation of which is being anxiously awaited. Nothing definite has, however, officially been stated. Colossal increases are quite out of the question, but if the Admiralty do not go a reasonable distance in that direction, they will not fulfil their pledges to Parliament. The latest story, as to the discontinuance of bonuses, hinges on the belief that it is one of the sacrifices incidental to Trade Union rates of pay, and it will certainly be verified by the fact if those rates are actually paid in the dockyards. In fact, it is safe to assume that their introduction will extinguish all privileges. Even establishment, which is rightly much coveted generally, will probably cease, and workmen who are not employed in sheltered places will have to discontinue work in wet weather.

MR. OWEN PHILIPPS OFFENDS THE SHIPWRIGHTS.

Mr Owen Philipps, M.P., has given offence to shipwrights by one of his votes at least in committee on the Merchant Shipping Bill. A new clause was proposed by Air Alexander Wilkie, M.P., designed to give effect to the demand of the Trade Union Congress and the Ship Carpenters' Society:—"That every British foreign-going ship of a thousand tons and upwards, gross registered tonnage, shall be provided with and carry a duly certified ship's carpenter". The clause also laid down conditions as to the registration of and provision of a berth for the carpenter, and fixed the penalty for failure to comply with the clause at a fine not exceeding £50. Mr. Owen Philips, who never loses an opportunity of attempting to emphasise the fact that he is a shipowner, in a brief report of the speech he made on the Navy Estimates the other day, he referred to the three or four times—took care to vote with his fellow owners against the proposed clause, as did Mr Lloyd George. On what grounds they did so it is impossible to imagine, as a skilled carpenter, acquainted with the structure of a ship's hull, appears to be desirable and necessary, if not absolutely indispensable, to her safety on long voyages. Before the election Mr Philipps endeavoured to make capital of an offer which he made to the Admiralty—a ridiculous offer, as most people thought—to place an order for a mercantile ship with them if they would allow her to be built at Pembroke Royal Dockyard. His ostensible object was to give men employment. Of course, the Admiralty paid no heed to the offer, feeling, a doubtless, as many local people who heard him speak of the matter, and that if he were really serious it was open to him to start a shipyard at Pembroke Dock and build the ship on his own account. The site of the old yard at Jacob's Pill, in which a number of merchant vessels and two warships were built, is available for the purpose. But, independently of that, as has been said, Mr J Philipps affected to be anxious to give men employment. Yet, when a chance presented itself, which might possibly have enabled some of the many shipwrights who have been discharged from the dockyard to get a berth as a ship's carpenter, he joins with Sir Christopher Turners, Mr Charles Wilson, Sir Robert Ropner, Mr

Runciman, and other shipowners to defeat it, and effectually succeeds, sixteen having voted against the clause and nine in favour of it, the latter including six labour members. Doubtless when Mr Philipps returns to Pembroke Dock to address a meeting he will pose as the friend of labour, but he can prepare to meet some opposition from the local branch of the Associated Shipwrights' Society, which numbers nearly 300 members, the majority of whom are voters.

TELEPHONE EXTENSION.

For some time, past fears have been entertained that the Dockyard was likely to be closed in the course of a few years. In a letter published last week, the Prime Minister stated that such a serious contingency need not be contemplated "in the near future". This was, to an extent, reassuring, but it has not dispelled the fear entirely. Nothing short of an explicit and unequivocal declaration that such a course is not intended, and will not take place, will suffice to do that, although facts which have a more or less direct bearing on the question, and which seem to suggest that it is not intended are occurring from time to time. The electrical installation, which time to time. The electrical installation, which is approaching completion, tended strongly in that direction. It is true that that installation was decided upon before the Russo-Japanese War, the result of which has been to cause such an extensive reduction in the shipbuilding programme commenced as part of a scheme applicable to all yards, and that orders for the necessary plant that had been placed, which rendered it obligatory on the Admiralty to accept the delivery of the plant. They might, however have considerably reduced the extent of the local installation, which has been or is being brought into every workshop, both for lighting and power purposes, and it was manifestly their duty to have reduced it, if the Dockyard is going to be appreciably reduced from its present state as a building establishment. The dynamos, cables and general plant which would then have not been sent elsewhere, and fitted up where it would have been of where, and fitted up where it would have been of practical use. At Pembroke Dock, the greater part of it will be absolutely useless, as will the bulk of: the yard machinery, if only one ship of moderate size, to quote the words of Prime Minister is to be placed on the stocks at a time. The fact that the electrical scheme has been carried out so completely, if the Admiralty are assumed to be business men, affords grounds of hope for the future. A proposed extension of the telephone system of Dockyard, which it has been decided to carry out, also encourages the belief that better days than have been anticipated latterly are in store for the Yard. At present only the police station, at the Main entrance gate, the Captain Superintendents office, the Chief Constructors' office, the main landing place, the Carr Jetty, and Hobbs Point pier are connected to the system. In the near future, however, a telephone exchange is to be fitted up in the basement under the Chief Constructor's office, and every workshop and officer, making 32 connections in all, will be put on the system. Such an extension it is needless to say, would be absolutely unjustifiable if the yard is intended to be appreciably reduced.

"OUT-MUSTER" ON FRIDAY AT NOON

In accordance with a minute of the Captain Superintendent, issued on the 8th inst., workmen were permitted to leave the Dockyard, during the dinner-interval of three quarters of an hour on Friday last for the first time since the new scheme of working hours came into operation and will be permitted do so every Friday, although a proviso in the scheme as issued by the Admiralty expressly stipulated that there was to be no out-muster, at noon, on that day. Its unreasonableness in view of the fact that half an hour only is allowed for dinner on other days, when the men are working extra time, at noon, and that wages are not now paid until the evening, was manifest and therefore the minute sanctioning the out-muster occasioned no surprise.

SALVING A BARGE.

A charge man and sixteen shipwrights left the Dockyard on Wednesday about noon, in the tug "Alligator", for Lundy Island, to either repair a barge, which sank near the island about two months ago, with six 6-inch. B.L., guns belonging to the "Montague" on board, and was afterwards raised and beached, or to pack it with cork, so as to permit of it being towed back to Pembroke Dock. The "Alligator" also towed out to Lundy a barge loaded with cork and other appliances suitable for carrying out the proposed work.

REDUCTION OF RECORDING STAFF.

The local staff of Recorders of work was reduced by two on Monday last.

FLOWER SHOW.

The eighteenth annual show of flowers, fruit and vegetables (held under the auspices of the Pembroke Dock Horticultural Society) was opened by Lady Kensington on Wednesday afternoon. The number of exhibits compared favourably with those of former years, and the general quality was excellent. Fine selections of flowers, palms, &C., were sent for decorative purposes by Lord Cawdor, Mr de Winton (Orierton), and **Capt. John Denison, A.D.C.**, Superintendent of Pembroke Dockyard. Mr William Treseder (Cardiff), who acted as judge in association with Mr Nelson (Orierton) also had a fine exhibit of bouquets, wreaths and crosses, and a collection of cactuses and dahlias. The Pembroke Dock Temperance Band, and a juvenile party of about 100 violinists (led by Mr T. G. Hancock), played selections during the afternoon and evening, **Captain Denison**, who was present at the opening, delivered an interesting address.

LOCAL EDUCATIONAL SUCCESS. —

Mr W. H. Saunders, third son of Dr. E. A. Saunders, J.P., Pembroke Dock, has passed the preliminary scientific examination of the University of London.

Mr A. E. Richards, chief constructor, will terminate his official connection with the dock-yard on Saturday, and take up the position of manager of the constructive department of Devon port dockyard on Tuesday next in succession to Mr George Crocker, C.B., who has retired on a pension. Mr Richards succeeded Mr Henry Cock, M.V.O., as chief constructor at Pembroke dockyard on November 16th, 1902, and has, therefore, been about three years and nine months attached to the yard. During that time, he superintended the completion of the armoured cruisers "Essex" and "Cornwall", which were built under his predecessor, built and completed the armoured cruiser "Duke of Edinburgh", built and partially completed the armoured cruiser "Warrior", which will undergo her steam trials will about two months, and built the

			<p>armoured cruiser “<i>Defence</i>”, which will be launched about January next. The “<i>Duke of Edinburgh</i>” was remarkable on account of her completed cost being about £62,000 less than that of the “<i>Black Prince</i>”, a sister ship built by the Thames Ironworks Company. Mr Richards will be succeeded by Mr F. I. Ollis, until recently chief construct at Hong Kong, who is now oil his way home, and is expected to take up his new position on October 26th next, after having had the usual period of foreign service leave. In the meantime, Mr A. M. Worthington, assistant constructor, will officiate as chief constructor.</p> <p>WILL OF THE LATE MR J. R. THOMAS. - Mr John Richard Thomas, of 6, Pembroke Street, Pembroke Dock, butcher, who died on the 15th April last, left estate of the gross value of £1,262 18s. 10d., including £ 994 4s. 7d. in net personality. Probate of his will dated the 30th December, 1905, has been granted to his wife, Mrs. Mary Thomas, of 6, Pembroke Street, to whom the testator left the whole of his estate absolutely.</p> <p>LOCAL MAX'S HEAVY ARREARS. —At Tenby on Monday John Richards, a Pembroke Dock man, who has recently returned from Malta. was charged with disobeying an order for the maintenance of the child of Elizabeth Skine, of Tenby. The order was made some years ago. The prisoner had never paid a penny, and a sum of £ 53 8s. 6d. was owing to the complainant. —The prisoner complained that after he had made a promise to pay, he was arrested under a warrant. — He was sent to Carmarthen for three months with hard labour.</p> <p style="text-align: center;">DISTINGUISHED VISITORS.</p> <p>The Admiralty yacht “<i>Enchantress</i>” left Plymouth on Saturday for Pembroke Dock. She had on board Mr. Edmund Robertson (Parliamentary Secretary), Captain H. B. Jackson (Controller of the Navy), Mr. N. Lambert (Civil Lord), and Mr. Alfred Eyles (Accountant-General of the Navy). At Pembroke Dock the “<i>Enchantress</i>” was joined by Vice-Admiral Sir C. Drury (Second Sea- Lord).</p> <p style="text-align: center;">Work for Pembroke Dock.</p> <p>The distilling and tank vessel “<i>Aquarius</i>” which the Admiralty a short. time ago decided to convert into a floating workshop for carrying out repairs to war vessels, will be dry docked at Pembroke Dock to-day. It was rumoured at Pembroke Dock during last week that it is not now intended to carry out this work, firstly, because the ship had rendered such splendid service in her present capacity to the warship at Lundy Island that Admiral Wilson had advised the Admiralty against the alteration, and secondly, because the very large expenditure on the “<i>Montagu</i>” had absorbed the necessary funds. The first objection, however, is manifestly absurd, because it is not intended to interfere with the distilling equipment of the ship, but simply to add to it, by erecting in the space still available in the ship, platforms and workshop machinery and fitting her with accommodation for additional artificers. The “<i>Aquarius</i>” is now lying at Pembroke Dock, having arrived there from Lundy Island last week.</p> <p>The mercantile crew of the “<i>Aquarius</i>” was laid off on Wednesday, receiving double pay from July 1st, as compensation for loss of employment. According to latest information, the local dock-yard authorities have to submit plans of the proposed alterations to the vessel, and an estimate of the probable cost of the work to the Admiralty, who have intimated that they will obtain another ship for a fleet work-shop, if the cost of adapting the “<i>Aquarius</i>” is likely to exceed, a moderate amount.”</p>
			<p>7th September 1906 the Evening Express, (Third Edition), (Fourth Edition), (Fifth Edition), (Special Edition), and (Extra Special Edition) and The Pembrokeshire Herald and General Advertiser reported on a change of circumstances:</p> <p style="text-align: center;">“..... PEMBROKE DOCKYARD COMMAND</p> <p>Captain Henry C. Kingsford, of the battleship Goliath, has been appointed Captain- Superintendent of Pembroke Dockyard to succeed Captain John Denison, who was appointed to Pembroke in October, 1904. Captain Denison has been very popular at Pembroke, and has identified himself closely with the town and public affairs. Captain Kingsford. his successor, has the reputation of being a very able officer, and while he has commanded the Goliath has made his crew one of the smartest in the service. He served as lieutenant of the Orontes during the Egyptian War, 1882, and has the Egyptian medal and Khedive's bronze star. He commences duty at Pembroke on October 1st.”</p>
			<p>8th September 1906 The Cardiff Times reported on the new superintendent:</p> <p style="text-align: center;">“.... PEMBROKE DOCKYARD. The New Superintendent.</p> <p>Captain Henry Coare Kingsford, of the battleship Goliath, has been appointed to succeed Captain John Denison as Superintendent of Pembroke Royal Dockyard on the 1st prox. Captain Kingsford was born January 7th, 1858, became a naval cadet July, 1870, was made sub-lieutenant January, 1877, promoted to lieutenant June, 1880, commander January, 1894, and captain June, 1899. He served as lieutenant of the Orontes during the Egyptian war, 1882, and has the Egyptian medal and Khedive's bronze star.”</p>
			<p>21st September 1906 The Pembroke County Guardian and Cardigan Reporter Newspaper wrote: NOTES AMD COMMENTS.</p> <p>On Wednesday evening the cruiser Patrol and a flotilla of twelve torpedo destroyers steamed up Milford Haven, and moored off the Dockyard.”</p>
			<p>21st September 1906 The Pembroke County Guardian and Cardigan Reporter wrote thus:</p> <p style="text-align: center;">“.... THE DOCKYARD.</p> <p>... The new chief constructor of the dockyard, F. B. Ollis. having been granted six weeks' leave of absence, is expected to commence duty a: Pembroke on the 11th of next month.</p>

Messrs. P. O. Davies and W. G. James, ship-fitters, who, a few years ago, left this yard for service at Malta, have been transferred from that yard to Devonport.

Mr. Thomas James, patternmaker, and Mr. E. J. Gillies, hired skilled labourer, who a few weeks ago volunteered for service at Gibraltar Dockyard, leave Tilbury Dock to-day (Friday) for their new sphere of labour, on the Peninsular and Oriental steamship "Persia". On arrival at Gibraltar it is expected that the "Persia" will take on board another detachment of the dockyard men now at that yard, and convey them back to England.

Mr. James Williams, who on the appointment some months ago, of Mr. Stuart Beddoe, inspector of Electrical fitters, to be electrical overseer of the Tyne district, was made acting inspector to fill Mr. Beddoe's vacancy at this yard, has been appointed assistant overseer to Mr. Beddoe.

Mr. Frederick Jones, charge man in the electrical department, will probably succeed Mr. Williams as acting inspector.

To facilitate the progress of the electric lighting of the "Warrior", 6 fitters, 10 shipwrights and 30 labourers were on Monday last transferred from the chief constructors' to the electrical department.

"The system of granting awards to dock-yard workmen, who may forward useful suggestions for the benefit of the service, is to be extended so as to include all civilian workmen at the home establishments.

"A representative of each department concerned is to be on Awards Committee, when suggestions affecting the men or the departments, respectively, are under consideration.

The amount already allotted for awards is not to be exceeded on account of the inclusion of the additional men."

Such are the terms of an Admiralty order recently issued to the several dockyards, but the inclusion of the last paragraph renders the concession more apparent than real.

Some of the amounts recently granted to individual workmen for improvements effected by them to tools and machinery have been so ridiculously small that the advantage to be derived from the inclusion of additional aspirants is microscopical, as the total sum allowed for improvements is not to be increased. Some of the skilled labourers at this yard have been experiencing rather a warm time of late, but the reception of an Admiralty minute on the 14th inst. will, to some extent, relieve the situation. It has been customary, when work was required to be specially facilitated, to place the skilled labourers on piece work, even on work which it was patent that the men could not earn day pay. When the deficiency was made known, the officer in charge of the construction of the ship on which the deficiencies occurred, recommended, as a rule, the payment to the men of their full weekly wage, on the ground of the awkwardness of the work, etc. On other, and worse classes of work, resort has been made occasionally to what is called "Test measurement." This is a means by which it is discovered how much the men on this system have earned by valuing the work performed by the piece work price of it, even though the work itself is not considered fit for piece work. For a few weeks past a number of skilled labourers on the "Warrior" have been working under this system of test measurement, which system is far from popular with the workmen, and, to their great satisfaction, the order was given on Monday last to discontinue it.

The Admiralty minute referring to piece work, which is of a nature favourable to those who are usually on this class of work, is couched in the following terms:—"The Captain Superintendent is requested, with reference to the deficiency of earning of the riveters employed on H.M.S. "Warrior", in Return D 452 for the week ending 25th August, 1906, and stated to be due to the awkward and scattered nature of the work, to direct the yard officers' attention to Article 180 of the Expense Accounts Instructions, which prescribes that only work of a continuous and straightforward nature should be measured and paid for as piece work. It has been observed that on other occasions of late work of an awkward, etc., character has been undertaken as piecework, resulting in the failure, of the men concerned to earn day pay".

The dearth of news concerning the operations of salving the twelve-inch guns of the abandoned "Montagu" was broken on Monday afternoon by the arrival at the dockyard of the second of the recovered guns. It was known that this gun had been on board the barge at Lundy Island since the 11th inst, but a dense fog at the beginning of that week, and the antics of rude Boreas during the latter part had prevented the voyage to Pembroke being attempted. The Admiralty on Saturday last gave Captain Young the option of conveying the remaining three guns to Devonport if such a course was advantageous to him, but the disparity in mileage between the two dockyard ports is so great that Captain Young has brought the second gun to Pembroke, and he will, doubtless, do the same by the remaining two when safely out of the "Montagu"s after barbette.

The difficult nature of the task of conveying these valuable weapons from Lundy to Pembroke may be gauged by the fact that, fine as was the weather on Monday, the salvage steamship "Plover" took from seven in the morning to four in the afternoon to accomplish the journey. However, on getting along-side the "Warrior", the short space of half an hour saw the second twelve-inch gun safely lifted on to the Carr Jetty, where the first of these recovered guns still lies.

Great satisfaction is expressed at the news that the estimates forwarded to the Admiralty by the dockyard authorities for the fitting out of the "Aquarius" as a workshop, etc., for the fleet, have been approved. Directions have also been received to demand all material that cannot be supplied from the dockyard stock, and to commence the work of alteration as soon as it is found possible.

Minor changes will be effected in various parts of the vessel, but the bulk of the new work will be in the fore and after holds of the ship, and by the installation of a complete service of electric lighting, which latter work will necessitate the construction of a new dynamo room.

The fore-hold will be divided horizontally into two compartments by a new deck or platform extending the whole length of the hold. The upper space thus provided will be utilised as a smithery and foundry, the lower space forming an engineers' stores, a provision room, and a bread room. The division of these compartments necessitates the introduction of an athwartship and a fore and aft bulkhead.

			<p>The after hold will be divided in a like manner, the upper space to be used as a machine shop, the lower forming an engineers' stores, also a carpenters' stores. To obtain these two latter rooms a new fore and aft bulkhead will be constructed through the entire length of the lower space.</p> <p>The minor alterations to be effected provide for the formation of the following new compartments Petty officers' mess, chief petty officers' mess, issue room, boatswains' stores, small arms magazine, spirit room, pay-master's slop room, and commander's stores. Extra accommodation is also to be found for boat stowage, and arrangements made for securing awnings over the machine shop and after part of the ship. The whole of the alterations will cost £7,730, and with the number of workmen who can be spared for the work, are expected to take from seven to nine months to complete.</p> <p>A few weeks ago, we referred to a recent Admiralty order which directed that all dock-yard workmen, absent or on leave the afternoon preceding a Parliamentary election, or on the morning following, if also absent or on leave on the polling day, were to be checked a half-day's pay for the polling afternoon. We also expressed our opinion that, as upwards of eight months had elapsed since the last general election, this order would not be made retrospective. But we were out in our reckoning, for at the dockyard pay tables this (Friday) night will be seen some wry faces. These will be exhibited by the workmen who, thus late in the day, will find themselves short of their expected wages by a half-day's pay for the afternoon of the 18th January last. On the other hand, those not affected may be expected to wear the smile that won't rub off.</p> <p>The dockyard workmen who were employed on the recent salvage operations at Lundy are I hoping for some compensation for the arduous and dangerous nature of the work on which they were engaged, but it is doubtful whether their claims will receive favourable consideration from the Admiralty authorities, who reply to the men's application in the following terms: —</p> <p>"With reference to yard letter of the 20th ult., relative to an application for compensation received from the workmen employed on the salvage operations on H.M.S. "<i>Montagu</i>", the captain superintendent is informed that there is no record at the Admiralty of any such payment having been made to men employed on the salvage of H.M.S. "<i>Howe</i>". As regards the men engaged on the "<i>Montagu</i>", a statement should be forwarded showing the number of men who might reasonably be regarded as working under dangerous conditions, the time so employed, and the remuneration they would be entitled to if paid according to the regulations for such work".</p> <p>An Admiralty letter recently received by the yard authorities was, at first sight, a matter of some surprise, but it is believed to have reference to the giving out of the contract for the articles referred to. The minute was as follows: — "New ship to be built at Pembroke. —To report the date by which it is anticipated the anchor and chain cables will be required."</p>
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			<p>28th September 1906 The Pembroke Herald and General Advertiser reported on the following:</p> <p style="text-align: center;">"... DOCKYARD NOTES THE DISTILLING VESSEL "AQUARIUS".</p> <p>The Admiralty, having approved of the local estimate of £7,730 for converting the Royal Fleet L Auxiliary distilling and tank vessel "Aquarius" into a fleet repair ship, the details of the demands for material to carry out the work are being prepared, and will be sent to the contractors forthwith. It is not, however, proposed to commence the execution of the work in earnest until after the departure of the "Warrior" from the port towards the end of November next to undergo her steam trials, although a few hands are now employed on the ship doing certain preliminary work which will permit of the proposed alterations being carried out with the ship afloat, should it be found necessary to undock her in any unforeseen emergency.</p> <p style="text-align: center;"><u>A WARNING.</u></p> <p>It having been brought to the notice of the Captain Superintendent that the text of a recent Admiralty Order appeared in full in a local newspaper, the men have been warned that the communication of official matter to newspapers renders an offender liable to instant dismissal.</p> <p style="text-align: center;">ADMIRALTY PROMOTIONS.</p> <p>Captain Superintendent John Denison, A.D.C., who has for some time past been senior captain on the active list, has been promoted to the rank of Rear-Admiral in the vacancy caused by the death of Rear-Admiral Sir Edward Chichester, with seniority from the 18th inst. Admiral Denison was born on May 25th, 1853. He entered the Navy as a cadet in April, 1867 became sub-lieutenant December 18th, 1873 was promoted to I lieutenant on April 16th, 1878; commander Dec 31st, 1891; and Captain May 18th, 1896. He obtained the latter step while serving in the Royal Yacht, and was Captain of the "<i>Niobe</i>" cruiser in 1901 when it escorted the Ophir with the Prince and Princess on board from Canada to England, and H.I.M. the Emperor of Germany in the German Imperial Yacht from the Nore to Flushing on February 6th in the same year. Admiral Denison was appointed to the Super-intendency of the Dockyard on October 1st, 1904, in succession to Rear-Admiral Gerald W. Russell, and will be succeeded by Captain Henry Coare Kingsford on Monday next. He is a very popular officer, and while everybody will rejoice to know of his promotion, his departure from Pembroke Dock, in which during his stay, he has particularly interested himself in several local institutions, will be generally regretted. Captain Kingsford arrived at the Dockyard on a visit on Monday last.</p> <p>Chief-Boatswain Joseph Luter has been promoted to the rank of lieutenant. Mr Luter was appointed boatswain on April 18th, 1882, and promoted to chief boatswain on April 1st, 1903. He served on the Orontes as acting boatswain during the Egyptian War, 1882, and has the Egyptian medal and Khedive's bronze star. He was appointed chief boatswain of the Dockyard from Halifax yard (since closed) on August 15th, 1904, in succession to Lieutenant J. Saxon, upon his retirement on pension."</p>
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				<p>14th December 1907 Evening Express wrote: (First Edition), (Third Edition), and (Third Edition), newspapers wrote: “.... NEW ADMIRALS' COMMANDS The Secretary of the Admiralty announce the following appointments: - Vice-Admiral Sir Richard Poore to be Commander-in-chief on the Australian Station, to succeed Vice-Admiral Sir Wilmot H- Fawkes; to date January 1. Rear-Admiral John Denison to be Rear- Admiral in the Home Fleet at Devonport. to succeed Rear-Admiral Niblett; to date January 3. Rear-Admiral the Hon. Stanley Colville to be rear-Admiral in the Home Fleet at the Nore, to succeed Rear-Admiral Fenius; to date January 3rd.”</p>
				<p>21st December 1907 the Weekly Mail Newspaper reported the following: “.... NEW ADMIRALS' COMMANDS The Secretary of the Admiralty announces the following appointments: - Vice-admiral Sir Richard Poore to be commander-in-chief on the Australian Station, to succeed Vice-Admiral Sir Wilmot, H. Fawkes; to date January 1. Rear-Admiral John Denison to be Rear- Admiral in the Home Fleet at Devonport, to succeed Rear-admiral Niblett; to date January 3. Rear-Admiral the Hon. Stanley Colville to be Rear-Admiral in the Home Fleet at the Nore, to succeed Rear-Admiral Fenius; to date January 3rd.”</p>
				<p>10th January 1908 The Pembrokeshire Herald and General Advertiser reported the following: “.... On Friday morning Rear-Admiral John Denison, formerly superintendent of Pembroke Dockyard, hoisted his flag on His Majesty's ship “<i>Hannibal</i>” as Rear-Admiral of the Devonport Division of the Home Fleet, in succession to Rear-Admiral H. G. A. Niblett. ...”</p>
				<p>19th December 1919 The North Wales Chronicle and Advertiser for the Principality reported the following: “.... FORTHCOMING MARRIAGE The engagement is announced between I John Ledgard Denison, M.A., of Lincoln's Inn, barrister-at-law, elder son (living) of Admiral John Denison, J.P., D.S.O., and Mrs Denison, of Alverstoke, and Margery Urania, eldest daughter of the Rev. and Mrs E. C. Morgan, of Newport, Essex.”</p>
				<p><i>The National Archives. ADM 196/87/12.</i> <i>The National Archives. ADM 196/38/345.</i> <i>The National Archives. /ADM 196/19/126.</i></p>