

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
28.	1 st Oct. 1906	5 th Dec. 1908.	<p data-bbox="368 147 472 215">Rear-Admiral</p> <p data-bbox="501 147 874 181">Henry Coare Kingsford, R.N.</p> <p data-bbox="501 192 940 327">B. 7 Jan 1858, Littlebourne, Ashford, Kent, England. – D. 1 Mar 1941, Stanford Lodge, Canterbury, Kent, England. (aged 83 years).</p> <p data-bbox="501 371 940 506"><u>1861 Census</u> See adjoining column 15 July 1870 Henry Coarse Kingsford entered Naval service as a Naval Cadet, aged 12 years.</p> <p data-bbox="501 517 940 1223"><u>15 Jul 1870-18 Jul 1872</u> Henry C. Kingsford attached to H.M.S. "<i>Britannia</i>" as a Naval Cadet. She was a wooden screw triple 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).</p> <p data-bbox="501 1234 940 2074"><u>15 Aug 1872</u> Kingsford was transferred to HMS "<i>Duke of Wellington</i>". She was a wooden 1st Rate triple-decker screw vessel of 3,771 tons, with a displacement of 5,829 tons. She was converted to screw whilst still on her stocks, and her drive power was 700 horse power. She was launched from Pembroke Royal Dockyard on the 14 Sep 1852 as the HMS "<i>Windsor Castle</i>" on the day when the Duke of Wellington died, she was renamed in honour of the Duke, 1 Oct 1852. She was 241 feet in length, carrying 131 guns and a complement of 1,100 men and officers. From 2 Feb 1853 to 25 Feb 1854 she was commanded, actually from commissioning, by Commodore Henry Byam Martin, and formed part of the Western (Channel) Squadron. From 4 Mar 1854 she was commanded by Capt. George</p>	<p data-bbox="970 192 1520 360">3rd son of Montague Kingsford, (Solicitor) B. 07 Apr 1829, of Littlebourne, Kent, -D. 19 Sep 1912, and Elizabeth Ann Swaine, B. 07 Nov 1830, of Herne Hill, Surrey. Total issues 13, (8 boys & 5 girls).</p> <p data-bbox="970 383 1520 483">Montague Kingsford, (Solicitor) married Elizabeth A. Swaine on the 22 Jun 1854 @ Streatham Parish Church, Lambeth, England.</p> <p data-bbox="970 506 1520 853"><u>1861 Census</u> shows Henry C. Kingsford, (1858) [3], living with parents' father Montague (1829) [32] & mother Eliza A. (1831) [30] and children son, Montague (1855) [6], son, Cecil E. (1856) [5], son, Algerne H (1857) [4], daughter, Lousia C. (1859) [2], son, Manse H. (1860)[11 months] together with 3 servants; living 12, Albion Place, Ramsgate, Thanet, Kent. Kent>Ramsgate>District 07</p> <p data-bbox="970 875 1520 1122">Oct-Dec 1901, Hertford, Hertfordshire - Married Isabel Evelyne Sworder (MNU), at B. 1864, Hertford, Hertfordshire, D. 1911, Canterbury; daughter of Thomas Sworder (Solicitor/Landowner) B. 1810, Standon, Hertfordshire; and Frances Jane B. 1822, Rotherhithe, Surrey</p> <p data-bbox="970 1155 1520 1256">Issue: 1. Evelyn Cora Kingsford, 1905-1982 and 2. an un-named son that died.</p> <p data-bbox="970 1279 1520 1447">1911 Census: after leaving the Pembroke Dockyard and returning to Canterbury, Kent, took Charlotte Morris (Nurse/Domestic) from Pembroke Dock back to Great Pett House, Bridge, near Canterbury, Kent.</p> <div data-bbox="970 1447 1396 2029">  </div> <p data-bbox="970 2029 1453 2063">Henry C Kingsford listed as captain of "<i>Goliath</i>" in 1906</p>

Thomas Gordon, flagship of Vice-Admiral Charles Napier, the *Baltic* during the Russian War. She was commanded from 4 Apr 1857 to 27 Mar 1857 by Capt. Henry Caldwell, flagship of Rear-Admiral Richard Saunders Dundas, in the Mediterranean. From 2 Mar 1858 to 30 June 1858 she was commanded from re-commissioning at Portsmouth until paying off at Portsmouth) by Capt. Harry Eyres, as a depot ship of the Ordinary, Portsmouth. From 1 May 1863 she was commanded by Capt. John Sercombe, Portsmouth, training ship for seamen (replacing HMS "*Hannibal*"). From 12 Jul 1863 until 10 Sep 1867 she was commanded by Capt. Charles Fellowes, as a training ship for seamen, Portsmouth. From 10 Sep 1867 to 1872 she was commanded by Capt. George Hancock, Portsmouth, again as a training ship for seamen, then on the 20 Dec 1869 she became flagship of the port admiral, replacing HMS "*Victory*" which became a tender. From the 1 May 1872 command was taken by Capt. Henry Carr Glyn, as flagship of the port admiral, Portsmouth. From 1 Mar 1875 to 1876 she was commanded by Capt. Francis William Sullivan, again as the flagship of the port admiral, Portsmouth. She continued, with a further 3 Captains until she was paid-off.

18 Oct 1872 Naval Cadet Henry Coarse Kingsford was raised in rank to the rank of Mid-shipman, whilst on board HMS "*Duke of Wellington*". [See above].

18 Jul 1873 Midshipman Henry Coare Kingsford was 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 HMS "*London*" May 1819, from Plymouth Dockyard, some years after she was actually ordered. On the 1 Jan 1820 she was re-ordered adding her to be built, with a semi-circular stern modification. She was launched 28 Jul 1828, some 9 years after being laid down and 16 years after she was 1st ordered. She was renamed in 1828 HMS "*Royal Adelaide*" prior to her launch. She was 197 feet 7-inches in length at her gundeck, her beam was 52 feet 10-inches, with a depth of 22½ feet in her holds. Her sail plan was that of a fully rigged sailing ship. Her original armament was 104 guns as follows: gundeck: 28 × 32 pounders, 2 × 68 pounder carronades; middle gundeck: 32 × 32 pounders; upper gundeck: 32 × 24 pounders; quarterdeck: 2 × 18 pounders; 12 × 32 pounder carronades; forecastle: 2 × 18 pounders; 2 × 32 pounder carronades. Over her long life her guns were reduced in numbers. She was commissioned on Jan 1830 Plymouth Royal Dockyard. In Plymouth the "*San Josef*", 10 Sep 1835, was paid off into "Ordinary Reserve", and the "*Royal Adelaide*" was recommissioned with the flag of the Commander-in-Chief, Plymouth. The "*San Josef*" acting as the receiving ship for the "*Royal Adelaide*". On 1 Oct 1840 she was undocked from Plymouth, 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. Between 1 Apr 1859 and 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. During Jul 1860 and 31 Dec 1861, she was commanded by Capt. William King Hall, as the Steam Reserve Depot Ship, Plymouth. From the 3 Nov 1863 she was commanded by commanded by Capt. Henry Caldwell, Devonport, flag-ship of the Port Admiral, until -17 Feb 1864. Between 1 Jan 1862 to 31 Oct 1863 she was commanded by Capt. Charles Vesey, Devonport, as flag-ship of the Port Admiral. She was re-commissioned for Harbour Service and as Receiving Ship, Devonport. In 1864 she became the Home Station, and receiving Ship at Devonport. There 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. 21 Dec 1870 witnessed her the base for the Court Martial of Lt M'Neale, R.M., 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 8 Feb 1871 following on from the above William Tubbs, Second Mate of the Coastguard vessel HMS "*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. On 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 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*". For obvious reasons, 1871 became the known as the year of the court martials on the "**Royal Adelaide**". On 1 Oct 1875 she commanded by Capt. John Ommanney Hopkins, as 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. In 1879 "**Royal Adelaide**" was again 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 Captain Richard Carter, in Devonport, as the flag-ship of the Port Admiral. In Apr 1881 she and her full crew appear in the Census. On 29 Dec 1884 commanded was changed to Capt. William Elrington Gordon, as the flagship, Plymouth. From 30 Mar 1885 to 7 Apr 1887 she was commanded by Capt. William Henry Cuming, in Devonport, as flag-ship of the Port Admiral. From 6 Apr 1887 she was commanded by Capt. Harry Woodfall Brent, Devonport, as flag-ship of the Port Admiral. It should be noted that during this period. [*Sub-Lieutenant John Denison was also detached and served on this vessel, and also became one of the Pembroke Royal Dockyard Capt. Superintendents*]. 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 properly fitted-out as a training ship for boys. In Mar 1892, at Chatham, she was converted for use as a receiving ship, and was fitted out to accommodate some 1,000 ratings. HMS "**Royal Adelaide**" was eventually sold out of the navy in 4 Apr 1905, to Laider, Sunderland and Broken-up in Dunkirk.

4 Sep 1873 Midshipman Henry Coare Kingsford was transferred back to the HMS "**Duke of Wellington**". [*see above for vessel details and history*].

16 Oct 1873 Midshipman Henry Coare Kingsford was posted to HMS "**Duncan**". She was a 2nd Rate wooden screw two decker vessel of 3,727 tons, with a displacement of 5,724 tons, carrying 101 guns and a crew of 930 men and officers. She was launched 13 Dec 1859 from the Portsmouth Royal Dockyard. She was 252 feet in length. From 6 Jan 1864 she was commanded by Capt. Robert Gibson, as flagship of Vice-Admiral James Hope, in North America and the West Indies Stations. From 15 Jun 1867 to 10 Sep 1867 she was commanded by Capt. George Hancock, as the Coast Guard vessel, in Leith, Queensferry, (replacing HMS "*Trafalgar*"). From 10 Sep 1867 until 28 Feb 1870 she was commanded (until paying off) by Capt. Charles Fellowes, still as a Coast Guard vessel, at Leith and flagship of Commodore of John Walker Tarleton's Coast Guard Squadron, which comprised of HMS "**Duncan**", HMS "*Donegal*", HMS "*Revenge*", HMS "*Irresistible*", HMS "*Lion*", HMS "*Dauntless*" and HMS "*Argus*" (who

was replaced by HMS "*Repulse*"). From 1 Apr 1873 until 1 Jan 1875 she was commanded by Capt. George Willes Watson, Sheerness, replacing HMS "*Pembroke*". HMS "*Duncan*" continued with another 5 Captains, basically at Sheerness. In 1890 she was stripped, put into Harbour service and renamed HMS "*Pembroke*". In 1895 she became a receiving ship and was later renamed in 1905. On the 11 Oct 1910 she was sold for breaking up at London.

27 Dec 1873 Midshipman Henry Coare Kingsford was posted to HMS "*Aboukir*" as a Mid-shipman. She was an unarmoured 2nd Rate, two decker wooden sailing vessel of 3,080 tons (builder's measure), 204 feet in length, armed with 90 guns. She was launched as a 2nd rate sailing ship at Devonport Dockyard. She was converted to screw on the 1 Jan 1858, as part of the "*Albion*" class. Her builder's measure was not increased, but her displacement was increased to 4,382 tons. Her guns were improved and increased to 91 guns, with a complement of 830 men and officers. The vessel with her 1st x 3 Captains served in the Channel Squadron, later in the Mediterranean, then in Feb 1862) on the West Indies station. From 6 Sep 1865 to 1 Dec 1869 she was commanded by Commodore Francis Leopold McClintock, as the Receiving Ship for Jamaica. HMS "*Aboukir*" was fated to remain in Jamaica until 1877. From 22 Feb 1868 to 1 Dec 1869 she was commanded by Commodore Augustus Phillimore. On the 1 Dec 1869 she was commanded by Commodore Richard William Courtenay. In 1872 Courtenay was replaced by Commodore Algernon Frederick Rous De Horsey. From 1875 command was taken by Commodore Algernon McLennan Lyons, until 20 July 1877 when she was paid-off. HMS "*Aboukir*" remained on the Jamaican Station, until she was sold off at Jamaica on 23 Nov 1877.

22 Feb 1874 Midshipman Henry Coare Kingsford was posted to HMS "*Sphinx*". She was 1st class wooden paddle sloop, launched from Woolwich on 17 Feb 1846. Her builder's measure was 1,056 tons and a displacement of 1,611 tons, armed with 6 guns. HMS "*Sphinx*" served in the East Indies (and took part in Burma war of 1852); she transported French troops to the Baltic, then the Black Sea during the Russian war; in the Mediterranean; East Indies and China stations; in the West Indies; under 9 different Captains. Her last station was North America and West Indies stations.

11 Mar 1874 Midshipman Henry Coare Kingsford was posted to HMS "*Terror*". She was an Iron hulled screw floating battery, with a builder's measure of 1,971 tons and a displacement of 1,844 tons. Her propulsion was only 200 hp. She armed with 16 x 68 pounder guns. She was constructed and launched from Palmers, Jarrow on 28 Apr 1856. She was 186 feet in length and had a beam of 48½ feet. From 5 May 1857 she was commanded by Capt. Frederick Hutton, as guard ship for Bermuda, where she remained until 1889. On the 22 May 1862 command was taken by Capt. Frederick Henry Hastings Glasse. From 1 Jan 1865 to 4 Aug 1869 she was commanded by Capt. James Francis Ballard Wainwright. From 4 Aug 1869 to 13 Sep 1870 she was commanded by Captain George Le Geyt Bowyear. On the 13 Sep 1870 she was commanded by Capt. Elphinstone D'Oyly D'Auvergne Aplin. On 6 Mar 1878, command passed to Capt. John Moresby, and her duties were increased as she became the receiving ship, for Bermuda. Her last commander was Capt. Richard George Kinahan, who took command on 17 Jun 1889. HMS "*Terror*" was a base ship at Bermuda until finally being sold off for breaking in 1902.

27 Mar 1874 Midshipman Henry Coare Kingsford was attached to HMS "*Irresistible*" for transport back to HMS "*Aboukir*". HMS "*Irresistible*" was a 2nd Rate wooden screw two decker of 190 feet, of 2,589 tons, 3,842 tons displacement. She was part of the "*Majestic*" class of vessels and when operational she carried a complement of 750 men. She was launched from the Chatham Dockyard on 27 Oct 1859. By Sep 1868 she was a Depot ship, at Bermuda. In 1870 she was still in Bermuda, ship's company borne in HMS "*Terror*". [HMS "*Aboukir*" is described above].

30 Jun 1876-3 July 1877 Midshipman Henry Coare Kingsford was posted to HMS "*Repulse*" for a short duration. She was a central battery ironclad, wooden, screw battleship. She was the last wooden battleship constructed for the Royal Navy. She was laid down 29 Apr 1859, as a 90-gun second-rate line-of-battle ship with two

decks; having been approved for conversion to a broadside ironclad in 1861, work on her was intentionally delayed until the performance of earlier conversions from wooden hull to ironclad could be assessed. She was therefore 11-years from being laid down to completion, no work at all being undertaken on her between 1861 and 1866. In 1864 Sir Edward Reed had been Chief Constructor for some 18-months, and was in a position to stipulate the nature of the armament and the disposition of armour which "**Repulse**" should carry when construction should be resumed, which it was in 1866. Guns of 9-inch and 10-inch calibre were already afloat in the Royal Navy, and clearly similar weapons could be carried by potential adversaries. It followed that armour of 4·5-inches thickness, which since HMS "*Warrior*" had been regarded as adequate, could no longer be so considered. Thicker armour had therefore to be provided, which in turn meant that less of the side of the ship could be armoured, lest the displacement exceed the allowed tonnage. While the water-line belt was continuous from stem to stern, the armour over the battery stretched for only 70 feet, the hull fore and aft of this being exposed wood. The risk of battle damage to these large unprotected areas was minimised by posting her the Pacific station, where combat with any unit of significant force was thought to be unlikely. HMS "**Repulse**" was always intended as an overseas flagship. She had the reputation of providing the best accommodation in the fleet, with the Captain's quarters under the poop deck, the Admiral's quarters on the main deck, and officers' cabins arranged either side of the poop, with most officers being able to bunk under an open port-hole, which in the tropics markedly enhanced comfort and habitability. During her service she covered more distance-under-sail-alone than any ironclad except HMS "*Zealous*". She was part of the "*Bulwark*" class, battleship. Her conversion finally started on 25 Oct 1866. HMS "**Repulse**" was launched on the 25 Apr 1868 from the Woolwich Royal Dockyard. She was completed on the 31 Jan 1870, and commissioned Mar 1870. She had builder's measure of 3,749 tons and a displacement of 6,190 tons. She was 252 feet in length, with a beam of 59 feet and a draught of 22 feet (light) and 26 feet (deep load). Her propulsion was one-shaft driven by a Penn trunk engine producing 3,350 i.h.p. Her sail plan was that of a full ship-rigged sailing ship with a sail area 29,200 square feet. Her speed was 12·5 knots under power; 10·5 knots under sail. She carried a complement of 515 enlisted men and officers. Her armaments were 12 × 8-inch muzzle-loading rifles; 4 × 16-inch torpedo carriages; 2 × saluting cannons. Her armour was belt: 6-inch amidships, 4·5-inches fore and aft; battery: 6-inches; bulkheads: 4·5-inches. Once commissioned she was posted to Queensferry, where she served for 2-years as guardship. She was commanded by Capt. William Rae Rolland, as Coast Guard, Queensferry replacing HMS "*Duncan*". From the 3 Aug 1872 she was commanded by Captain Charles Thomas Curme, flagship of Rear-Admiral Charles Farrell Hillyar, in the Pacific. She relieved HMS "*Zealous*" as flagship, Pacific Fleet, and patrolled the seas from Patagonia to British Columbia for the next 5-years. From 7 Jun 1873 she was commanded by Capt. Joseph Edward Maitland Wilson, as flagship of Rear-Admiral Arthur Auckland Leopold Pedro Cochrane, in the Pacific. From 5 Jul 1875 until 24 Sep 1876 she was commanded by Capt. Richard Carter until he was dismissed at his own request. She was relieved by HMS "*Shah*" in 1877; in coming home her Captain decided not to pass through the Straits of Magellan under steam, which was the accepted route, but to-round Cape Horn under sail. The trip from the Pacific to Rio de Janeiro took her 7-weeks; she was the only British armoured ship ever to round the Horn under canvas. She was under refit from 1877 to 1880, and was then guardship at Hull until 1885, in the days when a warship was stationed at every major British port. She was mobilized as part of the Royal Navy Evolutionary Squadron 1885 commanded by of Admiral Sir Geoffrey Phipps Hornby. HMS "**Repulse**" was then held in reserve until sold and broken up in 1889.

17 Jan 1877 Midshipman Henry Coare Kingsford was promoted to rank of Sub-Lieutenant.

8 Jul 1877-11 Nov 1877 Midshipman Henry Coare Kingsford was transferred to HMS ***"Duke of Wellington"***. A description of the ***"Duke of Wellington"*** can be found above. From 16 Oct 1876 she was commanded by Capt. Walter Cecil Talbot, as flagship of Admiral Edward Gennys Fanshawe, flagship of the Port Admiral, at Portsmouth.

13 Oct 1877-17 Feb 1878 Midshipman Henry Coare Kingsford was transferred to HMS ***"Excellent"*** on a gunnery Course which he passed. From 9 Jan 1877 to 4 Mar 1880 she was commanded by Capt. Frederick Anstruther Herbert, as a gunnery training ship, at Portsmouth. HMS ***"Excellent"*** was a 1st Rate wooden sailing vessel, launched as HMS ***"Queen Charlotte"*** on the 17 May 1810, from the Deptford Royal Dockyard. She had a builder's measure of 2,289 tons and was armed with 104 guns. In Nov 1859 she was renamed ***"Excellent"***, as a gunnery ship at Portsmouth.

18 Feb 1878-10 Oct 1878 Midshipman Henry Coare Kingsford was transferred to HMS ***"Excellent"*** for examinations which he passed. [A description of the vessel is given immediately above].

28 Nov 1878 Sub-Lieutenant Henry Coare Kingsford re-attached to HMS ***"Duke of Wellington"***. [For vessel details see ***"Duke of Wellington"*** above].

9 Aug 1879-11 Mar 1880 Sub-Lieutenant Henry Coare Kingsford was transferred to HMS ***"Alexandra"***. She was a central battery ironclad of the Victorian Royal Navy; whose seagoing career was from 1877 to 1900. At the time of her design the Board of Admiralty were at loggerheads amongst themselves as regards the provision of sails in their contemporary warships; steam engine design had advanced to the point where ships could cross the Atlantic under steam power alone, but centuries of tradition had left an ingrained emotional attachment to sails in a small but influential number of the senior members of the naval hierarchy. This minority succeeded in convincing the Board to design ***"Alexandra"*** as a rigged broadside. She was laid down 5 Mar 1873 and constructed at Chatham Dockyard. She was named after Alexandra, then Princess of Wales. She was launched 7 Apr 1875 and commissioned 2 Jan 1877-31 Jan 1877. Her general characteristics were as follows: Displacement 9,490 tons; Length 325 feet between perpendiculars, 344 feet overall; Beam of 63-feet 8-inches and a draught of 26½ feet. Her propulsion was from 2-shaft Humphreys vertical inverted compound engines produced 8,498 i.h.p. She carried engines by Messer's Humphreys and Tennant. She was the first British warship to be powered by vertical compound engines, carrying cylindrical high-pressure boilers with a working pressure of 60 psi, as compared to rectangular boilers working at 30 lbf/inches squared, pressure mounted in earlier ships. Twelve boilers were set back to back on either side of a longitudinal bulkhead; each engine drove an outward rotating screw of some 21 feet in diameter. A pair of auxiliary engines, each of 600 indicated horsepower, were fitted to turn the screws while the ship was proceeding under sail. These engines could, if required, propel the ship at a speed of 14.5 knots. During trials she had a speed of 15.09 knots with a complement of 674 men and officers. At the time of her completion HMS ***"Alexandra"*** was the fastest battleship afloat. It had been intended to call the ship HMS *Superb*, the name used when she was actually laid down, but Her name was changed at her launching, which was undertaken by Her Royal Highness the Princess of Wales, who was later Queen Alexandra. She was the first British ironclad to be launched by a member of the Royal Family; the Duke and Duchess of Edinburgh, the Duke and Duchess of Teck and the Duke of Cambridge were also present. HMS ***"Alexandra"*** was the last British battleship to carry her main armament wholly below decks; she was one of only two British ships to mount guns of 11-inch calibre, the other being HMS ***"Temeraire"***. Her original armament (1877) were 2 x 11-inch muzzle-loading rifles guns; 10 x 10-inch rifled muzzle-loading guns; 6 x 13-cwt. breech-loaders; 4 x torpedo carriages. Her armour was as follows: 12-inches on main deck battery; 8-inches on upper deck battery; a belt of 12 inches tapering to 6 inches; 8-5-inches on bulkheads and 1-5 inches-1-inch on her Decks. She spent much of her career as a flagship, and took part in operations to deter Russian aggression against Turkey in 1878 and the

bombardment of Alexandria in 1882. "**Alexandra**" was the last of a long series of progressive steps in the development of vessels of her type. As the militarily most effective of all of the broadside ironclads, it is ironic that she was designed by Nathaniel Barnaby, who was one of the earliest and most effective proponents of the virtues of turret-mounted artillery. Her armament was disposed in a central box-battery, with heavy guns deployed both on the main and on the upper deck. Recognising the increasing importance of axial fire, Barnaby arranged the artillery so that, by firing through embrasures, there was the capability of deploying four heavy guns to fire dead ahead, and two astern; all guns could if required fire on the broadside. From her commissioning at Chatham on 2 Jan 1877-31 Jan 1877 she was designed as flagship, Mediterranean Fleet, and held this position continuously until 1889. She was the flagship of Admiral Hornby in his passage through the Dardanelles during the Russian war scare of 1878. She ran aground in bad weather at the narrowest part of the strait; she was towed off by HMS "*Sultan*" in time to lead the squadron to Constantinople. She was present at the bombardment of Alexandria in 1882; in this action the Admiral's flag was shifted to HMS "*Invincible*", as she was of shallower draught and could sail closer to shore. During this action on 11 Jul 1882, Gunner Israel Harding flung a live 10-inch shell overboard, an action which led to the award of the Victoria Cross. In 1886, the Duke of Edinburgh hoisted his flag on board, and Prince George of Wales, later King George V, joined as a lieutenant. She was paid off in 1889 for modernisation. In 1891 her armaments were modified to: 4 x B.L. 9.2-inch guns; 8 x 10-inch muzzle-loading rifled guns; 6 x B.L. 4-inch guns. She became flagship of the Admiral Superintendent of Naval Reserves at Portsmouth, and remained so until 1901. HMS "**Alexandra**" was featured in the first volume of the Navy and Army Illustrated in early Apr 1896 and was then described as a "coastguard ship at Portsmouth" with her principal armament being 8 x 18-ton guns; 4 x 22-ton; 6 x 4-inch; 4 x six-pounders and 6 x three-pounder Q.F. quick firers. In 1897 her armaments were modified to: 4 x 9.2-inch breech-loaders; 8 x 10-inch muzzle-loading rifled guns; 6 x Q.F. 4.7-inch guns. At this time, she had a complement of 408 officers and men and was commanded by Capt. W. H. Pigott. Her last sea-time was as flagship of the "B" fleet in the manoeuvres of 1900. In 1903 she became a mechanical training ship, and she was sold in 1908 and broken up.

12 March 1880-3 Apr 1880 Sub-Lieutenant Henry Coare Kingsford was posted and attached to HMS "*Inconstant*". She was an unarmoured iron screw frigate launched 12 Nov 1868 from Pembroke Royal Dockyard. She was designed to have a displacement of 5,700 tons and carried 16 guns. She was the first of an intended 6-fast, unarmoured, iron-hulled, frigates designed by the British Admiralty's Chief Constructor, Sir Edward Reed, in response to the fast, wooden American "Wampanoag" class frigates. Only 3 were actually built, however, as the American ships proved to be flawed enough to pose no real threat and the British ships were very expensive. The ship was 337 feet 4-inches long between perpendiculars, had a beam of 50 feet 3-inches, and a draught of 25½ feet. HMS "*Inconstant*" displaced 5,780 tons and had a tonnage of 4,066 tons. She carried a complement of 600 officers and men. To reduce biofouling, her iron hull was sheathed in two layers of oak 3 inches thick that was covered by a layer of copper. HMS "*Inconstant*" was a good sea-boat and a steady gun platform. The ship had a single John Penn and Sons, two-cylinder trunk steam engine that drove a 23-foot propeller. The engine used steam provided by 11 boilers with a working pressure of 30 psi. She reached a speed of 16.2 knots from 7,360 indicated horsepower during her sea trials and was the fastest warship afloat when completed. The ship once sustained an average speed of 15.5 knots for 24 hours. She carried a maximum of 750 tons of coal, enough to steam 2,780 nautical miles at 10 knots. HMS "*Inconstant*" was ship-rigged with three masts and a sail area of 26,655 square feet. She proved to be excellent under sail, reaching a maximum speed of 13.5 knots, one of only two warships ever to reach this speed under sail and 16 knots with steam. To improve her performance under sail, her propeller could be hoisted into the hull and her funnels

lowered to reduce drag. When completed the ship was more heavily armed than all, but two of the 24 British ironclads afloat. Her main armament consisted of 10 x rifled muzzle-loading R.M.L. 9-inch guns on the main deck in the traditional broadside layout. The 9-inch shells weighed 254 pounds and was rated with the ability to penetrate 11.3-inches of wrought-iron armour. Her secondary armament of 6 x R.M.L. 7-inch guns was mounted on the upper deck, with two guns positioned in the bow as chase guns. The guns fired a 112-pound shell that could pierce 7.7-inches of armour. HMS "***Inconstant***", the 5th ship of her name to serve in the Royal Navy, was laid down on 27 Nov 1866 at the Pembroke Royal Dockyard, Wales. HMS "***Inconstant***" was launched on 25 Mar 1872 by Lady Muriel Campbell, daughter of John Campbell, 2nd Earl Cawdor. HMS "***Inconstant***" was transferred to Portsmouth Dockyard to finish fitting out and was commissioned on 12 Aug 1869 by Capt. Elphinstone D'Oyly D'Auvergne Aplin for duty with the Channel Squadron. Upon completion in 1869, she was the fastest warship in the world and was assigned to the Channel Squadron. He was relieved by Capt. Charles Waddilove on 13 Sep 1870. The following year the ship was assigned to the Detached Squadron, commanded by Rear-Admiral Frederick Seymour, which visited ports in Scandinavia after *Inconstant* joined them at Gibraltar, finally arriving at Spithead on 11 Oct 1871. The ship was paid off in 1872 and spent the next 8-years in reserve. She was recommissioned in 1880 and was commanded by Capt. Lord Walter Kerr from 5 Feb to 11 Mar 1880. During this time, HMS "***Inconstant***" served as the flagship of Vice-Admiral Seymour of the Mediterranean Fleet as she ferried replacement crews to that fleet. From Aug 1880 to Oct 1882, HMS "***Inconstant***" was assigned to the reconstituted Detached Squadron, this time as the flagship, first of Rear-Admiral Richard Meade, 4th Earl of Clanwilliam until he was taken sick in Hong Kong, and then from 6 Dec 1881 to 17 Oct 1882 of Rear-Admiral Sir Francis Sullivan. The Captain of "***Inconstant***" at this time was Capt. Charles Penrose-Fitzgerald. The Detached Squadron left Spithead on 17 Oct 1880 to circumnavigate the World and returned 2-years later. It is claimed that on 11 Jul 1881 (or 11 Jun 1881), Prince George of Wales (later King George V of England) sighted a "phantom ship" whilst aboard "***Inconstant***" between Melbourne and Sydney. Two other ships, "***Tourmaline***" and "***Cleopatra***", also reported seeing the "phantom ship". Just after arriving in the Falkland Islands, the Squadron was ordered to Simonstown, South Africa, for possible service in the First Boer War of 1880–81, but hostilities had already ended by the time that it arrived. From 6 Dec 1881 until 17 Oct 1882 Rear-Admiral Sir Francis Sullivan took command. On Her return voyage, the frigate caught fire; it was stopped by flooding all of the aft compartments. Shortly afterward, the Squadron was diverted to Egypt after the start of the Anglo-Egyptian War of 1882; they arrived after the Bombardment of Alexandria on 11 Jul and some of crew of "***Inconstant***" were landed to participate in operations ashore. The ship was reduced to reserve again after their return to Britain on 16 Oct 1882. She became an accommodation ship for the overflow from the barracks at Devonport in 1897. HMS "***Inconstant***" was taken out of service in 1904 and became a gunnery training ship in Jun 1906, assigned to the boy's training establishment "***Impregnable***". She was renamed "***Impregnable III***" in 1907, then "***Defiance IV***" in Jan 1922 after she was transferred to the torpedo training school at Plymouth, "***Defiance***", and then "***Defiance II***" in Dec 1930. The ship was sold for scrap in Sep 1955 and arrived at the breaker's yard in Belgium on 4 Apr 1956 for demolition, when she was the 2nd to-last Welsh-built naval vessel afloat.

4 Apr 1880-25 Jul 1880 Sub-Lieutenant Henry Coare Kingsford was attached to HMS "***Ganges***", which was a training vessel. She was an 84-gun second-rate ship of the line, ordered 4 Jun 1816, laid down May 1819, launched on 10 Nov 1821 at the Bombay Dockyard, constructed from teak. Her length was 193 feet 10-inches (gundeck), her beam was 52 feet 41/2-inches, the depth of her hold was 22½ feet, her builder's measure was 2,284 tons. She carried 84 guns; gundeck: 28 x 32 pounders, 2 x 68 pounder carronades; upper gundeck: 32 x 24 pounders; quarterdeck: 6 x 24 pounders, 10 x 32 pounder carronades; and forecastle: 2 x 24

pounders, 4 × 32 pounder carronades. She is notable for being the last sailing ship of the Navy to serve as a flagship, and was the 2nd ship to bear the name. Admiralty orders of 4 June 1816 directed her to be built as a facsimile of HMS *"Canopus"* class (the ex-French ship *"Franklin"*, which had fought at the Battle of the Nile). Her building began in May 1819, under the direction of master shipbuilder Jamsetjee Bomanjee Wadia. She was commissioned at Portsmouth in 1823, and served in several locations over the following decades. Notable events included a period as flagship of the South America Station for 3 years, during which she landed Royal Marines in Rio de Janeiro after a mutiny by Brazilian soldiers. She also saw action in the Mediterranean from 1838 to 1840, bombarding Beirut and blockading Alexandria. She was paid off during the Crimean War, and saw no action. From 1857 until 1861, she was the flagship of the Pacific Station, based at Valparaíso, Chile under the command of Rear admiral Robert Lambert Baynes. She spent considerable time addressing the San Juan Boundary Dispute from the Esquimalt Royal Navy Dockyard at the Colony of Vancouver Island, after which she returned to England to be converted into a training ship; she began service as the training ship HMS *"Ganges"* in 1865 at Mylor Harbour, near Falmouth. From 20 Apr 1867 to 8 Aug 1891 she was commanded by Commander John Rolleston Prickett. In 1899, she was moved to Harwich. In 1905, she became part of RNTE (Royal Naval Training Establishment) *"Shotley"*, which also included the ships HMS *"Caroline"* and HMS *"Boscawen III"*. She was renamed *"Tenedos III"* in 1906, then moved to Devonport to become part of the training establishment HMS *"Indus"*; on 13 Aug 1910, she was renamed *"Indus V"*. In Oct 1922, she was renamed *"Impregnable III"* and transferred to the training establishment HMS *"Impregnable"*, also at Devonport. She was finally taken out of service in 1923, and transferred to the dockyard; in 1929, she was sold for breaking up. The following year, after over a century in service, she was finally broken up at Plymouth. When being broken-up, some of the timbers were used to make souvenirs, usually having a small brass plaque with some of the ship's history attached. The panelling in the captain's cabin was purchased by Thomas Nelson, 4th Earl Nelson, who installed it in the principal top-floor room at Trafalgar Park in Wiltshire. The captain's cabin in the stern was used in the construction of the Burgh Island Hotel in Devon. In 1933, timbers from the ship were also used to construct the cross that stands outside the eastern end of Guildford Cathedral in Surrey. The town of Ganges, British Columbia, on Salt-Spring Island, and the adjacent waters of Ganges Harbour are named after HMS *"Ganges"*. In addition, the transom board of one of HMS Ganges' ship's boats has pride of place in Centennial Park in the town of Ganges. The community of Vesuvius Bay, also on Salt-spring Island, was named after HMS *"Vesuvius"*, which, with Ganges, was also assigned to the Pacific Station. The ship's badge has been adopted by the Salt-spring Island Sailing Club, and the badge's distinctive elephant is the key symbol in the club's burgee.

23 Jun 1880 Sub-Lieutenant Henry Coare Kingsford was promoted to the rank of full Lieutenant.

30 Sep 1880-30 Jun 1881 Lieutenant Henry Coare Kingsford was 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.

1881 English Census shows Lieutenant Henry Coare Kingsford, (1858) [22] Lieutenant in the Royal Navy, as a Student, @ the "Royal Naval College" Greenwich. London>Greenwich>Greenwich East>District Royal Naval College.

Oct 1880-June 1881 Lieutenant Henry Coare Kingsford attended the Royal Naval College, Portsmouth.

15 Aug 1881-31 Jul 1882 Lieutenant Henry Coare Kingsford was attached to HMS *"Orontes"*. She was an iron screw troopship and mail steamer. She was a 19th-

century troopship, intended for carrying troops to southern Africa and the West Indies (rather than to India like the "Euphrates" class of troopships such as "Serapis"). She was 300 feet long (though this was increased in 1876) and her beam was 44½ foot. She had only a nominal armament, of 3 x 4 pounder guns. Her displacement was 4,857 tons (or 5,600 tons after her (1876) lengthening). Her design was produced by the Controller of the Navy. She was launched from Cammell Laird shipbuilders at Birkenhead on 22 Nov 1862. In Mar 1863 she was completed and commissioned. On 11 Nov 1871 she left Quebec, bringing the city's last imperial garrison back to Britain. While bound for Bermuda from Halifax, Nova Scotia, in 1878, a man fell overboard and the rescue party of fourteen men were lost when the rescue boat they were in capsized. In 1879 she brought the body of Louis Napoléon, Prince Imperial, killed earlier that year in the Zulu War, back to Britain. In 1893 she was sold and then broken up for scraped on the River Thames. [She is notable in fiction writing as the troopship which brought John Watson back to Britain during his convalescence after the 1880 Battle of Maiwand, in the third paragraph of the Chapter 1 of Arthur Conan Doyle's 1887 Sherlock Holmes work "A Study in Scarlet".]

23 May 1882-31 Aug 1884 Lieutenant Henry Coare Kingsford was attached to HMS "Belleisle". She was a central battery iron screw ship, laid down 1874, launched 12 Feb 1876, actually completed 19 July 1878. Her length was 245 feet, between perpendiculars, her beam was 52 feet and a draught of 21 feet. Her displacement was 4,870 tons. Her propulsion was via Two-shaft, Maudslay horizontal, 4,040 ihp engine. Her sail plan was square rig on foremast, gaff on mizzen mast. She had a speed of 12.1 knots and carried a complement of 249 officers and men. Her armaments were as follows: 4 x 12-inch muzzle-loading rifles guns; 4 x 20-pounder breech-loaders guns and 2 x torpedo carriages. After modifications she carried the following armour: belt: 6-12-inches; battery: 8-10-inches; bulkheads: 5-9-inches; conning tower: 9-inches; decks: 1-3-inches. HMS "Belleisle" was one of the four ships which were constructed for foreign navies in British shipyards which were purchased by the British government for the Royal Navy in 1878, at the time of the then Russian war scare. She was one of the two ironclads of the "Belleisle" class, the other being HMS "Orion". She was built in the Samuda Brothers shipyard at Cubitt Town, London, for service with the Turkish Ottoman Navy, under the name of "Peik-i-Sherif", and was taken over for the Royal Navy in a completed condition. She was, however, was not regarded as fit to serve as a British warship until a number of extensive and expensive modifications were carried out. [This should not be considered as extravagance, that she required modification, as she was first constructed for a "foreign power"]. She had been intended to carry 10-inch calibre guns, and the first recorded change is "enlargement of ports to take 25-ton guns" (i.e. guns of 12-inch calibre). Other major alterations included the building in of extra coal bunkers, the fitting of extra officers' cabins and the fitting of torpedo launching apparatus. The main artillery was disposed in a centrally placed octagonal box battery with two guns on each beam. The firing ports were so arranged that it was possible to fire two guns ahead, astern and on a limited bearing on either side. There were limited areas fore and an aft of the beam where only one gun could be brought to bear; as the primary armament of this ship, as devised and designed, was her ram, this was regarded by her designer as an acceptable limitation. Being smaller than other contemporary British battleships, she and her sister HMS "Orion" had comparatively limited range, speed and armament compared to them. However, they were initially welcomed by the naval press as being inexpensive, costing only half that of an "Audacious" class battleship and a third of HMS "Inflexible", but once her drawbacks it soon became obvious, they damned her in popular and naval opinion as a front-line fighting vessel. HMS "Belleisle" was commissioned on 2 Jul 1878, and served for the next 14 years as coast guard ship at Kingstown, Ireland. Her only activity there was firing practice four times a year, the annual squadron cruise, and one refit at Devonport. In 1887 while stationed in Kingstown Harbour (now Dun Laoghaire) the Commanding Officer invited the entire

“Water-Wag” Club [Royal St. George Yacht Club of Dun Laoghaire, Co. Dublin, Ireland] to come on board on Tuesday 21 Jun to celebrate Queen Victoria's Golden Jubilee. The “Water-Wags” declined the invitation as they were on a Jubilee Cruise to Dalkey Island and did not wish to miss the favourable tide. HMS “*Belleisle*” was paid off into the “B” Reserve in Apr 1893, descending into the Fleet Reserve in May 1894. She was paid off in May 1900 and converted into a target ship. After surviving gunfire from HMS “*Majestic*” in which shells filled with lyddite were tested, she was towed back to Portsmouth. There, she was used to test the effect of guns of 6-inch and of 9-2-inch calibre, and of torpedoes. The torpedo experiments were expected to demonstrate the protective effect of cellulose against these weapons; the cellulose was expected to swell and plug the holes caused by the torpedoes. This did not happen, and HMS “*Belleisle*” sank into the mud. She was raised with great difficulty in Oct 1903 and sold for scrap to Germany.

1882 Lieutenant Henry Coare Kingsford served actively in the Egyptian Campaign and was awarded the Egyptian medal and Khedive's bronze star for his service.

30 Sept 1882-22 May 1884 Lieutenant Henry Coare Kingsford was transferred to HMS “*Excellent*”. She was a 1st Rate wooden sailing vessel, launched as HMS “*Queen Charlotte*” 17 May 1810, from the Deptford Dockyard. She had a builder’s measure of 2,289 tons and was armed with 104 guns. In Nov 1859 she was renamed “*Excellent*”, as a gunnery ship at Portsmouth. From 4 Mar 1880 to 21 Jun 1881 she was commanded by Capt. John Ommanney Hopkins, as a gunnery ship, at Portsmouth. From 21 Jun 1881 she was commanded by Capt. William Codrington, still as a gunnery ship, at Portsmouth. Her fate was to be sold off 12 Jan 1892 to J Read & Co, of Portsmouth.

1 Aug 1884-Apr 1885 Lieutenant Henry Coare Kingsford was transferred to the Junior Staff HMS “*Cambridge*”, gunnery training ship at Devonport.

2 Apr 1885-7 Aug 1885 Lieutenant Henry Coare Kingsford was transferred to HMS “*Hotspur*”. She was a Victorian Royal Navy ironclad ram – a warship armed with guns but whose primary weapon was a ram. It had been recognised since the time of the Roman Empire or before that a ship, while it might carry weaponry, was itself a potent weapon if used as a missile against other ships. In the era of sail-powered warships with their intrinsic limitations of speed and manoeuvrability the practice of ramming opponents fell by default into disuse, although the concept remained alive. With the advent of steam-powered vessels, with their enhanced speed and lack of dependence for direction on the wind, the ram as a potent weapon of attack gained credibility in Naval circles and in Ship Constructors' departments. This first became apparent in the American Civil War, when many attempts were made by ships on both sides to ram their opponents, with almost uniform lack of success. (The Confederate Virginia (ex- “*Merrimack*”) rammed and sank the Federal “*Cumberland*”, but lost her ram and suffered significant structural damage. The battle which most influenced the exaggerated faith in the ram as a weapon was the battle of Lissa between Austria-Hungary and Italy in 1866. The Austrian “*Ferdinand Max*” rammed the (stationary) Italian “*Re d'Italia*”, which immediately heeled over and sank. This resulted in all ironclad battleships designed for the next 40-years being built to carry a ram; a weapon which, while causing the loss of a number of ships accidentally, never sank another major enemy warship of any nationality. HMS “*Hotspur*” was designed to work with the Fleet, to bring into action her main weapon, her ram. This projected some 10 feet ahead of her bow perpendicular, and was reinforced by an extension of the armoured belt. It was assumed that the bearings upon which a usual turret turned would not survive the shock of the impact consequent upon the use of the ram against an enemy ship. Her single 12-inch gun was therefore positioned in a fixed cupola perforated by four firing-ports through which the gun could be discharged. None of these ports allowed the gun to be fired straight ahead (forward), where a potential ramming target would be situated. It was therefore only possible to engage these targets with the gun if the ramming attack missed. As the maximum speed of HMS “*Hotspur*” was less than virtually all of her potential

targets, it quickly became apparent that ramming attacks on ships under way were almost guaranteed to miss, and she quickly descended from being a ship held to be of great military value to be the most useless member of the battle-fleet. She was reconstructed by Laird & Sons Co., and was given a revolving turret containing two 12-inch guns, new boilers and additional armour. HMS "*Hotspur*" was laid down on 2 Oct 1868 at Robert Napier and Sons, Govan, Scotland. She was launched 19 Mar 1870. Her displacement was 4,331 tons. Her length was 235 feet, with a Beam of 50 feet and a draught of 19 feet with light load, 20 feet 8-inches deep heavy load. Her propulsion was from 2-shaft Napier reciprocating engines, producing 3,500 ihp, giving her a speed of 12.65 knots, and a complement of 209 officers and men. Her armament in 1871 were as follows: An armoured ram; 1 × 12-inch 25-ton muzzle-loading rifle gun; 2 × 64-pounder muzzle-loading rifled guns. She carried the following armour: a belt: 11-inches tapering to 8-inches; breastwork: 8-inches; turret: 10-inches (front), to 8.5-inches (rear); conning tower: 10-inches (front), to 6-inches (rear); deck: 2.75-inches tapering to 1-inch. HMS "*Hotspur*" was commissioned at Devonport on 17 Nov 1871, and remained in reserve until 1876. She served with HMS "*Rupert*" in the Sea of Marmara during the Russo-Turkish war of 1878. She then returned to Devonport, where she remained until her major reconstruction, undertaken by Laird & Sons Co. between 1881 and 1883. Her armament in 1883 were as follows: An armoured ram; 2 × 12-inch muzzle-loading rifled guns; 2 × B.L. 6-inch Mk II guns; 8 × 3-inch quick-firers guns; 8 × machine guns. Her only active service thereafter was with the Particular Service Squadron of 1885. She was guardship at Holyhead, Wales, until 1893. She was again in reserve until 1897, and was posted thereafter to serve as guardship at Bermuda, where she stayed until sold and scrapped in 1904.

8 Aug 1885-27 Aug 1885 Lieutenant Henry Coare Kingsford was transferred to HMS "*Defence*". She was the lead ship of the "*Defence*" class armoured frigates ordered by the Royal Navy in 1859. She was laid down on 14 Dec 1859 by the Palmers Shipbuilding and Iron Company in Jarrow. She was 280 feet long, between perpendiculars and 291 feet 4-inches long overall. She had a beam of 54 feet 2-inches and a draft of 26 feet 2-inches. The ship displaced 6,070 tons and had a ram in the shape of a plough. The hull was subdivided by watertight transverse bulkheads into 92 compartments and had a double bottom underneath the engine and boiler rooms. "*Defence*" was 128 feet 8-inches shorter overall and displaced over 3,000 tons less than the "*Warrior*" class ironclads. The "*Defence*" class ships had one 2-cylinder trunk steam engine made by John Penn and Sons driving a single propeller. Four rectangular boilers provided steam to the engine. It produced a total of 2,343 indicated horsepower. The ship carried 450 tons of coal, enough to steam 1,670 nautical miles at 10 knots. The ironclads were barque-rigged and had a sail area of 24,500 square feet. The lower masts and bowsprit were made of iron to withstand the shock of ramming. HMS "*Defence*" could make about 10.5 knots under sail and the funnel was semi-retractable to reduce wind resistance while under sail alone. The semi-retractable propeller could be hoisted up into the stern of the ship to reduce drag while under sail. The "*Defence*" class ironclads were designed as smaller and cheaper versions of the "*Warrior*" class armoured frigates. This meant that they could not fit the same powerful engines of the "*Warrior*" class ships and were therefore 2 knots slower and had far fewer guns. The naval architect Sir Nathaniel Barnaby, a future Constructor of the Navy, considered that in terms of combat a "*Defence*" class ship was worth one quarter of a "*Warrior*". The armament of the "*Defence*" class ships was intended to be 18 x smoothbore, muzzle-loading 68-pounder guns, 8 x on each side on the main deck and one each fore and aft as chase guns on the upper deck, plus 4 x rifled breech-loading 40-pounder guns as saluting guns. This was modified during construction to 8 x rifled 110-pounder breech-loading guns, 10 x 68-pounders and 4 x breech-loading 5-inch guns. Both breech-loading guns were new designs from Armstrong and much was hoped of them. Six of the 110-pounder guns were installed on the main deck amidships and the other two

became chase guns; all of the 68-pounder guns were mounted on the main deck. The 7-9-inch solid shot of the 68-pounder gun weighed approximately 68 pounds while the gun itself weighed 10,640 pounds. The gun had a muzzle velocity of 1,579 ft/s and had a range of 3,200 yards at an elevation of +12°. The 7-inch shell of the 110-pounder Armstrong breech-loader weighed 107–110 pounds. It had a muzzle velocity of 1,150 ft/s and, at an elevation of +11.25°, a maximum range of 4,000 yards. The 110-pounder gun weighed 9,520 pounds. All of the guns could fire both solid shot and explosive shells. The “*Defence*” class ships had a wrought iron armour belt, 4.5 inches thick, that covered 140 feet amidships. The armour extended from upper deck level to 6 feet below it. 4.5-inch transverse bulkheads protected the guns on the main deck. The armour was backed by 18 inches of teak. The ends of the ship were left entirely unprotected which meant that the steering gear was very vulnerable. They were, however, sub-divided into many watertight compartments to minimize any flooding. She was launched on 24 Apr 1861, commissioned on 4 Dec 1861 and completed on 12 Feb 1862. Upon completion in 1862 she was assigned to the Channel Fleet. Firing tests carried out in Sep 1861 against an armoured target, however, proved that the 110-pounder was inferior to the 68-pounder smoothbore gun in armour penetration and repeated incidents of breech explosions during the Battles for Shimonoseki and the Bombardment of Kagoshima in 1863–64 caused the Navy to begin to withdraw the gun from service shortly afterwards. She was re-rigged as a barque from Sep 1864 to April 1866 before returning to her original ship rig. After completion she served in the Channel Fleet until 1866, when she paid off in Plymouth for refit and re-armament. Post 1866 pay-off to refit and be re-armed she was again briefly reassigned to the Channel Fleet when she was recommissioned in 1868. HMS “*Defence*” was rearmed during her 1867–68 refit with 14 x 7-inch and 2 x 8-inch rifled muzzle-loading guns. The new guns were heavier so fewer could be carried. The shell of the 15-calibre 8-inch gun weighed 175 pounds while the gun itself weighed 9 tons. It had a muzzle velocity of 1,410 ft/s and was credited with the ability to penetrate a nominal 9.6 inches of wrought iron armour at the muzzle. The 16-calibre 7-inch gun weighed 6.5 tons and fired a 112 pounds shell. It was credited with the nominal ability to penetrate 7.7-inches armour. During sea trials on 10 Feb 1868 “*Defence*” had a maximum speed of 11.23 knots. The ship returned to the Channel Fleet in 1868. In 1869 she was sent to the North America station to relieve HMS “*Royal Alfred*”. HMS “*Defence*” had brief tours on the North Atlantic and Mediterranean Stations, relieving other ironclads, from 1869 to 1872 before she was refitted again from 1872 to 1874. She became guard ship on the River Shannon, Ireland after she recommissioned. She served with the Mediterranean Fleet from 1871 to 1872 under the command of Capt. Nowell Salmon, who had earned the Victoria Cross during the Indian Mutiny in 1857. While recovering items lost when the ironclad HMS “*Lord Clyde*” grounded off Pantelleria, the ancient Cossyra (or Cossura), an Italian island in the Strait of Sicily, between Sicily and the north African coast, WNW of Malta. HMS “*Defence*” damaged her propeller and rudder when she briefly grounded in the trough of a wave, and was nearly blown ashore herself in Mar 1872. She was paid off again for a lengthy refit in Plymouth between 1872 and 1874 and again became the guard ship on the River Shannon, Ireland, until 1876. In 1876 the ship was transferred to the Channel Fleet again. The ship then re-joined the Channel Fleet until 1879 and was transferred with most of that fleet to the Mediterranean while the Mediterranean Fleet patrolled the Dardanelles during the Russo-Turkish War of 1878. HMS “*Defence*” replaced her sister ship HMS “*Resistance*” as guard ship in the River Mersey as a guard ship until 1885. After which she saw no further sea-going service. On 20 Jul 1884 the ship collided with HMS “*Valiant*” in Lough Swilly, [*Irish: Loch Súilí, meaning "Lake of Shadows" or the "Lake of Eyes" in County Donegal, Ireland, actually Ireland a glacial fjord/sea inlet lying between the western side of the Inishowen Peninsula and the Fanad Peninsula, along with Carlingford Lough and Killary Harbour*] damaging her bow and ram and flooding some compartments. HMS “*Defence*” was placed in reserve until 1890

when she was assigned to the mechanical training school in Devonport in 1890. When she was converted into a floating workshop at Devonport, and was renamed HMS "*Indus*" in 1898, when the school adopted the same name and served there until sold-off for scrap Aug 1935 at Devonport.

28 Aug 1885-7 Dec 1885 Lieutenant Henry Coare Kingsford was transferred back to HMS "*Hotspur*", where he served 2 Apr to 7 Aug 1885. (*A description and history of this vessel is detailed above*).

9 Dec 1885-29 July 1886 Lieutenant Henry Coare Kingsford was transferred to HMS "*Neptune*". She was an ironclad turret ship originally designed and built in Britain for Brazil, but acquired much later for the Royal Navy in 1878. "*Neptune*" was designed by Sir Edward Reed for the Brazilian Navy in 1872 as a masted version of HMS "*Devastation*", a larger, sea-going version of the "*Cerberus*" class breastwork monitors, and was given the provisional name "*Independencia*". Adding masts, however, meant adding a forecastle at the bow and a poop-deck at the stern to provide the space required for the masts and rigging. These blocked the firing arcs of the gun turrets so that they were deprived of the axial fire which was the original design's greatest virtue. The ship resembled, instead, an enlarged version of HMS "*Monarch*". She was laid down in 1873 for the Brazilian Navy under the name of "*Independencia*" by J & W Dudgeon in Cubitt Town, London. The shipyard attempted to launch her on 16 Jul 1874, but she stuck fast and did not budge. A second attempt was made on 30 Jul during which the ship got about one-third down the slipway and stuck, extensively damaging her bottom plating. She was finally launched on 10 Sept, after she had been lightened, she was towed to Samuda Brothers for repairs and fitting out. The cost of the accident resulted in the bankruptcy of Dudgeons & Co. in 1875. During the Russo-Turkish War of 1877–78 tensions dramatically escalated between Russia and Great Britain as the latter feared that the victorious Russian armies would occupy the Turkish capital of Constantinople, something that the British were not prepared to tolerate. They mobilized much of the Royal Navy in case war did break out and purchased a number of ironclads under construction, including "*Independencia*", in 1878. The Brazilians sold the ship for £600,000, nearly twice as much as the £370,000 paid for "*Devastation*", a few years earlier. Another £89,172 was spent to bring her up to the standards of the Royal Navy. In British service she was deemed "a white elephant, being a thoroughly bad ship in most respects—unlucky, full of inherent faults and small vices, and at times a danger to her own consorts". HMS "*Neptune*" was 300 feet long between perpendiculars. She had a beam of 63 feet and a draft of 25 feet. The ship normally displaced 9,310 tons and 9,311 tons at deep/heavy load. She had one 2-cylinder trunk steam engine, made by John Penn and Sons, driving a single 26-foot propeller. Eight rectangular boilers provided steam to the engine at a working pressure of 32 psi. The engine had a total designed output of 8,000 indicated horsepower, but produced a total of 8,832 ihp during her sea trials in Feb 1878, which gave "*Independencia*" a maximum speed of 14.65 knots. The ship carried 670 tons of coal, enough to steam 1,480 nautical miles at 10 knots even though Sir George Tryon described her as "*a weak ship in her engines and consuming a coal-mine daily*". She was barque-rigged, but her twin funnels were so close to the mainmast that the sails and rigging rapidly deteriorated in service. The mast was eventually stripped of sails and yards so that the ship only used the fore and mizzen masts; an unsightly combination described as "*like a half-dressed harlot*". "*Independencia*" ran her sea trials in Dec 1877 and was purchased by the Royal Navy in Mar 1878 and renamed "*Neptune*", after the Roman god of the sea. She was then taken to Portsmouth for alterations to her armament and other equipment that took until 3 Sep 1881 to complete. Modifications to suit the Royal Navy post 1878, took over 3 years to complete and the ship did not begin her first commission until 1883 with the Channel Fleet. "*Neptune*" proved to be a poor sea vessel as she was extremely wet, difficult to manoeuvre and a heavy roller. She had a 12-foot skylight over the wardroom, which as a result often flooded while the ship was at sea. She

was transferred to the Mediterranean Fleet in 1885, but refitted in Portsmouth in 1886–87. During her 1886 refit the ship's masts and rigging were replaced by simple pole masts with fighting tops at the fore and mizzen positions only. The Brazilians Government and their Navy had ordered four Whitworth 12-inch for the gun turrets and a pair of 8-inch breech-loading guns as chase guns, but these were replaced in British service. HMS "**Neptune**" mounted a pair of 12.5-inch muzzle-loading rifled guns in each turret and 2 x 9-inch rifled muzzle-loading guns in the forecastle as chase guns. These guns only traverse 45° to the side. The ship also had six 20-pounder Armstrong guns for use as saluting guns. 2 x 14-inch torpedo tubes were mounted on the main deck, one on each side, for Whitehead torpedoes. The shell of the 16-calibre 12.5-inch gun weighed 809 pounds while the gun itself weighed 38 tons. It had a muzzle velocity of 1,575 ft/s and was credited with the ability to penetrate a nominal 18.4 inches of wrought iron armour at the muzzle. The 14-calibre 9-inch gun weighed 12 tons and fired a 254-pound shell at a muzzle velocity of 1,420 ft/s. It was credited with the nominal ability to penetrate 11.3-inches of armour. The muzzle blast of the main guns was more than the deck immediately below the muzzles could stand and the full charge for the guns was reduced from 200 to 180 pounds of powder to minimize the possible damage. HMS "**Neptune**" had a complete waterline belt of wrought iron armour that was 12-inches thick amidships and thinned to 10-inches and then to 9-inches in steps at the ends of the ship. The armour extended 5½ feet above the waterline and 3 feet below it. An armoured citadel 112 feet long protected the bases of the gun turrets, the funnel uptakes and the ventilation shafts for the engines and boilers. The sides of the citadel were 10-inches thick and it was closed off by transverse bulkheads 8-inches thick. The chase guns at the bow were protected by a patch of 6-inch armour. The faces of the turrets were 13-inches thick while the sides were 11-inches thick. They were backed by 13–15-inches of teak. The armoured deck was 2–3-inches outside the citadel and 2-inches thick inside it. HMS "**Neptune**" was provided with a conning tower protected by 6–8-inches of armour situated right in front of the foremast. It could "be regarded as the first adequately installed conning position installed in a British" ironclad. HMS "**Neptune**" was officially commissioned on 28 Mar 1883 for service with the Channel Fleet. She then became the coastguard ship for the 1st Class Reserve at Holyhead until 1893 when she was placed in the Reserve Fleet in Portsmouth. She was transferred to the Mediterranean Fleet in 1885, [*she left Malta on 19 June 1886*] and returned to Portsmouth in July 1886 for a refit. The ship was assigned as the guard ship for the 1st Class Reserve at Holyhead in May 1887. From 23 Aug 1887 she was commanded by Capt. John Frederick George Grant, in her role as Coast Guard Service, Holyhead. In 1890 she was tender to "**Foxhound**" and Coast Guard Cruiser "**Margaret**". HMS "**Neptune**" was paid off into Reserve in Nov 1893 in Portsmouth. In Apr 1902 she was transferred from Fleet reserve to Dockyard Reserve. Whilst under tow to the breakers, by the tug "**Rowland**" and another at her side out of Portsmouth on 23 Oct 1903, "**Neptune**" unintentionally broke the cables connecting her to the tugs in a storm. With the winds and a strong flood tide pushing her, she was pushed back into the harbour and narrowly missed the training tender of the Royal Naval College, "**Osborne**", HMS "**Racer**". "**Neptune**" struck the training brig "**Sunflower**" anchored beside "**Racer**" a glancing blow and then hit the port side of HMS "**Victory**", making a hole at her orlop deck, narrowly missing several other ships. "**Neptune**" then was pushed by the tides and winds toward HMS "**Hero**" and came to rest against the bow ram of "**Hero**". The ship was sold for £18,000 on 15 Sep 1903 for scrap, and was finally broken up in Lemwerder, Germany, in 1904.

30 Jul 1886-22 Sept 1886 Lieutenant Henry Coare Kingsford was transferred to HMS "**Excellent**". [*For vessel details see "**Excellent**" above*].

23 Sep 1886-15 Nov 1886 Lieutenant Henry Coare Kingsford was transferred to HMS "**Penelope**". She was a central-battery ironclad, rated as an armoured corvette. She was designed for inshore work with a shallow draught and this severely compromised her performance under sail. "**Penelope**", named after the wife of

Odysseus, was the 5th ship of her name to serve in the Royal Navy. She was ordered in Feb 1865 and was the first iron-hulled ship to be built at Pembroke Dockyard. The ship was laid down on 4 Sep and was launched by the wife of the then Captain-Superintendent of the dockyard, Capt. Robert Hall, on 18 Jun 1867. She was escorted to Devonport Dockyard post launch. The Chief Constructor, Sir Edward Reed, was ill, so the design of this ship was entrusted to his assistant and brother-in-law, Nathaniel Barnaby, himself a future Chief Constructor. For reasons that have not survived, the Admiralty required that "**Penelope**" to be a ship of unusually shallow draught, possibly in light of the operations in the shallow waters of the Baltic Sea during the Crimean War of 1854–55. The ship was 260 feet long, between perpendiculars and had a beam of 50 feet. She had a draught of 15 feet 9-inches forward and 17 feet 4-inches aft. "**Penelope**" displaced 4,470 tons and had a builder's measure of 3,096 tons. She had a complement of 350 officers and men. She was the first British capital ship to be fitted with a washroom. HMS "**Penelope**" was fitted with a pair of Maudslay three-cylinder, horizontal-return, connecting-rod steam engines, each driving a single 14-foot propeller. The engines used steam provided by 4 x boilers with a working pressure of 30½ psi. The ship reached a speed of 12.76 knots from 4,703 indicated horsepower during her sea trials on 1 Jul 1868. She carried a maximum of 500 tonnes of coal, enough to steam 1,360 nautical miles at 10 knots. The shallow-draught requirement forced Barnaby to build her with twin screws, as a single screw of larger diameter would have been mounted insufficiently deep to be effective. The Admiralty also wanted retractable (hoist-able) propellers as the reports from "*Pallas*" and "*Favorite*", with their fixed propellers, were distinctly uncomplimentary about their sailing qualities. She was the only twin-screw ship ever to have hoist-able screws. Provision for the hoisting frames and twin rudders forced a very unusual shape to the stern which unintentionally greatly increased drag. The other issue was that the shallowness of her draught made her very unhandy under sail, and she was described as "*drifting to leeward in a wind like a tea tray*". HMS "**Penelope**" was ship-rigged with three masts and a sail area of 18,250 square feet. Her speed under sail alone was only 8.5 knots. Her shallow draught gave her a metacentric height of 2.7 feet at deep load which made her a very steady gun platform. The main armament of HMS "**Penelope**" was 8 x rifled muzzle-loading R.M.L. 8-inch guns was concentrated amidships in a box battery. The guns at the corners of the battery were given additional gun ports, embrasured [*an opening in a wall or parapet which is bevelled or splayed out on the inside, typically one around a window or door*] into the sides of the hull, to give her a limited amount of end-on fire. The shell of the 8-inch gun weighed 175 pounds and was rated with the ability to penetrate 9.6 inches of wrought-iron armour. The ship mounted 3 x rifled breech-loading R.B.L. 5-inch Armstrong guns as chase guns, one in the stern and two under the forecastle in the bow, although these were judged to be very ineffective weapons. She also carried a pair of R.B.L. 20-pounder 3.75-inch Armstrong saluting guns. The waterline wrought iron armour belt of "**Penelope**" covered her entire length. It was 6-inches thick amidships, backed by 10–11-inches of wood, and thinned to 5-inches towards the ends of the ship. It had a total height of 5½ feet of which 4 feet was below water and 1½ foot above. The sides of the 68-foot-long box battery were also 6-inches thick and its ends were protected by 4.5-inch bulkheads. Between the battery and the belt was a 96-foot-long strake of 6-inch armour, also closed off by 4.5-inch bulkheads. HMS "**Penelope**" was completed at Devonport Dockyard on 27 Jun 1868 for the cost of £196,789 and served in the Channel Fleet until Jun 1869. She was reassigned to the First Reserve Squadron in 1869. She was then Guard Ship at Harwich until 1882, which included summer cruises in company with the rest of the reserve fleet. She was mobilised as tensions with Russia rose during the Russo-Turkish War of 1877–78. As part of the Particular Service Squadron mobilised during the Russian war scare of Jun-Aug 1878. In 1882, she was at Gibraltar on the summer cruise when the Anglo-Egyptian War began and her shallow draught caused her to be sent to Egypt. Upon arrival in Alexandria, she

assisted with the evacuation of European refugees for several days before the bombardment of the city began on 11 July. She participated in the Bombardment of Alexandria during the Anglo-Egyptian War of 1882. HMS "*Penelope*" was the ship closest to the Egyptian coast and forts, she fired 231 rounds during the battle. The ship was only lightly damaged by Egyptian shells, with 8 men wounded, one 8-inch gun damaged and one main-yard needing to be replaced. She became flagship of Rear-Admiral Anthony Hoskins when the British seized the Suez Canal to allow their troop transports to land at Ismailia, a city in north-eastern Egypt, known in Egypt as "*The City of Beauty and Enchantment*", which is situated on the west bank of the Suez Canal, located approximately halfway between Port Said to the north and Suez to the south. The Canal widens at that point to include Lake Timsah, one of the Bitter Lakes linked by the Canal. HMS "*Penelope*" returned home after the war for a further 5-years' service again as the Coast Guard ship for Harwich. She was paid off in 1887, refitted, and sent to Simonstown, South Africa, as a receiving ship the following year. The ship became a receiving ship in South Africa in 1888 In Jan 1897, HMS "*Penelope*" was converted to a prison-hulk and was finally sold for scrap on 12 Jul 1912 for the of price of £1,650. The ship was broken up at Genoa, Italy, in 1914.

16 Nov 1886-23 Apr 1888 Lieutenant Henry Coare Kingsford was transferred to HMS "*Ajax*". She was the 4th ship of her name to serve in the Royal Navy, and was named for the mythological hero. She was the "name ship of her class" of ironclad battleships built for the Royal Navy during the 1870's. The "*Ajax*" class was designed as a shallow-draught version of the preceding "*Inflexible*" that was also smaller and cheaper; unfortunately, the need, imposed by budgetary constraints, to produce a smaller ship produced a vessel with all of the shortcomings of "*Inflexible*" but with none of her virtues. The ship was laid down on 21 Mar 1876 in No. 4 Slipway, Pembroke Royal Dockyard, Wales, and was launched on 10 Mar 1880 by Mrs. George Parkin, wife of the Dockyard's Captain-Superintendent. In the weeks after her launch she was escorted to Devonport Dockyard. The ships had a length of 280 feet, between perpendiculars and were 300 feet 9-inches long overall, some 44 feet shorter than "*Inflexible*". They had a beam of 66 feet, a draught of 23½ feet and displaced 8,660, over 3,000 tons less than "*Inflexible*". She carried a complement consisted of 345 officers and men. The "*Ajax*" class ships were bad sea-boats and steered very erratically, especially at high speed. More deadwood was added to their sterns in 1886 in a partially successful attempt to rectify the problem. The "*Ajax*" class was powered by a pair of inverted, vertical, compound-expansion steam engines. These were built by John Penn and Sons and each drove a single propeller using steam provided by 10 x cylindrical boilers. The engines were designed to produce a total of 6,000 indicated horsepower for a speed of 13 knots. The ships carried a maximum of 986 tons of coal, enough to steam 2,100 nautical miles at 9-10 knots. The designers duplicated the main armament layout of "*Inflexible*" with their turrets arranged en-échelon (*the two-gun turrets were arranged on either side, along a parallel amidships centre line, the front turret to the left and the 2nd rear turret to the right, so that the whole presents the appearance of steps*). This enabled both turrets could fire their guns directly ahead and to each side, although this was more theoretical than practical due to damage from muzzle blast. Each turret mounted a pair of rifled muzzle-loading R.M.L. 12·5-inch guns. Their shells weighed 809 pounds while the gun itself weighed 38-39 tons. The guns had a muzzle velocity of 1,575 ft/s and were credited with the ability to penetrate a nominal 18·4-inches of wrought iron armour at the muzzle. To attack the unarmoured portion of their opponents, the "*Ajax*" class was fitted with a pair of rifled breech-loading B.L. 6-inch, 80-pounder guns. For defence against torpedo boats, they carried 6 x quick-firing Q.F. 6-pounder 2·2-inch Nordenfelt guns. The ships also mounted a pair of above-water 14-inch torpedo launchers and could carry a 60-foot torpedo boat. The "*Ajax*" class copied the armour scheme of the "*Inflexible*" class of a heavily armoured citadel with unarmoured ends and sides, but unlike their predecessor, they lacked enough

buoyancy to remain afloat, if their ends were flooded. The citadel was 104 feet long and heavily armoured, composed of wrought iron plates 10 and 8 inches thick, separated and backed by 10-inches of teak at the waterline, reducing above and below the waterline to an armoured thickness of 15-inches in a similar sandwich. The citadel was closed off by fore and aft transverse bulkheads that were 16.5 inches thick above water and 13.5 inches. The armoured deck was 3-inches thick from bow to stern. The turrets were protected by compound armour plates 16 to 14-inches thick and 12-inch plates defended the conning tower. She was actually completed on 30 Mar 1883 at a cost of £548,393. Although completed in 1883, she was immediately placed in reserve until 1885 when the ship was commissioned for the first time. HMS "**Ajax**" was not commissioned until 30 Apr 1885 and was assigned to the Particular Service Squadron commanded by Admiral Geoffrey Hornby. That summer, the squadron evaluated the weapons and defences of a fortified harbour, Berehaven (now Castletownbere), southern Ireland, against torpedo boats and other threats. In Aug 1885, when tensions with Russia had subsided, she was posted as Coast Guard-ship at Greenock, Scotland, and remained there for the next 6 years. HMS "**Ajax**" accidentally collided with the turret ship "**Devastation**" in 1887 off Portland. The latter had one compartment below water holed, but "**Ajax**" only received two holes in her bow. The ship participated in the annual manoeuvres in Aug 1889. Later a shell exploded in one of her 12.5-inch gun barrels on 2 Sept, wounding one man. In 1891 the ship was reduced to reserve at Chatham Dockyard and was taken out of service a decade later. Her B.L. 6-inch, 80-pounder guns were replaced by 6 x Q.F. 6-inch guns in 1897. She was further reduced to Dockyard Reserve in Nov 1901, and was sold to Castles for scrap in Mar 1904 and subsequently broken up at Charlton.

Apr 1888-Sep 1890 Lieutenant Henry Coare Kingsford was transferred to HMS "**Swiftsure**". She was the lead ship of the "**Swiftsure**" class Central battery ironclad sailing screw battleships built in the late Victorian era. Her sister-ship was HMS "**Triumph**". HMS "**Swiftsure**" was laid down 31 Aug 1868 at Palmers Shipbuilding and Iron Company, Jarrow. She was launched 15 Jun 1870, she was completed 27 Jun 1872 as part of the "**Swiftsure**" class, battleship programme. Her general characteristics were as follows: She had a length of 280 feet; a beam of 55 feet; her draught was 24 feet 5-inches (light), and 26 feet 1-inch (heavy load). Her builder's measure was 3,893 tons with a displacement of 6,910 tons. She carried a complement of 450 men and officers and was armed with 20 guns (*as listed below*). Her propulsion was provided with one-shaft Maudslay, 2-cylinder HRCR, driven by 6 x boilers, producing 4,910 ihp. Her Sail plan was ship-rigged, sail area 41,900 square feet which provided her with a speed of 13.75 knots under power and much the same under sail. Her armament was as follows: 10 x 9-inch muzzle-loading rifled guns; 4 x 6-inch muzzle-loading rifled guns; 6 x 20-pounder saluting cannons. Her armour was in a belt: 6-8-inches; battery: 4-6-inches; bulkheads: 4-5-inches. HMS "**Swiftsure**" (1872-1901), was commissioned at Devonport in 1871, initially for trials with the Channel Fleet. She was found to be almost unbeatable as a performer under sail, being bested only by the wooden-hulled frigate "**Aurora**". She relieved "**Defence**" in the Dardanelles in 1872, and remained in the Mediterranean until 1878. 1874-1877 She was commanded by Capt. John Kennedy Erskine Baird, in the Mediterranean. From 30 Jan 1878 She was commanded by Captain Nowell Salmon, again in the Mediterranean. She paid off at Devonport and was given an extensive refit; being given a barque rig, torpedo equipment, a supplementary armament of 25-pounder breech loaders, and Admiral's Quarters to enable her to relieve HMS "**Triumph**" as the Pacific Station flagship, which she did from 1882 to 1885. She received new boilers at Devonport, and was then held in reserve until a second spell as Pacific flag from Apr 1888 until Oct 1890. In the annual manoeuvres of 1893, HMS "**Swiftsure**" asked permission from the Admiral to spread sail, as her engines were inadequate to generate the power required to produce the speed ordered. This was the last occasion in which a British battleship "spread sail" while travelling in

company with a Fleet at sea. She served thereafter in the reserve; in 1901 she became a stores hulk under the new name of "*Orontes*", (1901-1908). She was sold for scrapping, in Nov 1908.

4 Oct 1890- 3 Nov 1890 Lieutenant Henry Coare Kingsford was appointed to HMS "*Vivid*", at that time the Navy barracks at Devonport. HMS "*Vivid*" was commissioned in 1890, and operated as a training unit until 1914. The base was renamed HMS Drake in 1934, and as such is still existing, as the name now refers to all of Her Majesty's Naval Base Plymouth. Other, nominal bases, were established for personnel on detached duty and attached to HMS "*Vivid*" for accounting purposes were also named "*Vivid*", "*Vivid I*" and "*Vivid II*" were for sections within Devonport; "*Vivid I*" being the Seamanship, Signalling and Telegraphy School and "*Vivid II*", the Stokers and Engine Room Artificers School, while "*Vivid III*" was used for the Royal Naval Division Trawler Section and "*Vivid IV*" was used for personnel at Falmouth (Cornwall) and then Queenstown in Southern Ireland from 1922 to 1923. "*Vivid V*" was used for Milford Haven (South Wales). The reason for the ship and the naval establishment having the same name is that prior to 1959, the Naval Discipline Act only applied to Officers and Men of the Royal Navy who were borne or listed in the muster books of one of HM ships of War. Thus, all personnel were allocated to a nominal depot ship or base, even when not actually serving on a proper seagoing warship. This was usually between Drafts or while undergoing Training or promotion or advancement courses. The shore establishment usually took the name of the original ship. Whenever the nominal depot ship changed, then she also took the name of the previous ship.

Nov 1890-Dec 1890 Lieutenant Henry Coare Kingsford was transferred to HMS "*Excellent*", for a short course, which he passed. [*a description of "Excellent" is given above*].

Jan 1891-Jun 1894 Lieutenant Henry Coare Kingsford was appointed to HMS "*Imperieuse*". She was the lead ship of her class of 2 x armoured cruisers built for the Royal Navy in the 1880's. Her sister ship was HMS "*Warspite*". The "*Imperieuse*" class ships were designed as enlarged and improved versions of the "*Nelson*" class to counter the threat of enemy armoured ships encountered abroad. In the newspapers of the day, (31 Jul 1886), it was reported that serious questions should be asked regarding the vessel seaworthiness and stability, in the light of her armour and armament having been significantly increased since she was designed, with her torpedo ports being only 18-inches above the water-line (*see Sir Edward Reed comments below*). HMS "*Imperieuse*" had a length between perpendiculars of 315 feet, a beam of 62 feet, a draught of 25 feet 9-inches (shallow), 27 feet 3-inches (deep). The ships were designed to displace 7,390 long tons, but actually displaced 8,400 as built, an increase of over 1,000 tons. The steel-hulled ship was fitted with a ram and their hulls were sheathed in teak which was covered in copper to reduce biofouling. The complement was 555 officers and other ranks. Her propulsion was via 2 shafts, driven by 2 x 3-cylinder, inverted Maudslay compound-expansion steam engines, each driving a single propeller, using steam provided by a 12-x oval and cylindrical boilers. The engines produced 10,000 indicated horsepower using forced draught and she reached 16.75 knots on her sea trials. The "*Imperieuse*" class ships carried a maximum of 1,150 tons of coal which gave them an economical range of 7,000 nautical miles at a speed of 10 knots. The ship was initially brig-rigged with two masts, but these were replaced by a single military mast amidships shortly after completion as she proved to have very poor sailing qualities during her trials and to reduce weight by 100 tons. Her armaments were as follows:- 4 x B.L. 9.2-inch Mk III guns; 6 x B.L. 6-inch guns; 4 x torpedo tubes and 6 x 14-inch torpedo. The 4 x heavy guns carried by the "*Imperieuse*", the 22-ton gun mounted amidships on the port side, on a sponson projecting over the side of the ship so as to be capable of firing nearly right ahead or astern, as well as on the broadside. The 22-ton gun was designed and introduced originally to arm the "*Imperieuse*" and her sister-ship the "*Warspite*". It was the smallest type of breech-loader carried on ships of the 1890's

and could penetrate 17 inches of wrought-iron armour at 2,000 yards range. One of these guns fired the "Jubilee (golden) Shot" of 1887, which attained a range of 21,800 yards, or nearly 12 miles. Each gun cost at least £5,000 and fired 144-lbs of powder as a charge, with a projectile of 380-lbs weight – each round costing £33. The gun could fire practically a round a minute, and could be man handled independently of machinery, and loaded in any position. Her armour was in a belt of 10-inches; 9 -inches bulkheads; 8-inches on the barbettes. She had no armour on lesser guns; 3-inches on all decks, fore and aft and on top of armour belt; and 9-inches on the Conning tower. In an 1886 magazine article, Sir Edward Reed complained that these ships did not deserve to be called "armoured", as they were not armoured at bow or stern, only along the middle 140 feet of each side. This armour belt was additionally only 8 feet wide, and as designed would have extended 3 feet 3-inches above the waterline. As completed, the two ships were seriously overweight, with the result that the belt was completely submerged, leaving them armoured in name only. The layout of the main armament was unusual for the time, having one gun each forward and aft, and another gun mounted on either beam, in a lozenge arrangement similar to that employed by the French. The original secondary battery comprised ten 6-inch guns, but the overweight condition of these ships forced the elimination of 4 of these weapons. Intended for prolonged deployments on distant foreign stations, the ship was sheathed with wood and copper to prevent marine growth on the hull, and was originally fitted with a brig sailing rig to economize on coal. After trials showed them to be sluggish under sail, the masts and yards were removed and replaced by a single pole mast between the funnels. This reduction in rig and the weight saved thereby allowed the reinstallation of two 6-inch guns, for a total of eight. HMS "*Imperieuse*" was fitted with many (then), high-tech devices for evaluation, such as extra-high- power-search-lights (or Holophote) as one of the appliances that the torpedo boat brought into being. Search-lights were used on board ship in peace times for various purposes, such as for signalling at night, but in times of war their principal use would have been in connection with the work for which they were first designed. Both the working and control of the Holophote was at all times under the electrical staff of the ship. The projectors, situated at various points about the ship, could turn in any direction, electricity being supplied by dynamos below decks, and produced illumination by carbons-rods placed within the projector so as to illuminate the concave mirror forming the back of the projector and reflect a perfectly straight beam of light onto any object above the horizon. HMS "*Imperieuse*" was laid down at Portsmouth Dockyard (*although attributed to Pembroke Royal Dockyard erroneously by some lists*) on 10 Aug 1881, launched on 18 Dec 1883, and completed in Sep 1886. She was commanded by Capt. Arthur Knyvet Wilson, from 7 Jul 1887 to 31 Aug 1887 (for the Jubilee Review). HMS "*Imperieuse*" recommissioned at Portsmouth on 1 Mar 1888, under Capt. William Henry May for service on the China Station. She was commanded by Capt. William Henry May, from 1 Mar 1888 until 10 Nov 1890. In May 1888 he went to China as flag captain to Admiral Sir Nowell Salmon in the armoured cruiser "*Imperieuse*". Acting on secret-sealed orders, he took possession of Christmas Island on the voyage to the East. For this he earned him the nickname "Christmas" or "May to go with", and "Handsome Willie" May". She was the flagship of the China Station from 1889 to 1894. Whilst, on the China station, at Port Hamilton, 14 Jan 1889, prize-firing was suspended as the "locks on the breech-blocks" fitted so badly, that they were constantly being blown out. No one was seriously hurt, but there were several narrow escapes. In 1890 she became C in C on the China station. She was commanded by Capt. Edmund Samuel Poë, from 10 Nov 1890 (and as Flag Captain to Vice-Admiral Richards). She was commanded by Capt. John Mackenzie McQuhae, from 1 Mar 1892 to 14 Apr 1894 (and as Flag Captain to Fremantle, the major Australian port city in Western Australia, located at the mouth of the Swan River. (Fremantle Harbour serves as the port of Perth). She was commanded by Capt. Charles Henry Adair, from 5 Mar 1896 until 31 Aug 1899, still on and the Pacific

Station from 1896 to 1899. Whilst serving as flagship of the Pacific Station from 1896 to 1899 the "**Imperieuse**" is said to have visited the Cocos Islands in search of treasure. She returned to Britain and underwent extensive repairs at Chatham in early 1900. She was commanded by Capt. Peyton Hoskyns, from 16 Jul 1901 (again for manoeuvres). She was commanded by Capt. Ernest James Fleet, from 21 Jul 1903 to 4 Sep 1903 (again (only) for manoeuvres). HMS "**Imperieuse**" was renamed "**Sapphire II**" in Feb 1905, and reclassified as a depot ship for destroyers at Portland. She was commanded by Commander Algernon Eden Brooke Greville, from 25 Jul 1908 to 25 Jul, 1911. In Jun 1909 her name was reverted back to HMS "**Imperieuse**". She was commanded by Commander Cecil Francis Lacon Watson, from 25 Jul 1911 until 11 Apr 1913. Her name was reattached to "**Audacious**" when she became a repair ship in 1913. HMS "**Imperieuse**" was paid off on 11 April, 1913 after 6-years as a depot ship at Portland, to be readied to be sold out of the service. She was sold on 24 Sep 1913 to Thomas W Ward of Morecambe for breaking up and sold for scrap.

Nov 1892-Jun 1893-Dec 1893 Admiral Sir Edward Freemantle recommends "Lieutenant Henry Coare Kingsford for promotion".

1 Jan 1894 Lieutenant Henry Coare Kingsford was promoted and attained the rank of Commander.

Aug 1894-Aug 1897 Commander Henry Coare Kingsford was involved with the Victorian Naval Defence Force. In Aug 1897 the Commandant of the Victorian Naval Defence force expressed satisfaction with Commander Henry Kingsford. During this period his travels took him India and Australia. He also must have been appointed to HMS "**Nelson**". She was a "**Nelson**" class armoured cruiser, late Iron armour-plated ship, built for the Royal Navy in the 1870's. The "**Nelson**" class ships were designed as enlarged and improved versions of HMS "**Shannon**" to counter the threat of enemy armoured ships encountered abroad. She had a length of 280 feet, between perpendiculars, a beam of 60 feet and a deep draught of 25 feet 9-inches. HMS "**Nelson**" had a displacement of 7,573 tons, almost 2,000 long tons more than HMS "**Shannon**". The steel-hulled ships were fitted with a ram and their crew numbered approximately 560 officers and other ranks. Her Propulsion was via a double screw, the ship had 2 x 3-cylinder, inverted compound steam engines, each driving a single propeller, using steam provided by 10 oval boilers. The engines produced 6,624 indicated horsepower and "**Nelson**" reached her designed speed of 14.4 knots on her sea trials. The "**Nelson**" class ships carried a maximum of 1,170 tons of coal which gave them an economical range of 5,000 nautical miles at a speed of 12.5 knots. They were barque-rigged with three masts. HMS "**Nelson**", was named after Admiral Horatio Nelson, was laid down by John Elder & Co. in Govan, Scotland on 2 Nov 1874, launched on 4 Nov 1876, and completed in Jul 1881. She sailed for the Australia Station after commissioning. On the 15 Dec 1883 she was at Glenelg. On 20 Jun 1884 she was at Brisbane. 4 Mar 1885 at Sydney. She took part in the Woolloomooloo Bay regatta on the 18 Apr 1885. On the 25 Apr 1885, her two torpedo boats tested their torpedoes with satisfactory results. On 21 Sep 1885, whilst HMS "**Nelson**" was at Brisbane - Thomas Brown and Henry A. Arthur committed offences ashore and were fined; (*was this to become the norm? see below*). In 1885, HMS "**Nelson**" became the Australia station flagship. She remained on station until returning home in Jan 1889 for a lengthy refit. In 1890 she was at Chatham Dockyard. The ship then became guardship at Portsmouth in Oct 1891 and was placed in fleet reserve in Nov 1894. HMS "**Nelson**" was degraded to dockyard reserve in Apr 1901 and hulked 7 months later as a training ship for stokers. Commander Harry Stileman was appointed in command on 12 Jun 1902. She was sold for scrap in Jul 1910 for £14,500.

5 Nov 1896 although an example of "offending crew members" is given above – Henry Kingsford, Commander of "**Nelson**" whilst in Brisbane, Australia, he was charged for riding a cycle the wrong-way on a street, whilst under the influence of alcohol. He admitted the failure/offence and was fined by the court – 5 shillings.

Sep 1898 Satisfaction was expressed by the Admiralty for Commander Henry Coare Kingsford organizing the P&O vessel "Matiana" (1894) as transport for the Welsh Fusiliers to Crete and Cyprus. In later years she was used for transporting troops to China for the Boxer Rebellion, 1900 and in 1901 repatriation of troops on Calcutta/London service.



Left to right. Paymaster Treacy, Captain Neville & Commander Kingsford in the Captain's Cabin of HMVS Nelson in 1897

Mar 1898- Jun 1898 Commander Henry Coare Kingsford was transferred to HMS "Excellent", for a short gunnery course, which he passed. [a description of "Excellent" is give above].

11 Jun 1898-Jul 1898 Henry Coare Kingsford was appointed as the Commander of H.M.S. "Fearless" replacing Charles Elsdon Gladstone. Kingsford was himself replaced and succeeded by Henry Robert Peel Floyd, R.N., 4th Baronet. HMS "Fearless" was one of two "Scout" class torpedo cruisers completed for the Royal Navy. She was laid down 22 Sep 1884 and launched 20 Mar 1886 from Vickers of Barrow. She was 220 feet x 34 feet; her tonnage was 1,580 tons. She was armed with 2 x 5-inch guns, 8 x 3 pounder guns and 2 Torpedo Tubes. HMS "Fearless" was sold-off on 11 Jul 1905 at Portsmouth. Her sister she was HMS "Scout" laid down 8 Jan, 1884 by J. & G. Thomson Shipbuilding (acquired by John Brown & Company in 1899, which then continued operating under the Brown name. launched 30 Jul 1885. She was sold-off in 1904.

30 Jun 1899 Commander Henry Coare Kingsford was promoted to the rank of Captain.

1901 English Census shows Henry C Kingsford, (1858) [43] Captain in the Royal Navy, living with his 2 sisters; Emily R. (1862) [39] & Gertrude T (1863) [38], living 4, Southsea Terrace, Portsmouth, Hampshire. Hampshire>Portsmouth>Portsmouth and Mid Southsea>District 06.

16 Jul 1901-1 Oct 1901 Henry Coare Kingsford appointed as the Captain of HMS "Brilliant". She was laid down in 1890 Sheerness Royal Dockyard, launched 24 June 1891 and commissioned 1893. Her displacement was 3,600 tons, her length 314 feet, her beam 43½ feet, with a draught of 17½ feet. "Brilliant" She had a speed of 19.75 knots and a complement 273 to 300 Officers and Men. Her armaments were 2 x Q.F. 6-inch guns; 6 x Q.F. 4.7-inch guns; 8 x 6-pounders guns; 2 to 4 x 14-inch torpedo tubes. She was an "Apollo" class cruiser of the British Royal Navy which served from 1893 to 1918 in various colonial posts and off the British Isles as a hastily converted a lightly armed minelayer in 1914 during the First World War. She was one of 21 of the "Apollo" class, of 2nd class cruisers were built under the 1889 Naval Defence Act, along with 8 to a modified design (the following, "Astraea" class). Captain Henry Coare Kingsford replaced Charles Hope Robertson, who left on the 21 Aug 1900. Henry Coare Kingsford was himself succeeded and replaced by Hugh Pigot Williams on 1 Oct 1901, post recommissioning at Portsmouth she was allocated for service with the Cruiser Squadron. In May 1902 she was taken back into Portsmouth for a further refit, and on 16 Aug that year she took part in the Spithead fleet review held for the coronation of King Edward VII. Although Henry Coare Kingsford

commanded HMS "**Brilliant**" for a limited period, during the Annual Manoeuvres of 1901. [*This vessel went on to have an illustrious career*]. In all she had a further 13 captains/commanders/Lieutenants. On 23 Oct 1914, "**Brilliant**", together with sister ship "**Sirius**", and several sloops and destroyers, shelled German troops on the Belgian coast. On 28 Oct "**Brilliant**" was on similar duty when she was hit by German return fire, killing one of her crew and wounding several more. On 11 Nov 1914 the torpedo-gunboat "**Niger**" was torpedoed and sunk in the "Downs", a ship anchorage, an area of sheltered, favourable sea between the North and the South Foreland in southern England, off the east Kent coast, by the German submarine "U-12". As a direct result, Dover was not considered secure against German submarine attack, Admiral Horace Hood, commander of the Dover Patrol and senior officer at the port of Dover, ordered "**Brilliant**" and "**Sirius**" to Sheerness to avoid the submarine hazard. While based at Sheerness, "**Brilliant**" and "**Sirius**" served as guardships against possible German attack. In Jun 1915, "**Brilliant**" served as guardship on the Tyne. On the night of 15-16 Jun 1915, the German Airship "L.10" attacked targets on the Tyne, bombing Jarrow, Wallsend and South Shields. In all 18 persons were killed and 72 wounded by the bombs dropped from "L.10". "**Brilliant**" actively fired at the "L.10" Airship, but the German airship was undamaged. In Jul 1917 "**Brilliant**" was based at Lerwick in the Shetlands as a depot ship for the trawlers and patrol boats of the Auxiliary Patrol. In Feb 1918, Commander Alfred Edmund Godsall was appointed to HMS "President", and he was involved in the planning, preparation and execution for the Zeebrugge Raid, in which he was later wounded. He was eventually killed on the night of 9/10 May in HMS "**Vindictive**" as he moved forward to get a better view as she was expended as part of the blocking operation of the Second Raid. In Apr 1918, "**Brilliant**" was deliberately scuttled in the mouth of Ostend harbour in Belgium during the failed First Ostend Raid. This operation was intended to block the harbour mouth and prevent the transit of German U-boats and other raiding craft from Bruges to the North Sea. German countermeasures were, however, too effective, and "**Brilliant**" and fellow blockship HMS "**Sirius**" were eventually destroyed by their crews outside the harbour mouth after running aground on a sandbank. Eight Victoria Crosses, the highest British and Empire award for gallantry in the face of the enemy, were awarded for actions at Zeebrugge, second only to the eleven Victoria Crosses awarded at Rorke's Drift. The wrecks were broken up post-war. "**Brilliant**" received the following honours and awards, "ZEEBRUGGE AND OSTEND 1918" when she was Scuttled as blockship, on 23 Apr 1918. [*The Dover Museum has an extensive exhibition based on the above and its honours and awards*].

Oct-Dec 1901 Henry Coare Kingsford married Isabel Evelyne Sworder (MNU), in Hertford, Hertfordshire.

3 Mar 1902-24 Feb, 1903 Captain Henry Coare Kingsford assumed command of HMS "**Furious**", a 2nd class protected cruiser, replacing Frederick T. Hamilton. Henry Coare Kingsford was himself replaced and succeeded by Henry L. Tottenham. HMS "**Furious**" was laid down 10 Jun 1895, launched 03 Dec 1896, completed 01 July 1898, in the Devonport Dockyard. She was the 4th ship to carry the name. She was part of the "Arrogant class. Although Henry Coare Kingsford commanded HMS "**Furious**" for a limited period, the vessel went on to have an illustrious career and history included below. She, like her sisters was 320 feet in length between perpendiculars, 342 feet overall, beam 57 feet 6 inches, draught 20 feet, displacement 5,750 tons load. Her propulsion was 2 shaft driven by 2 x vertical triple-expansion steam engines, producing 10,000 ihp, giving a speed of 19 knots. Her armour was 4.5-inch on the gun shields, 3-1.5-inches on the decks. Her armament was as follows: - 4 x 6-inch Q.F. guns, 6 x 4.7-inch guns, 8 x 12-pounder Q.F. guns, 3 x 3 pounder Q.F. guns, 3 x 18-inch Torpedo Tubes. They were re-armed in 1903-1904 with 10 x 6-inch guns replaced the previous mix of 6 and 4.7-inch guns. She carried a complement of 480 men. Her sister ships were as follows: -

Name	Built	Laid down	Launched	Completed
HMS "Arrogant"	Devonport Dockyard	Jun 1895	26 May 1896	1898
HMS "Gladiator"	Portsmouth Dockyard	Jan 1896	Apr 1899	Apr 1899
HMS "Vindictive"	Chatham Dockyard	Jan 1896	4 Jul 1900	Jul 1900

HMS "**Furious**" was in reserve at the start of the War. She was renamed Jun 1915 "**Forte**" and attached to base HMS "**Vernon**" as hulk. Sold for scrap in 1923. The "**Arrogant**" class were designed as fleet rams with a reinforced bow and intended to sink already disabled ships in battle. For the role they needed good manoeuvrability and they had a reduced length-to-beam ratio compared to previous classes as well as a second rudder in order to achieve this. They also had a heavily protected conning tower, with 9-inch-thick armour, as they were expected to be under fire at short range. All saw service and limited action in the World War 1: - "**Arrogant**" was used as a Submarine depot ship at Dover. She had been reduced to a submarine depot ship at HMS "**Mercury**" before the war and spent most of the war as a base ship for the Dover Patrol flying the flag of Rear Admiral Bacon. In 1915 became the base flagship for Dover Patrol. Sold for scrap 1923. "**Gladiator**", 24 Apr 1908 sunk in accidental collision with liner S.S. St Paul. "**Vindictive**" was the only ship of the class to see some active service although she was more famous for her role as an "assault ship" during the Zeebrugge Raid. She was part of the 9th Cruiser Squadron Atlantic. On 7 Aug 1914 Captured German merchant ship "Schlesin". On the 9 Aug 1914 she was captured German merchant ship "Slawentziz". She was in South America in 1915 and the White Sea in 1916. On 23 Apr 1918 she was used as an assault ship during Zeebrugge Raid. From the 10 May 1918 she was used as a blockship at Ostend.

23 Mar 1903-28 Feb 1905 Henry Coare Kingsford was appointed to and given the reins of the 2nd class protected cruiser HMS "**Hermes**" as Captain, replacing Capt. Frank Hannam. Henderson, 8 Dec 1900. Henry C. Kingsford was himself replaced and succeeded by lieutenant/commander Francis Evelyn Massy-Dawson, 28 Feb 1905. Although Henry Coare Kingsford commanded HMS "**Hermes**" for a period of 23 months, the vessel went on to have an illustrious career and history included below. *[It was as if a pattern was developing concerning the vessels upon which he served on].* HMS "**Hermes**" was a "**Highflyer**" class protected cruiser built for the Royal Navy in the 1890's. "**Hermes**" was named after the Greek god Hermes, was laid down by Fairfield Shipbuilding & Engineering at their shipyard in Govan, Scotland on 30 Apr 1897, and launched on 7 Apr 1898, when she was named by Lady Kelvin. She was completed on 5 Oct 1899, and commissioned for service on the North America and West Indies Station by Capt. Frank Hannam Henderson. HMS "**Hermes**" was designed to displace 5,650 long tons. The ship had an overall length of 372 feet, a beam of 54 feet and a draught of 29½ feet. She was powered by 2 x 4-cylinder triple-expansion steam engines, each driving one shaft, which produced a total of 10,000 indicated horsepower, designed to give a maximum speed of 20 knots. HMS "**Hermes**" reached a speed of 20.5 knots from her 10,224 i.h.p., during her sea trials. The engines were powered by 18 x Belleville boilers. She carried a maximum of 1,125 tons of coal and her complement consisted of 470 officers and enlisted men. Her main armament consisted of 11 quick-firing Q.F. 6-inch Mk I guns. One gun was mounted on the forecastle and two others were positioned on the quarterdeck. The remaining 8 guns were placed port and starboard amidships. They had a maximum range of approximately 10,000 yards with their 100-pound shells. Eight quick-firing Q.F. 12-pounder 12 cwt guns were fitted for defence against torpedo boats. One additional 12-pounder 8 cwt gun could be dismantled for service ashore. The "**Hermes**" also carried 6 x 3-pounder Hotchkiss guns and two submerged 18-inch torpedo tubes. The ship's protective deck armour ranged in thickness from 1.5 to 3-inches. The engine hatches were protected by 5-inch of armour. The main guns were fitted with 3-inch gun shields and the conning tower had armour 6-inches thick. She visited Bermuda and the West Indies in Jan 1900, and two months later arrived in Nassau, Bahamas with her shaft broken and boilers damaged. She served as the

flagship of the North America and West Indies Station until late 1901 when she returned home to have her troublesome Belleville boilers replaced with Babcock & Wilcox boilers. The work was undertaken by Harland & Wolff at Belfast, where she arrived from Devonport in May 1902, in tow of the special service vessel HMS "Traveller". She was assigned to the Channel Fleet until 1905 when she was reduced to reserve at Portsmouth Royal Dockyard. The ship was recommissioned the following year as the flagship of the East Indies Station, but she became the flagship of the Cape of Good Hope Station in 1907. HMS "Hermes" returned home in Mar 1913 and was reduced to reserve as part of the Nore Command the next month. She spent much of her early career as flagship for various foreign Stations before returning home in 1913 to be assigned to the reserve 3rd Fleet. The ship was modified later that year as the first experimental seaplane carrier in the Royal Navy. In that year's annual fleet manoeuvres, she was used to evaluate how aircraft could cooperate with the fleet and if aircraft could be operated successfully at sea for an extended time. The trials were a success and "Hermes" was paid off in December at their conclusion. She was recommissioned at the beginning of World War I in Aug 1914 for service as an aircraft ferry and depot ship for the Royal Naval Air Service. Work began to modify her to accommodate 3 x seaplanes in April to evaluate the use of aircraft in support of the fleet. Her forward 6-inch gun was removed and a tracked launching platform was built over the forecastle. A canvas hangar was fitted at the aft end of the rails to shelter the aircraft from the weather and a derrick was rigged from the foremast to lift the seaplane from the water. The guns on the quarterdeck were removed to allow for a seaplane to be stowed there in another hangar. A third aircraft could also be carried amidships, exposed to the elements. Three storage lockers were fitted with a total capacity of 2,000 imperial gallons of petrol in tins and drums. HMS "Hermes" was recommissioned on 7 May and loaded 2 unknown aircraft on 5 July, making 9 flights with them before 14 July. For the trials she initially used a "Borel Bo. II" (a French two-seat general purpose monoplane designed and built by Etablissements Borel) and a "Short Folder", but the Borel was damaged in a storm and replaced by a "Caudron-G.2" amphibian (a single-engine French biplane built by Caudron, widely used in World War 1 as a reconnaissance aircraft and trainer. This latter aircraft took off successfully while the ship was moving on 28 Jul, but the take-off platform only seems to have been used twice during this time. During the manoeuvres, she simulated a reconnaissance Zeppelin for the Red Fleet, commanded by Vice Admiral John Jellicoe. The "Folder" could only carry a small wireless transmitter because of weight limits and it would be launched to search for enemy ships and report back to "Hermes" which would retransmit its message with its more powerful transmitter. The aircraft made a total of about 30 flights before 6 Oct. The tests showed that aircraft required radio transmitters to usefully perform reconnaissance, that sustained use of aircraft at sea was possible and that handling aircraft aboard ship and on the sea imposed their own set of requirements that could not be met by converted land-based aircraft. The ship was paid off on 30 Dec, but was recommissioned on the 31 Aug 1914. Assigned to the Nore Command, she was used to ferry aircraft and stores to France. It is uncertain if the flying-off platform was reinstalled. On 30 Oct she arrived at Dunkirk with one load of seaplanes. The next morning, "Hermes" set out on the return journey but was recalled because a German submarine was reported in the area. Despite zigzagging at a speed of 13 knots, she was torpedoed by "U-27" at a range of 300 yards. HMS "Hermes" sank off Ruytingen Bank in the Straits of Dover with the loss of 22 of her crew. (some sources quote a figure of 44 Lives lost – either way she is a War Grave). The wreck of the HMS "Hermes" lies upside down in approximately 98 feet of water at coordinates 51°06'18"N x 1°50'18"E. [In January 2017, two English divers were charged with failing to declare items removed from the wreck of HMS "Hermes", in contravention of the Protection of Military Remains Act 1986].

Mar 1905 Lord Charles Bereford commented upon Captain Kingsford as "a zealous good officer, careful and painstaking, and practical...a benefit to the Service".

9 May 1905-1 Oct 1906 Henry Coare Kingsford was appointed and served as Captain of HMS "**Goliath**". He replaced Hugh Pigot Williams. Kingsford was himself replaced and succeeded by Robert Hathorn Johnston Stewart. Again, Henry Coare Kingsford commanded HMS "**Goliath**" for a period of 19 months, the vessel itself went on to have an illustrious career and history included below. [It was as if a pattern was developing concerning the vessels that Kingsford served upon]. HMS "**Goliath**" was a pre-dreadnought battleship of the British Royal Navy and a member of the "**Canopus**" class. Intended for service in Asia, "**Goliath**" and her sister ships were smaller and faster than the preceding "**Majestic**" class battleships, but retained the same battery of 4 x 12-inch guns. She also carried thinner armour, but incorporated the [then] new Krupp (German) steel, which was more effective than the "Harvey (American/British) armour" used in the "**Majestics**". The keel for "**Goliath**" was laid down in 4 Jan 1897, in the Chatham Dockyard. The completed hull was launched on 23 Mar 1898, and commissioned into the fleet in 27 Mar 1900. [See below]. HMS "**Goliath**" and her 5 sister ships were designed for service in East Asia, where the new rising power Japan was beginning to build a powerful navy, though this role was quickly made redundant by the Anglo-Japanese Alliance of 1902. The ships were designed to be smaller, lighter and faster than their predecessors, the "**Majestic**" class battleships. HMS "**Goliath**" was 421½ feet long overall, with a beam of 74 feet and a draft of 26 feet 2-inches. She displaced 13,150 tons (normal) and up to 14,300 tons (full loaded). Her crew numbered 682 officers and enlisted men. The "**Canopus**" class ships were powered by a pair of 3-cylinder triple-expansion engines, with steam provided by 20 x Belleville boilers. They were the first British battleships with water-tube boilers, which generated more power at less expense in weight compared with the fire-tube boilers used in previous ships. The new boilers led to the adoption of fore-and-aft funnels, rather than the side-by-side funnel arrangement used in many previous British battleships. The "**Canopus**" class ships proved to be good steamers, with a high speed for battleships of their time -18 knots from 13,500 indicated horsepower —a full two knots faster than the "**Majestics**". HMS "**Goliath**" had 4 x 12-inch 35-calibre guns mounted in twin gun turrets fore and aft; these guns were mounted in circular barbets that allowed all-around loading, although at a fixed elevation. The ships also mounted 12 x 6-inch 40-calibre guns mounted in casemates, in addition to 10 x 12-pounder guns and 6 x 3-pounder guns. As was customary for battleships of the period, she was also equipped with 4 x 18-inch torpedo tubes submerged in the hull. To save weight, "**Goliath**" carried less armour than the "**Majestics**", 6-inches in the belt compared to 9-inches—although the change from "Harvey armour" in the "**Majestics**" to the (German) Krupp armour in "**Goliath**" meant that the loss in protection was not as great as it might have been, Krupp armour having greater protective value at a given weight than its "Harvey" equivalent. Similarly, the other armour used to protect the ship could also be thinner; the bulkheads on either end of the belt were 6-10-inches thick. The main battery turrets were 10-inch thick, a top 12-inches barbets, and the casemate battery was protected with 6-inches of Krupp steel. Her conning tower had 12-inch thick sides as well. She was fitted with two armoured decks, 1-2-inches thick, respectively. The ship was commissioned on 27 Mar 1900 by Capt. Lewis Edmund Wintz to serve on the China Station, where she underwent a refit at Hong Kong from Sep 1901 to Apr 1902. Capt. Frank Hannam Henderson was appointed in command 11 Jul 1902. She left the China Station in Jul 1903 and returned home, where she paid off into the commissioned Reserve at Chatham Dockyard on 9 Oct 1903. The ship was deployed to the China Station from her commissioning until 1903, when she returned to Britain; she was sent back to East Asian waters, but while on route was reassigned to the Mediterranean Fleet. While in reserve, the "**Goliath**" underwent a refit at Palmers on the Tyne, from Jan to Jun 1904, then participated in manoeuvres later in the year. On 9 May 1905, the "**Goliath**" returned to full commission at Chatham to relieve her sister ship "**Ocean**" on the China Station. However, Great Britain and Japan ratified a treaty of [Anglo-Japanese] alliance while she was on her

outbound voyage, allowing the Royal Navy to reduce its presence on the China Station and recall all battleships from those waters. When "**Goliath**" reached Colombo, Ceylon in Jun 1905, she was recalled, and was instead attached to the Mediterranean Fleet. In Jan 1906, she was transferred to the Channel Fleet, followed by a stint in the Home Fleet starting in early 1907. After being fitted with fire control, the "**Goliath**" was transferred to the Portsmouth Division of the new Home Fleet on 15 Mar 1907. She was based at Portsmouth, and underwent a machinery overhaul there from Aug 1907 to Feb 1908. Upon completion of her refit, "**Goliath**" commissioned on 4 Feb 1908 for Mediterranean Fleet service. During her voyage to Malta, one of her propeller shafts fractured, and she required 4-month repair period before she could begin her service. She was sent to the Mediterranean a second time in 1908, and later returned to the Home Fleet in 1909. On 20 Apr 1909, she was paid off at Portsmouth. On 22 April, "**Goliath**" was recommissioned to serve in the 4th Division, Home Fleet, at the Nore. During this service, she was refitted at Chatham in 1910 to 1911 and was sent to Sheerness. She was due to be decommissioned in 1913. But she was mothballed in 1913 and joined the 3rd Fleet. When the 1st World War broke out in Aug 1914, the "**Goliath**" returned to full commission and was assigned to the 8th Battle Squadron, Channel Fleet, operating out of Devonport. She was sent to Loch Ewe as guard ship to defend the Grand Fleet anchorage, and then covered the landing of the Plymouth Marine Battalion at Ostend, Belgium on 25 Aug 1914. For this operation, she and three other battleships— "**Prince George**", "**Vengeance**", and "**Caesar**"—a protected cruiser, and six destroyers escorted the troopships; at the same time, elements of the Grand Fleet attacked the German patrol line off Heligoland to occupy the German High Seas Fleet. She initially served as a guard ship in Loch Ewe, one of the harbours used by the Grand Fleet, before escorting the crossing of British troops to Belgium in late Aug. HMS "**Goliath**" then took part in operations against German East Africa, participating in the blockade of the German light cruiser SMS "**Königsberg**" in the Rufiji River. From Mar 1915, she was part of the Dardanelles Campaign, and remained in support of the landings at Gallipoli in April. HMS "**Goliath**" transferred to the East Indies Station on 20 Sept to support cruisers on convoy duty in the Middle East, escorting an Indian convoy to the Persian Gulf and German East Africa through October. This included a major troop convoy that left India on 16 Oct, in company with the battleship "**Swiftsure**". The arrival of HMS "**Goliath**" allowed cruisers that had been occupied with escorting convoys to join the hunt for the German light cruiser SMS "**Königsberg**". The German cruiser, having sunk the British cruiser "**Pegasus**" in the Battle of Zanzibar, was trapped by three British cruisers in the Rufiji River delta in late October. HMS "**Goliath**" arrived shortly thereafter and was to join the blockade of the delta, but the news of the British defeat at the Battle of Coronel on 1 Nov forced the Admiralty to transfer "**Goliath**" to South Africa, as it was feared that the German East Asia Squadron might attack the colony after it entered the southern Atlantic. To further complicate matters, the "**Goliath**" had engine problems on arriving in Mombasa, Kenya, and was unable to proceed to South Africa, and instead the armoured cruiser "**Minotaur**" was sent in her place. After her engines were repaired, "**Goliath**" resumed her previous assignment with the blockade force at the Rufiji delta. In Nov, "**Goliath**" attempted to get close enough to neutralise SMS "**Königsberg**", but the water was too shallow to permit her to get within range of the cruiser. As a result, she left to bombard Dar es Salaam on 28 Nov-30 Nov. In the former attack, Commander Henry Ritchie, executive officer on "**Goliath**", won the Victoria Cross. HMS "**Goliath**" and the protected cruiser "**Fox**" destroyed the colonial governor's residence; the second bombardment proved to be less effective. HMS "**Goliath**" underwent a refit at Simonstown, South Africa, from Dec 1914 to Feb 1915. She then returned to the Rufiji delta on 25 Feb, as it seemed from German activities that the commander of the "**Königsberg**" intended to break out soon. During this period, the "**Goliath**" bombarded German positions at Lindi, but she saw no action with "**Königsberg**". On 25 Mar, "**Goliath**" was ordered to

move to the Mediterranean to take part in operations off the Dardanelles, her place being taken by the protected cruiser “*Hyacinth*”; the battleship left East African waters a week later on 1 Apr. Upon arrival in the Aegean Sea, the “*Goliath*” joined the First Squadron, which included 7 other battleships and 4 cruisers, and was commanded by Rear Admiral Rosslyn Wemyss. The First Squadron was tasked with supporting the Landing at Cape Helles, which took place on 25 Apr. On the morning of the landings, “*Goliath*” took up a position off “Y” beach, some 4,000 to 5,000 yards offshore to provide gunfire support. The protected cruisers “*Sapphire*” and “*Amethyst*” moved in closer, and all three ships opened fire at around 05:00 hours, signalling the start of the attack. The Ottomans made no attempt to disrupt the landing, the Allied forces having successfully launching a surprise attack. Late in the day, however, an Ottoman counterattack had advanced from Krithia to threaten the British flank, but gunfire from the “*Goliath*” and the cruisers broke up the attack. That night, the Ottomans launched another counterattack, this time against the centre of the British line, which was repulsed. Once the sun rose, HMS “*Goliath*” and the cruisers, which had by then been reinforced by the British cruisers “*Talbot*” and “*Dublin*”, shelled the Ottomans, forcing them to retreat again. On the morning of 26 Apr, wounded soldiers began to be ferried off the beach, first to the “*Goliath*” and the cruisers off shore. A miscommunication with the men on shore led to an unintended, larger evacuation effort. In the course of the action, she sustained some damage from the gunfire of the Turkish Ottoman forts and shore batteries. Later in the day, order was restored on shore, and the Allied troops were able to occupy Sedd el Bahr. The Allies landed reinforcements, which allowed the advance to push toward Krithia on 27 Apr. HMS “*Goliath*” and several other battleships shelled Ottoman defenders around the town to support the attack, which began the following morning at around 10:00 hours. HMS “*Goliath*” moved as close to shore as possible, to employ all of her guns at very close range. Despite the heavy fire support, the Allied troops were unable to dislodge the Ottoman defenders, and the 1st Battle of Krithia ended in an Allied defeat. HMS “*Goliath*” was damaged by Ottoman guns again on 2 May. By mid-May, the Allied fleet had developed a rotation of two battleships on station off Gallipoli every night to support the troops dug in on the peninsula. On the night of 12–13 May, “*Goliath*” was on station with the battleship “*Cornwallis*”. The two ships were moored in Morto Bay, with “*Goliath*” ahead of “*Cornwallis*”; 5 destroyers patrolled the area against Ottoman torpedo boats. The Ottoman destroyer “*Muâvenet-i Millîye*” sortied late on 12 May under cover of a moonless night. By steaming very slowly, the Ottomans were able to slip past the destroyer patrols at about 01:00 on 13 May. Fifteen minutes later, lookouts aboard the “*Goliath*” spotted the “*Muâvenet-i Millîye*” and issued a challenge; the Ottomans replied to the challenge but very quickly increased speed and launched 3 x torpedoes at “*Goliath*”. The British opened fire, but only managed to shoot three rounds before the first torpedo struck the ship. 2 x torpedoes hit almost simultaneously, the first abreast her fore turret and the second abeam the fore funnel, causing a large explosion. HMS “*Goliath*” began to capsize almost immediately, and was lying on her side when a 3rd torpedo struck near her after turret. The “*Muâvenet-i Millîye*” sped off and escaped unscathed in the darkness as the other British warships gathered to rescue survivors from “*Goliath*”. On 13 May 1915 “*Goliath*” was sunk in Morto Bay off Cape Helles by three torpedoes from the Ottoman destroyer “*Muâvenet-i Millîye*”. Out of her crew of 750, 570 were killed in the sinking, including the ship's commander, Capt. Thomas Shelford. [*The wreck still lies upside down at a depth of 207 feet, and is largely buried in sediment. Only part of the hull, which was badly mangled by the explosion, and one of her screws are visible*].

Oct 1906 Sir A. Wilson described Captain Henry Coare Kingsford as “a painstaking and astute officer, greatly respected by both officers and men”.

			<p>1 Oct 1906-5 Dec 1908 Henry Coare Kingsford was appointed as the Captain Superintendent, Pembroke Royal Dockyard replacing John Denison. Kingsford was himself replaced and succeeded by Godfrey Harry Brydges Mundy. <i>[Some sources give Henry Coare Kingsford as the 1st Rear Admiral Superintendent of the Pembroke Royal Dockyard, as will be seen the promotion in rank was awarded towards the end of his posting, as was common amongst the holders of the position].</i></p> <p>10 June 1907 Henry Coare Kingsford was awarded his "Service Pension".</p> <p>5 Nov 1908 Henry Coare Kingsford was promoted to the rank of Rear-Admiral (Flag rank), vice Winsloe; This was on the promotion of Commodore Alfred Leigh Winsloe R.N., C.V.O., who commanded of HMS " Ophir," during the visit of Their Royal Highnesses the Duke and Duchess of Cornwall and York to the Colonies to Ordinary Member of the Third Class, of Companions of the said Most Distinguished Order.</p> <p>Feb 1909 Henry Coare Kingsford attended Admiralty War Course, passed</p> <p>Apr 1911 England Census shows Rear-Admiral Henry Kingsford (1858) [53] his wife Evelyn (1864) [47] [nee Sworder] daughter Cora (about 1906) [5] and 3 servants living @ Great Pett House, Bridge, Canterbury, Kent. Kent>Bridge>02.</p> <p>25 Nov 1911 Isabel Evelyn (wife of Henry Coare Kingsford) died 25 Nov 1911 at Pinecroft Canterbury. Probate London 6 Jan to the said Henry Coare Kingsford, a Rear Admiral of the Royal Navy Henry Coare Kingsford.</p> <p>7 Mar 1912 Rear-Admiral Henry Coare Kingsford, citing ill-health, and in accordance with the provisions of the Order in Council of 8 December 1903. H. C. Kingsford was placed on the Retired List, at his own request.</p> <p>10 Feb 1914 Henry Coare Kingsford was advanced to the rank of Vice-Admiral on the Retired List.</p> <p>2 Jul 1917 Vice-Admiral Henry Coare Kingsford was advanced to the rank of full Admiral on the Retired List.</p> <p>1939 English Census Henry C Kingsford (1858) [81] widow Retired Admiral; his daughter Evelyn Cora (1905) [34] and 2 servants Living @ Bridge, Canterbury, Kent. Kent>Canterbury CB>DGAC.</p> <p>1 Mar 1941 Henry Coare Kingsford died, at Stanford Lodge, Canterbury, Kent, England. (aged 83 years).</p>
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Extracts from Local Newspapers:		
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7th September 1906 The Pembrokehire Herald and General Advertiser reported on the following:

“... DOCKYARD NOTES.

THE STEAM TRIALS OF THE WARRIOR.

The date for the departure of the “Warrior” to undergo her steam trials has not yet been announced, but it is understood that the engineer contractors are aiming at getting their work ready by the end of the present month. With that object, they are now busily employed conducting the water tests of the cylinders of the main propelling engines, and will, in all probability, commence the tests of the boilers in a few days. The engines are of the triple expansion type, and they each have four cylinders, one high pressure, one intermediate pressure, and two low pressure cylinders. As suggested by the names, the working pressure of steam differs in the differently designated cylinders. The boiler installation of the ship comprises nineteen Yarrow water-tube boilers and six cylindrical boilers. The hull of the ship is in a very forward state at both extremities, but somewhat backward in the central part. The backward state of the ship, where such is the case, has been due to the small number of hands which, until recently, have been employed on her. The masts were built at the yard, and have been ready for shipment for some time past. The foremast was conveyed from No. 6 roadway, in which it was built, to the Carr Jetty about a fortnight ago, and the constructor of the two platforms proceeded with, which work, having been completed, the mast was lifted on board on Thursday last. The main mast was conveyed from No. 6 roadway to the Carr Jetty on Monday last, and the work of fitting the platforms is now being hurried on, upon the completion of which it will be lifted on board. The stays and rigging have all been prepared at the dockyard, and are being fitted by local riggers. There will be one odd feature about the ship after she has been completely rigged. On all vessels it has been customary to place the top masts immediately before the standing masts, but on the “Warrior” they will be attached to the after ends of the two platforms, which are situated, one at the head of the standing mast, and the other at the part where cross trees are usually placed, several feet abaft the mast in both cases. This unsightly arrangement has been adopted so as to keep the entire area of the platforms clear of obstacles, which would impair their utility. Had the topmast been arranged to take its usual place it would have passed through both platforms near the middle part in each case, and in that position would have interfered with the free use of the platform fittings.

WAR OFFICE POLICY. ALL TROOPS TO BE WITHDRAWN

The War Office has decided to disarm South Hook and Chapel Bay Forts, and to remove the guns to east and west Blockhouse Forts. The fort at Chapel Bay is condemned because the guns are not workable, and South Hook is condemned as being too far from the entrance of the Haven to be of any service in its defence. The present armament of each of the two condemned forts consists of one 9·2-inch BL., three 6-inch BL., two 12 pounder quick firing guns, and several maxims. The present armament of the Blockhouses comprises two 9·2-inch BL., guns, and three 6-inch BL., guns, and, as the guns from the other forts are to be equally divided between them, their future armament will be three 9·2-inch BL., six 6-inch BL., two 12 pounder quick firers, and several maxims, which can be mounted on parapets in each case. A party of Artillerymen left the Defensible Barracks on Monday, to commence dismounting the guns at South Hook. The disarmament of Chapel Bay will be put in hand shortly. When the work has been completed, the two Blockhouses will be the only forts to be maintained at Milford Haven, and, as according to the War Office scheme, that the 44th and 25th companies of artillery, now stationed at Pembroke Dock and in the Forts, are to be withdrawn, they will thereafter be garrisoned by a small detachment of Marine Artillery. Those two companies now consist of a total of 340 men, exclusive of the mechanical staff attached to them, which would probably raise the total to 400. Their departure, which will take place sometime during this year, and that of the Wiltshire Regiment for Tipperary will cause the town to be utterly denuded of regular troops.

RETURN OF THE WILTSHIRE REGIMENT.

The second battalion Wiltshire Regiment, which left Pembroke Dock about two months ago for Brighton, to take part in manoeuvres, returned by train on Saturday evening last. It is being rumoured, that they will leave for Tipperary in November or earlier, instead of in March as originally intended.

PROPOSED COMPENSATION FOR WORK MEN.

Workmen, who were employed on board the “*Montagu*”, during the salvage operations, are anxiously awaiting the reply of the Admiralty, to a submission, which was forwarded from the Dockyard, a few days after the ship was abandoned recommending that some additional compensation should be allowed to them for the dangerous character of their employment, while on board. In the Dockyards, it is customary to allow “dirt” money in certain cases, and compensation for dangerous employment. The men are hopeful that their claim to one, if not both of these allowances, will be recognised.

Captain Henry Coare Kingsford, R.N., has been appointed to succeed Captain John Denison as Captain Superintendent of the Dockyard on the 1st proximo. **Captain Kingsford**, who is now in command of the battleship “*Goliath*”, was born on January 7th, 1858.

Mr. J. M. Robertson, hired ship-fitter, has been successful in winning a Whitworth Scholarship of £50 per year, tenable for three years, which will entitle him to receive three years' training at South Kensington. He sat this year at the annual examinations held under the Science and Art Department regulations, in fifteen subjects, and obtained twelve first class and three second class certificates. Mr Robertson obtained a Whitworth exhibition of £50 last year.

An examination for foremen of engine-fitters having been recently announced, Mr Fred Hill, inspector of ship-fitters, applied for permission to be allowed to compete, but has been informed by the Admiralty that he is not eligible. He may compete for foremen of ship-fitters. This is unfair to him and to his fellow ex-apprentices. They were, it is true, entered as ship-fitter apprentices, but the course of training they received included engine as well as ship work. ...”

			<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>28th September 1906 The Pembrokeshire 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 “Niobe” 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>
			<p>7th September 1906 The Pembroke County Guardian and Cardigan Reporter wrote upon the following:</p> <p style="text-align: center;">“.... THE DOCKYARD.</p> <p>An examination for foreman of the engineering branch is shortly to be held, and it is a subject of much comment that the application of Mr. F. W. Hill, inspector of fitters at Pembroke yard, to be allowed to compete, has not received Admiralty approval.</p> <p>Mr. Hill served his apprenticeship as a fitter at this yard, and after passing the various grades in his profession with honour and credit at last attained to the responsible position of Inspector. On his promotion to this latter rank, he was sent to Malta dockyard, where his services for a number of years were much appreciated by the naval and dockyard authorities.</p> <p>After the death of his predecessor, Mr. Richard Davey, Mr. Hill returned to this yard, since which time he has held the position of inspector of fitters, under the supervision of Mr Swann, the genial foreman of the department.</p>

Mr. Worthington, assistant constructor, has forwarded to the Admiralty his claim for subsistence allowance while superintending the work of the dockyard hands during the recent savage operations on the "*Montagu*". Their lordships have asked for a report as to what messing arrangements were made for him during his period of service at Lundy Island.

Masters Ward and Skyrme were on Monday last entered into this yard as shipwright apprentices. It will be remembered that after the result of the last, examination was received two of the successful candidates were not entered as dockyard apprentices. Master Denny failed to pass the necessary medical examination owing to defective eyesight, while Master Hancock (son of Mr. John Hancock, foreman) did not accept the position.

The two lads, Ward and Skyrme, having secured the highest number of marks, after the successful boys, were recommended for entry by the Captain Superintendent, in lieu of Denny and Hancock, and their position on the examination list having satisfied the Civil Service Commissioners, Captain Denison's recommendation has received Admiralty sanction.

The work of preparing the cruiser "*Warrior*" for her forthcoming steam trials is being rapidly proceeded with. Mr. Worthington who, up to the unfortunate stranding of the "*Montagu*", had been in charge of her construction, is now doing duty as chief constructor, the immediate supervision of the building operations on the ship is entrusted to Mr. A. Nicolls, assistant constructor. An additional company of shipwrights has been drafted from the "*Defence*" (which vessel is rapidly approaching completion for launching), and these reinforcements are now employed laying down the upper deck planking of the "*Warrior*" at the Carr Jetty.

The steam trials of this fine vessel are expected to take place about the middle of October next.

After the series of depressing events experienced by the dockyard workmen for more than twelve months past, it is refreshing to be able to record something of a more favourable nature, however few the number of those who will be affected. An Admiralty order, recently received by the Captain Superintendent, directs that rises of pay are to be given to various workmen as follows:—Two established ship fitters, from 38 shillings to 40 shillings. weekly; three do., 36 shillings to 38 shillings.; three do., 34 shillings 6 d. to 36 shillings.; two established skilled labourers, 24 shillings to 25 shillings.; one established boilermaker. 35 shillings to 36 shillings.; one established coppersmith, 32 shillings 6 d to 34 shillings.; one established founder, 32 shillings 6 d to 34 shillings.; one smith, 34 shillings 6 d to 36 shillings.; one do., 33 shillings to 34 shillings 6 d.; one do., 30 shillings 6 d. to 33 shillings.; two hired messengers from 23 shillings 4 d to 25 shillings 8 d.; one hired boilermaker, 40 shillings. to 42 shillings.; one electrical fitter, 40 shillings to 42 shillings.

The undermentioned men, serving abroad, are also to receive an increase of two shillings weekly:—R. Fisher, fitter, at Gibraltar; P. O. Davies, fitter, at Malta; G. Howells, fitter at Malta; W. Howells. patternmaker at the Cape.

The whole of these increases are to take effect from the 2nd of April last. This limited number of increases of pay is expected to be largely augmented in October next, when it is confidently believed that various classes of the dockyard employees will receive substantial additions to their present weekly rates.

As those who are to benefit by the present order will be paid up from April last, strong hopes are expressed that the increases of pay to be granted next month will also be retrospective.

There is no confirmation of the news published in a contemporary on Monday last to the effect that the attempt to recover the four twelve-inch guns from the "*Montagu*" will probably be abandoned after all. Indeed, there is a dearth of news concerning the progress made by Captain Young and his men in the renewed salvage operations.

The Pembroke shipwrights at Lundy in their letters home say nothing of the progress of the work. but speak in glowing terms of the treatment meted out to them by Captain Young's orders. They are berthed in capital quarters on the salvage vessel "*Plover*", while the food served out to them is first-rate, both as regards quantity and quality, a strong contrast to the manner in which they were catered for on the "*Mars*" and other ships of the fleet during their first term of employment at Lundy Island.

Should it be found that the salvage people are getting on favourably with the important work of salving the guns, it will speak volumes for the foresight of their leader who, so far, has had no occasion to requisition any further material from Pembroke yard, other than that taken out by the salvage boats on the 27th of last month.

The application of Mr. W. H. Collins, hired fitter, for an increased gratuity, has not been entertained by the Admiralty. Mr. Collins took his discharge from Pembroke yard in 1882, and was re-entered sometime later. Had his re-entry taken place within twelve months of the date of his discharge, his first period of service would have been added in for increased gratuity. But as more than the stipulated twelve months had elapsed before he again sought re-entry, his former period of service was not allowed to count.

Since penning my remarks on the dearth of news from the "*Montagu*", the South Wales press of Wednesday last states that the salvage boat "*Ranger*" brought news to Ilfracombe that Captain Young's efforts to remove the four twelve-inch guns from the barbettes on "*Montagu*" were meeting with success. It further says that the crown of one of the barbettes has been removed, a large sheer-legs erected, and that the end of this week will probably see two of the guns taken out of the stranded battleship. We may mention that there are two barbettes, one forward, the other aft., and that, each is manned by twelve-inch guns. In our last week's issue, we ventured to express our belief that Captain Young would be successful in his enterprise. It is difficult to understand from what source the news published in a Western morning paper to the effect that the attempt to salvage the guns was abandoned, was obtained.

THE NEW SUPERINTENDENT.

Captain Henry Coare Kingsford. of the battleship Goliath, has been appointed to succeed Captain Denison as Superintendent of Pembroke Royal Dockyard on the 1st prox.

				<p>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 war 1882, and has the Egyptian medal and Lieutenant of the "Orontes" during the Egyptian Khedive's bronze star."</p>
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				<p>12th October 1906 The Pembroke Herald and General Advertiser addressed the following:</p> <p style="text-align: center;">.... DOCKYARD NOTES.</p> <p style="text-align: center;">THE NEW SUPERINTENDENT.</p> <p>Capt. Henry Coare Kingsford, succeeded Rear Admiral John Denison, as Superintendent of the Dockyard, on Saturday last. Capt. Kingsford's appointment was dated the 1st inst., but, as he was on leave, Admiral Denison continued to discharge the duties until Friday evening. Before vacating the superindency, the retiring superintendent issued a minute, in which he thanked the officers of the yard for the support they had given him, and expressed satisfaction with the work of the yard had been performed, during his connection with it. Admiral Denison took over the superindency from Rear-Admiral Gerald W. Russell, on October 1st, 1904. Capt. Kingsford is the twenty-seventh superintendent, who has been appointed to the Yard, and the twenty-sixth who has actually served in that capacity.</p> <p style="text-align: center;">THE ADMIRALTY AND DOCKYARD BOATSWAINS.</p> <p>The Admiralty having, for some time past, had under consideration the desirability of assigning to a civilian the duties at present discharged by chief boatswains at the Dockyards, have decided to retain all such, who have attained the rank of lieutenant, and also all master riggers, and that they are to take precedence as superior officers of the Dockyards.</p> <p style="text-align: center;">MEDICAL OFFICERS NEW APPOINTMENT.</p> <p>Staff Surgeon Harold Huskinson, M.B., the resident medical officer at the new sick quarters and naval hospital, who succeeded Staff Surgeon Charles J. E. Cock on June 22nd 1904, has been appointed to the "Calypso", cruiser, employed as drill ship for the Newfoundland Royal Naval Reserve, on the North American and West Indian station. Staff Surgeon Huskinson was appointed Surgeon on November 12th, 1895, and became Staff-Surgeon on November 12th, 1903.</p> <p style="text-align: center;">COULD THE MONTAGU HAVE BEEN SAVED?</p> <p>Mr Arnold White, in a letter to the Daily News," which appeared last week criticising an article in that paper on the subject of the loss of the "Montagu", said that the "Montagu" remains on the rocks because it was beyond the power of man to float her." She was lost "simply because the Atlantic Ocean was stronger than Sir Arthur Wilson and the resources of the British Navy". That being so, he argued that "irresponsible criticism of ignorant or interested parties ought not to destroy the confidence of the nation in the good faith and skill of the management of the British Navy." Against that few people will be disposed to argue, but as to whether everybody who believed that the "Montagu" could have been salvaged are comprehended within the category of ignorant or interested parties, opinions will differ. During the time the salvage operations were in progress a number of salvage experts expressed their views on the question of possible salvage, and nearly every one of them believed it to be practicable; one in particular went so far as to state that he had offered to undertake the task on the "no cure, no pay" principle, and as affording some evidence of his right to speak with authority on the matter he claimed to have floated the American liner Paris off the Manacle Rocks after two Salvage Associations had failed to do so.</p> <p style="text-align: center;">THE NEW SCHEME OF WAGES.</p> <p>The announcement made last week on the authority of Mr Edmund Robertson, M.P., Parliamentary Secretary to the Admiralty, that the new scheme of Dockyard wages will be promulgated shortly, and that nothing will be made known concerning it, to members of Parliament or others, prior to its official promulgation, has since been much discussed at the Dockyard.</p> <p style="text-align: center;">THE DESTROYER STURGEON.</p> <p>The torpedo destroyer "Sturgeon", which has been employed on despatch duties, between the cruiser "Doris" at Lundy Island and Pembroke Dock for several weeks past, was towed alongside the yard jetty on Monday morning, and her rudder was lifted out for repairs. The plates had sprung off the rudder frame, and men were promptly detailed to remove them, and fit others. While that work is in progress, the tug "Alligator" will act as her relief.</p> <p style="text-align: center;">DOCKYARD HARVEST THANKSGIVING SERVICES.</p> <p>The harvest thanksgiving services were commenced at the Dockyard Church on Wednesday evening in last week, when the Rev. W. Evans, M.A., Vicar of Fishguard, preached, and continued on Sunday last, when the Rev. G. Hayward Phillips, Vicar of St. Mary's, Pembroke, occupied the pulpit.</p> <p style="text-align: center;">THE HARBOUR AS A FISHING RESORT.</p> <p>The advantages of Milford Haven as a fishing resort are not well known outside the immediate neighbourhood, or a great many amateur fishermen from other parts would frequently pay it a visit. A rowing or sailing can always be hired at a moderate rate, and visitors would experience little difficulty in ascertaining from some of the old hands the positions which should be taken up to secure in average circumstances a fair catch. As illustrating the possibilities of the Haven in that respect, it will be of interest to record that four Dockyard employees, who left Pembroke Dock about 6 o'clock the other evening, for Lawrenny, returned about nine o'clock, bringing with them one conger, weighing 20 lbs, two weighing 14 lbs each, one 10 lbs, one 9 lbs, one about 8 lbs, and two about 6 lbs each, they had caught in that interval."</p>
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				<p>13th October 1906 The Cardiff Times reported thus:</p> <p style="text-align: center;">.... PEMBROKE, DOCKYARD.</p> <p style="text-align: center;">The New Superintendent.</p>
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			<p>Captain Henry Coare Kingsford succeeded Rear- Admiral J. Denison as Superintendent of Pembroke Royal Dockyard on Saturday last. Before relinquishing the command, Admiral Denison issued a minute, in which he thanked the yard officers for the support he had received from them during his superintendency, and expressed great satisfaction with the manner in which the work of the yard had been performed.”</p>
			<p>4th May 1907 the Cardiff Times commented upon the filling of the position: “.... CAPTAIN H. C. KINGSFORD. Captain Henry Coare Kingsford, R.N., Superintendent of Pembroke Dockyard, was born on January 7th, 1858. He joined the Navy as a cadet on July 15th, 1870, became sub-lieutenant on January 17th, 1877, lieutenant June 23rd 1880, commander January 1st, 1894, and captain June 30th, 1899. He served as lieutenant on the Orontes during the Egyptian war, 1882, and was awarded the Egyptian medal and Khedive's bronze star. He succeeded Rear-Admiral John Denison as Superintendent of Pembroke Dockyard in October last, having previously been in command of the battleship Goliath, then attached to the Channel Fleet. He is the 27th Naval post captain who has filled the office of Superintendent of Pembroke Royal Dockyard, the first having been Captain Charles Bullen, C.B a Trafalgar hero, who was appointed to the dockyard in 1832. Captain Kingsford takes an active interest, in all matters appertaining to the Dockyard, and, though recognised to be a strict disciplinarian, is a popular officer.”</p>
			<p>21st June 1907 The Pembroke County Guardian and Cardigan Reporter reported on the following: “.... FETE AT PEMBROKE DOCK. A most successful fete, organised on behalf of the Pembroke Dock Nursing Association was held on Wednesday at the County School grounds, and being favoured with brilliant weather, was largely patronised. The opening ceremony was performed by the President of the Association, Lady Victoria Lambton, who was introduced by Capt. H C. Kingsford. After she had declared the fete open a hearty vote of thanks to her was proposed by Mr. H. D. Reynolds, seconded by Mr. R. Thomas, and carried. The attractions were numerous. The fine band of the Wilts Regiment, under Bandmaster Eden, played a number of selections, which were thoroughly enjoyed, and an exhibition by the Garrison Gymnastic Staff, under Staff-Sergt. Sims, also attracted a lot of attention. Then there were some pretty dances by a number of children, whilst there was also rifle shooting, tennis, croquet, cocoa- nut shies, etc., as well as several stalls. The ladies in charge of these were as follows: - Flowers, fruit and vegetable stall. —Mrs. Kingsford, Mrs. Holford Walker, Mrs. Forbes, Mrs. Moulton, and friends. Refreshment stall. —Mrs. Culling, Mrs. Phillips, Mrs. Saunders, and friends. General stall. —Mrs. Jones-Lloyd. Miss Thomas, Mrs. O. Flanagan, Mrs. Cuthbert, and friends Teas. —Mrs. R. Thomas, Miss Barrett, Mrs. Sketch, Mrs. Bowen, Mrs. C. Mason, Mrs. N. Cole, Miss Pearman, and the staff of the County School, and friends. The secretarial duties were carried out by Miss Thomas.”</p>
			<p>29th April 1907 The Evening Express (First Edition), (Third Edition), (Second Edition) and (Special Edition) commented thus: “..... The Cruiser “Defence” LAUNCHED AT PEMBROKE Warship Christened by Countess Cawdor AN INTERESTING FUNCTION Saturday was a busy and important day at Pembroke Dock. The usually quiet little western town was unusually animated, for there were three big events proceeding at the same time. The Llanelly Football Club was playing a picked team of Pembroke County, and the fame of the scarlet runners drew some hundreds of spectators; the re-played tie for the Welsh Cup was played between Mardy and the 2nd Wilts Regiment, and attracted a crowd of, perhaps, a couple of thousand; and the last big cruiser of a long line of 240 which have been built in the famous Welsh dockyard was launched by Countess Cawdor, the function attracting i thousands from at least all over West Wales, and probably further afield. It was a saddening spectacle to pass through the dockyard and see the long line of slipways all empty, save for one solitary third-rate unarmoured cruiser, which at most can only employ some 300 men; and the one dock occupied by the “Aquila”, now being fitted out as "a mother ship," and giving work to, perhaps, 150 others. The sight was especially disheartening to one who had seen the mighty “Warrior”, the “Duke of Edinburgh”, the “Cornwall”, and the “Essex” all filling the now empty slipways. In the furthest slipway of all, and extending out- side it by at least 100 feet., lay the “Defence”, the new cruiser, a grim and forbidding mass of steel nearly 500 feet in length, and rising to a height which gave one a crick in the neck to look up to. There she lay motionless, and awaiting but the cutting of a slight cord to allow her to take a slight run and plunge into the element which was henceforth to be her home. SCENE AT THE LAUNCH. Preparations had been made for the accommodation of several thousand spectators to witness the launch, special platforms ranging all along the port and starboard sides of the vessel. There was also a special stand occupied by the band of the let Welsh (Volunteer) Regiment, under Bandmaster T. James. At the upper end was the launching platform, on a level with the top of the vessel, and reached by flights of steps enough to make weak-nerved people feel giddy. This was reserved for the distinguished guests specially invited by Captain H. C. Kingsford. R.N., the Captain-Superintendent of the dockyard. Countess Cawdor, who performed the launching ceremony, was accompanied by Earl Cawdor and the Hon. Nigel and the Ladies Ethel and Muriel Campbell; and among the guests were Sir Charles and Lady</p>

			<p>Philipps, Miss Philipps, and Mr. Harry Philipps, Sir Thomas and Lady Meyrick, the Hon. Mrs. Curzon, the Hon. Mrs. Lort Phillips, Mrs. Wynford Philipps, General Scott, Brigadier-general Holford Walker, Colonel Reay, Major and Mrs. Wynne, Mr. Sackville and Miss Owen, Miss Leach (Ashgrove), and Canon Grey Lloyd. Captain Kingsford superintended the arrangements, which were carried out without a hitch; and Mr. F. B. Ollis, R.C.N.C., instructed Countess Cawdor in the operation off christening and launching the vessel.</p> <p>The usual religious service appointed to be read on such occasions was taken by the Rev. R. D. Lewis, MA., chaplain of the dockyard, and then Countess Cawdor received a beautifully-carved box. and by the simple act of cutting a slender cord released two weights of about 8-cwt., which knocked down the single "dog-shore" on the port and starboard which held the huge vessel in place; and in a few seconds the ship began to move, and, gathering momentum with each yard, she glided down the ways, until she dipped into the waters of the haven. Mean-while the band struck up the inspiring air of "Rule, Britannia", and the large concourse broke out into loud cheering and waving of hats, responded to by the hundreds of work-men on the deck of the "<i>Defence</i>", and every boat in the haven with whistle or syren and the dipping of flags. As soon as the ship was afloat, she was taken charge of by Staff- Captain J. D. Moulton, R.N., the King's Harbourmaster, and by means of tugs was conveyed to Carr Jetty, where she will receive her boilers, machinery, and armament.</p> <p>The scene was watched with great interest, not only by those in the yard, but along both shores of Milford Haven, and, in point of fact, those on the Neyland shore had probably the finest view of all.</p> <p style="text-align: center;">DESCRIPTION OF DEFENCE.</p> <p>The "<i>Defence</i>" is one of the largest of the three cruisers of the "<i>Minotaur</i>" class, is 490 feet in length, 74 feet 6-inches, beam, 26 feet 6-inches, mean draft, and 14,600 tons displacement. The vessel is provided with a belt of armour varying in thickness from 6-inches at the midship part to 4-inches forward and 3-inches aft. The decks vary in thickness from ½-inch to 2-inches, and the whole of the vital parts of the ship and gun machinery are under protection. The armament consists of four 9-2 breechloading guns mounted in pairs in barbettes, ten 7-7 breechloading, mounted singly in barbettes on the upper deck, sixteen 12-pounder 18-cwt., and two 12-pounder 18-cwt. guns. She is being engine by Messrs. Scott, of Greenock, with twin-screw triple expansion engines capable of developing 27,000 i.h.p., which are supplied with steam from an installation of boilers of the Yarrow type, and her estimated speed is 23 knots. She will be fitted with the latest arrangements in ventilation, accommodation for officers and men, gunnery, electric lighting, and motor services, wireless telegraphy, &c., and will have a complement of 794 officers and men. She was laid down in February, 1905, and has been built by Mr. W. G. Watson, foreman of the yard, under the immediate direction of Mr. F. B. Ollis, the chief constructor, and when ready for commission will cost about £ 1,350,000.</p> <p>The name given to the ship illustrates the desire on the part of the Admiralty to perpetuate the names of famous ships. The previous ship of this name was an armoured vessel of the period of 1861-88, provided with steam and sail power. Her dimensions were: —Length 280 feet., breadth 54 feet. 2-inches., mean draft 26 feet. 7-inches, displacement 6,270 tons, speed about 13 knots, and armed with two 9-ton M.L.R., fourteen 6½-ton M.L.R., and smaller guns. A vessel of the same name of 74 guns (Captain George Hope) took part in the Battle of Trafalgar."</p>
			<p>3rd May 1907 the <i>Pembroke County Guardian</i> and <i>Cardigan Reporter</i> reported the following:</p> <p style="text-align: center;">".... LAUNCH OF THE "DEFENCE."</p> <p style="text-align: center;">Pembroke's Latest Big Cruiser.</p> <p style="text-align: center;">A SUCCESSFUL LAUNCH AND A PRETTY SCENE.</p> <p>Pembroke Dock provided an inspiring spectacle on Saturday, and it was the "Mecca" for people in many parts of West Wales, for whose conveyance to the dockyard town special trains were run from all the West Wales towns. The chief attraction was the launching of the fir t-class armoured cruiser "<i>Defence</i>", which ceremony was gracefully accomplished by Countess Cawdor in the presence of a large and distinguished company, who were present by the special invitation of Capt. H. C. Kingsford, R.N., the Captain Superintendent of the royal dockyard.</p> <p>This is the first launch since Capt. Kingsford took command, but he has among his subordinates many "old hands" at the business, and the preparations for the event were, as they usually are, on the most complete. scale. Many hundreds of invitations had been sent out, and the yard being open early in the afternoon the visitors began to fill the places allotted to them for some time before the launch took place. Everything was done with the precision and exactitude to which we are accustomed in naval matters, and ticket-holders found every facility and guidance in finding their proper places in the marked off enclosures, which ran along both sides of the vessel. At the upper end was the launching platform, level with the deck of the "<i>Defence</i>" as she lay in the slips, which had been specially lengthened to receive her when she was first laid down. Everywhere were flags and streamers, both in the town and in the dockyard, to lend an air of gaiety to the proceedings; and the launching platform was quite ornate and attractive. Below this was a band-stand on the which the 1st V.B. Wiltshire Regiment, under bandmaster T. James, discoursed selection of music, while the people were gathering. On the launching platform there was a large and representative company, which included the Earl and Countess Cawdor, the Hon. Nigel Campbell, Lady Edith Campbell, Lady Muriel Campbell, Sir Charles and Lady Philipps, Picton Castle; Miss Philipps, Mr. H. E. H. Philipps, the Hon. Mrs. Curzon, the Hon. Mrs. Lort Phillips, Sir Thomas and Lady Meyrick, Major and Miss Wynne, Mellaston; Mr. H. E. Pellowe, Canon Gray Lloyd and Miss Lloyd, Captain Maxwell, R.N., and Mrs. Maxwell, Captain Henderson, R.N., and Mrs. Henderson, Mr. and Mrs. Smith Cunningham, The Abbey, Penally; Captain Plumer, R.N., Mr. Sackville Owen and Miss Owen, Tenby; Mrs. Wynford Phillips, Major-General Scott, Brigadier-General Holford, Lieut.-Col. and Mrs. Reay, Col. and Mrs. Culling, Col. and Mrs. Taylor, Lieut.-Col. Parker, Capt. and Mrs. Maxwell, Mr. H. Seymour Allen, Mr. and Mrs. Cardwell, Mr. and Mrs. Hunt, Captain H. C.</p>

			<p>Kingsford, R.N., Mr. F. B. Ollis, R.C.N.C. (chief constructor), Rev. R. D. Lewis, M.A., chaplain of the dockyard, etc.</p> <p>Mr. Ollis, chief-constructor of the "<i>Defence</i>" instructed Countess Cawdor in the ceremony of the christening and launching. The Rev. R. D. Lewis, chaplain of the dockyard, read the usual religious service, opening with "They that go down to the sea in ships". The task of knocking away the "dog-shores" was smartly carried out, and then the "<i>Defence</i>", christened with champagne, glided gracefully out of the dock into the harbour, while the band played the inspiring strains of "Rule Britannia", the people cheered and waved their hats, and every vessel in the Haven, with whistle, syren, and the dipping of flags honoured the event. On reaching the water she danced about for a few seconds, and then settled down on the water, as formidable and, with her red sides hidden, almost as ugly as the "Warrior" near-by. The "<i>Defence</i>" was taken charge of by Captain J. D. Moulton, R.N., the King's harbour-master, and by means of tugs towed her to Carr Jetty, where she will receive her boilers, machinery, and armament.</p> <p>An elegantly carved cherry-boxwood casket, on the inside of which a picture of the ship is mounted, and a carved boxwood mallet and burnished steel chisel with boxwood handle, with which the launching ceremony was performed, were presented to the Countess Cawdor, as mementoes of the occasion. The box was made by Mr Arthur Rees, established joiner and the mallet and chisel handle by Mr. Thomas Jones, established joiner. Mr. Jones also designed and executed the beautifully carved work on the casket, and this particular work has been carried out by him for many years. The picture of the ship was the work of Mr. J. J. Miller, acting draughtsman. The box bore Countess Cawdor's initials beneath a coronet, carved on the back and the front, and the chisel was similarly engraved by Mr. William Mathers, ship-fitter and engraver.</p> <p>The launching was watched with great interest, not only by those in the yard, but along both shores of Milford Haven, and, in point of fact, those on the Neyland shore had probably the finest view of all. After the ceremony a reception was held by Captain H. C. Kingsford, at which the guests were present, whilst the officers of the Garrison and the principal local gentry were also invited.</p> <p style="text-align: center;">DESCRIPTION OF THE "DEFENCE".</p> <p>The "<i>Defence</i>", which is one of the three armoured cruisers of the "<i>Minotaur</i>" class, is 490 feet in length, 74 feet 6-inches beam, 26 feet 6 inches, mean draft, and 14,600 tons displacement. The vessel is provided with a belt of armour varying in thickness from 6-inches at the midship part to 4-inches forward and 3-inches aft. The decks vary in thickness from ½-inch to 2-inches., and the whole of the vital parts of the ship and gun machinery are under protection. The armament consists of four No. 9-2-inch B.L. guns mounted -in pairs in barbettes, 10 No. 7-5 in. B.L. guns mounted singly in barbettes on the upper deck, 16 No. 12 pounder 18-cwt. and two No. 12 pounder 8-cwt. guns. The "<i>Defence</i>" is being engined by the firm of Messrs. Scott, of Greenock, N.B., with twin screw triple expansion engines capable of developing 27,000 i.h.p., which are supplied with steam from an installation of boilers of the Yarrow type. The estimated speed is 23 knots. The vessel, which will be fitted with the latest arrangements in ventilation, accommodation for officers and men, gunnery, electric lighting and motor services, wireless telegraphy, etc., has a complement of 794 officers and men. The name given to the ship illustrates the desire on the part of the Admiralty to perpetuate the names of famous ships.</p> <p>The previous ship of this name was an armoured vessel of the period of 1861-1888, provided with steam and sail power. Her dimensions were: —Length, 280 feet.; breadth, 54 feet 2-inches; mean draft, 26 feet 7-inches; displacement 6,270 tons; speed about 13 knots, armed with two No. 9 ton M.L.R., 14 No. 65 ton M.L.R., and smaller guns. A vessel of the same name of 74 guns, Captain George Hope, took part in the battle of Trafalgar.</p> <p>The "<i>Defence</i>" is a sister ship of the "<i>Minotaur</i>", which was launched from Devonport dockyard in June last, both being designed by Sir Philip Watts, F.R.S., director of naval construction, as an improvement on the ships of the Duke of Edinburgh and Warrior classes. The estimated cost of the Defence is £1,362,970, of which £221,146 is for dockyard labour, £239,959 for material for use in the dockyards, £760,295 for contract work, £81,440 for incidental charges, and £70,150 for guns. The cost of the propelling and other machinery will be £294,943; gun mountings, torpedo tubes, etc., £ 300,270; and steamboats, £5,235, all of which items are included in the total estimate for contract work. The expenditure to March 31st last on the ship was £835,293, and the amount proposed to be spent during the current year, £303,593; making a total to March 31st next, of £1,143,891, and leaving £148,929 to be spent to complete the ship, exclusive of guns, of which latter sum £44,064 will be for dockyard labour. The ship has been built by Mr. W. G. Watson, foreman of the Pembroke yard, under the direction of Mr. F. B. Ollis, chief constructor, and his predecessor, Mr. A. E. Richards; and the engines are being fitted on board under the superintendence of Mr. George Greetham, local manager on behalf of Messrs. Scott, the contractors. The "<i>Defence</i>" was laid down in the slipway on February 22nd, 1905. and has therefore been in hand two years and two months. The date of completion, according to the latest Admiralty programme, is December, 1908."</p>
			<p>3rd May 1907 the Pembrokehire Herald and General Advertiser followed by the Cardiff Times and Weekly Mail Newspapers of the 4th May 1907 commented upon the following: "..... LAUNCH AT PEMBROKE DOCK.</p> <p>To the stirring and appropriate strains of "Rule Britannia", played by the band of the 1st Volunteer Battalion Welsh Regiment, and the cheers of many hundreds of people, the first-class armoured cruiser "<i>Defence</i>" was launched from the Royal Dockyard at Pembroke Dock on Saturday afternoon. Captain H. C. Kingsford, R.N., the Captain-Superintendent of the dockyard, had sent out special invitations to the ceremony, and on the launching platform there was a large and representative company, which included the Earl and Countess Cawdor, the Hon. Nigel Campbell, Lady Edith Campbell, Lady Muriel Campbell, Sir Charles and Lady Philipps, Picton Castle Miss Philipps, Mr H. E. H. Philipps, the Hon. Mrs Curzon, the Hon. Mrs Lort Philipps, Sir Thomas and Lady Meyrick, Major and Miss Wynne,</p>

Mellaston Mr H. E. Pell owe, Canon Gray Lloyd and Miss Lloyd, Captain Maxwell, R.N., and Mrs Maxwell, Captain Henderson, R.N., and Mrs Henderson, Mr and Mrs T. C. D. Cunningham, The Abbey, Penally Captain Plumer, R.N., Mr Sackvue Owen and Miss Owen, Tenby Mrs Wynford Phillips, General Scott. Brigadier-General Holford, Colonel Reay, Captain H. O. Kingsford, R.N., Mr F. B. Ollis, R.C.N.C. (chief constructor), Rev. R. D. Lewis, M.A., chaplain in of the dockyard, etc.

The dockyard gates were thrown open early in the afternoon, and hundreds of people from all parts of Pembrokeshire, Milford Haven, Neyland, Haverfordwest, and Tenby sending substantial contingents, availing themselves of the opportunity to view the "*Defence*" before she was launched. Not far away lay the "*Warrior*", sulky and apparently abandoned, looking very like an alligator—in striking contrast to the "*Defence*". Every inch of the latter gleamed and glistened with paint and polish. She was burnished like an exhibition model, and her red sides flashed in the sun.

While the crowd gathered for the ceremony the 1st V.B. Welsh Band, Bandmaster T. James, played "Dream on the Ocean", "Land of my Fathers", and "Sea Songs", and above the music could be heard the hammering of hammers as the dockyard men gave the last finishing touches to the blocks under the cruiser's keel. The rumour was canvassed in the crowd that the "*Defence*" is the last war-boat to be turned out from Pembroke Dock. It was impossible to obtain confirmation or denial of the rumour. Dockyard officials are past-masters in the art of evading pointed questions. But whether true or untrue, the rumour tended to cool the enthusiasm of the more local section of the spectators, who recognise that the Royal Dockyard is of vital importance to Pembroke Dock.

Mr Ollis, chief constructor of the "*Defence*", instructed Countess Cawdor in the mysteries of the christening and launching. The Rev. R. D. Lewis, chaplain of the Dockyard, read the usual religious service, opening with "They that go down to the sea in ships". The task of knocking away the "dog-shores" was smartly carried out, and then the "*Defence*", christened with champagne, glided gracefully out of the dock into the harbour, sending up great sheets of water and clouds of spray. There she danced about for a few seconds, and then settled down on the water, as formidable and, with her red sides hidden, almost as ugly as the sulking "*Warrior*". The "*Defence*" was taken charge of by Captain J. D. Moulton, R.N. the King's harbour-master, and by means of tugs towed to Carr Jetty, where she will receive her boilers, machinery, and armament.

An elegantly-carved cherry-boxwood casket, on the inside of which a picture of the ship is mounted, and a carved boxwood mallet and burnished steel chisel with boxwood handle, with which the launching ceremony was performed, were presented to the Countess Cawdor as mementoes of the occasion. The box was made by Mr Arthur Rees, established joiner, and the mallet and chisel handle by Mr Tom Jones, established joiner, who also executed most of the carving. The picture of the ship was the work of Mr J. J. Miller, acting draughtsman. The box bore Countess Cawdor's initials beneath a coronet, carved on the back and the front, and the chisel was similarly engraved by Mr William Mathers, ship-fitter and engraver.

Concerning the "*Defence*".

The "*Defence*", which is one of the three armoured cruisers of the "*Minotaur*" class, is 490 feet in length, 74 feet 6-inches, beam 26 feet 6-inches, mean draft, and 14,600 tons displacement. The vessel is provided with a belt of armour varying in thickness from 6-inches at the midship part to 4-inches forward and 3-inches aft. The decks vary in thickness from ½-inch to 2-inches, and the whole of the vital parts of the ship and gun machinery are under protection. The armament consists of four No. 9 2-inches. B.L. guns mounted in pairs in barbettes, 10 No. 7 5-inches B.L. guns mounted singly in barbettes on the upper deck, 16 No. 12 pounder 18-cwt. and two No. 12 pounder 8-cwt. guns. The "*Defence*" is being engined by the firm of Messrs Scott, of Greenock, N.B. with twin screw triple expansion engines capable of developing 27,000 i.h.p., which are steam from an installation of boilers of the Yarrow type. The estimated speed is 23 knots. The vessel, which will be fitted with the latest arrangements in ventilation, accommodation for officers and men, gunnery, electric lighting and motor services, wireless telegraphy, &c., has a complement of 794 officers and men. The name given to the ship illustrates the desire on the part of the Admiralty to perpetuate the names of famous ships. The previous ship of this name was an armoured vessel of the period of 1861-1888, provided with steam and sail power. Her dimensions were:—Length, 280 feet.; breadth, 54 feet 2-inches, mean draft, 26 feet 7-inches; displacement, 6,270 tons speed about 13 knots, armed with two No. 9 ton M.L.R., 14 No. 61 ton M.L.R., and smaller guns. A vessel of the same name of 74 guns, Captain George Hope, took part in the battle of Trafalgar.

The "*Defence*" is a sister ship of the "*Minotaur*", which was launched from Devonport Dockyard in June last, both being designed by Sir Philip Watts, F.R.S., director of naval construction, as an improvement on the ships of the "*Duke of Edinburgh*" and "*Warrior*" classes. The estimated cost of the "*Defence*" is £1,362,970, of which £ 221,146 is for dockyard labour, £239,959 for material for use in the dockyards, £760,295 for contract work, £81,440 for incidental charges, and £70,150 for guns. The cost of the propelling and other machinery will be £294,943; gun mountings, torpedo tubes, etc., £300,270 and steamboats, £5,235, all of which items are included in the total estimate for contract work. The expenditure to March 31st last on the ship was £835,298, and the amount proposed to be spent during the current year, £308,593; making a total to March 31st next, of £1,143,891. and leaving £148,929 to be spent to complete the ship, exclusive of guns, of which latter sum £44,064 will be for dockyard labour". The ship has been built by Mr W. G. Watson, foreman of the Pembroke Yard, under the direction of Mr F. B. Ollis, chief constructor, and his predecessor, Mr A. E. Richards and the engines are being fitted on board under the superintendence of Mr George Greetham, local manager on behalf of Messrs Scott, the contractors. The "*Defence*" was laid down in the slipway on February 22nd, 1905, and has therefore been in hand two years and two months. The date of completion, according to the latest Admiralty programme, is December, 1908."

5th July 1907 The Pembrokeshire Herald and General Advertiser newspaper addressed the following: “..... **PEMBROKE DOCK.**

H.M.S. Boadicea.

LAYING THE FIRST KEEL PLATE.

The first flat keel plates of the new fast un armoured “*Boadicea*” were formally laid on the blocks in the slipway at Pembroke Dock art on Monday afternoon by **Mrs Kingsford, R.N.**, Superintendent of the yard, who also caused the first rivet to be beaten into the ship by means of an improvised pneumatic arrangement. Amongst those present, in addition to **Mrs Kingsford**, were **Captain H. C. Kingsford**, Staff Captain Moulton, King's harbour-master, Mrs Moulton, Mr F. B. Ollis, chief constructor, Mrs Ollis, Mr W. C. Pellowe, civil engineer, and other dockyard officials and their wives.

Particular interest attached to the ceremony owing to the prevalent uncertainty as to the future of the yard, and doubts which are entertained as to whether the is likely to be the last ship to be laid down there. The principal dimensions of the ship will be: — Length between perpendiculars, 385 feet extreme breadth, 41 feet mean load draught, 13 feet 6-inches displacement, 3,300 tons. The ship will have double bottoms under the boiler and engine rooms, which will be constructed to carry oil fuel. In that part she will be built on the cellular, or combined transverse and longitudinal system of framing, but in other parts the frames will be formed of 6-inch “Z” shaped angles. The second, or outer longitudinal, which will form the limit of the double bottoms on both sides, will be continued upwards to the deck above in the form of a bulkhead, which will enclose between it and the ship's bottom and sides the coal bunkers. She will have three decks for about one-fourth or one-third of her length in the fore part, but two only from there aft. The lower deck will form what may be termed a “turtle back”, being arch-shaped in transverse sections.

The turbine engines, the contract for which has been placed with Messrs John Brown & Co., Clydebank, will be of 18,000 indicated horse power, and are expected to propel the ship at a speed of 25 knots per hour. There will be four propeller shafts, each with a go-ahead turbine, and there will be separate small turbines for cruising and for going astern. The main engines, which are to be supplied with steam at 170-lbs pressure to the square inch, by twelve small-tube Yarrow boilers, will make 500 revolutions to the minute at full power. The boilers will have 40,000 square feet of heating surface, and will work at a pressure of 135-lbs. to the square inch. The engines have to be completed, so as to enable the ship to run her steam trials, before August, 1908

EXAMINATION RESULTS.

The results of the June examination of dockyard apprentices have been made known as follows: — Fourth year shipwright apprentices—22 apprentices of this seniority competed for Admiralty scholarships in naval construction, the first six candidates on the list being S. A. McCarthy, Sheerness, 694 marks J. E. Mathias, Pembroke, 676 H. H. German, Devonport, 659; A. E. Stone, Portsmouth, 654; B. C. Carter, Portsmouth, 647; F. Turner, Devonport, 632. The maximum number of marks attainable was 900. The Pembroke results for junior apprentices were —Third year apprentices—T. J. Nicholas, 243 T. Birmingham, 240; E. J. Williams; 230; P. Hull, 203; H. Jones, 177; I. Furness, 153; R. M. Lillycrop, 108. Maximum marks, 500. Second year apprentices—Davies, 503; Oliver, 302; Robbins, 285; Rees, 264; Morgan, 263; H. B. Owen, 263; C. W. Owen 258; Merchant, 254; Blackmore 248; Berry, 243; Gould 240; Skelton 216; Mason, 196; E. R. Owen 189. Maximum marks, 500. First year apprentices—W. J. John, 222; Jones, 217; Smith, 200 F; G. John, 158; Ward 149; Leonard, 147; W. Edgar Skyrme, 189. Maximum marks, 300,

The Admiralty prize winners, who secured the first position on the list of their respective seniorities were—fourth year. Hudson, Portsmouth, £8; third year, Rees, Portsmouth, £6; second year, Bryant, Portsmouth, £ 6; first year, Dewar, Chatham, £2.”

11th October 1907 The Pembroke County Guardian and Cardigan Reporter commented upon the following:

“..... PRIZE DAY AT PEMBROKE DOCK YARD SCHOOL.

A pleasing ceremony took place in the Upper School, Pembroke Yard, on Tuesday morning, when **Capt. H. C. Kingsford** presented the prizes won by the successful apprentices and boys at the recent examinations. **Capt. Kingsford** was accompanied by Staff-Capt. J. D. Moulton, Mr. H. J. Cardwell (secretary), Mr. H. Pledge (chief constructor), Mr. W. O. Pellowe (civil engineer), Mr. H. F. Hunt (electrical engineer), Mr. N. A. Hay (naval store officer), Mr. J. Rogers (assistant-constructor), and Mr. J. B. Scannell (exp. accts. officer).

The Head-Master (Mr. H. L. Masson) presented a most satisfactory report, which was read by the Captain Superintendent. During the year the lads as a whole had worked well and with good spirit, and the best of them had proved sturdy competitors against the highest candidates at the other yards. As a result of the June examination J. E. Mathias, fourth year apprentice, succeeded in obtaining second place of the shipwright apprentices in all the yards. He has been appointed to the Royal Naval Engineering College, Devonport, as a cadet, in naval construction. of note that Pembroke Dockyard School has now achieved the very unusual performance of sending three brothers to the college, viz.: L. T. I. Mathias, in 1802; T. Mathias, in 1904; and J. E. Mathias, in 1907. The marks of the third-year apprentices were not so high as could be desired, but the first- and second-year candidates acquitted themselves very creditably. W. J. A. Davies (second year) tied with Merchant, of Devonport, as second of his seniority in all yards. These two apprentices, each with 403 marks, were only nine marks behind Bryant, of Portsmouth, the Admiralty prize-winner of this entry and W. J. John (first year.) was only eight marks behind Dewar, the winner at Chatham. In the lower school the apprentices, storehouse and yard boys were making good, steady progress. The discipline of the schools was at a high level, and had been so for many years.

			<p>Capt. Kingsford expressed great pleasure with the report, and urged the apprentices to take full advantage of the splendid opportunities placed at their disposal.</p> <p>Mr. H. Pledge was very pleased to have the opportunity of meeting the apprentices for the first time. Despite the fact that the small yards at Sheerness and Pembroke had not all the educational facilities for entering into the service as they had at Portsmouth and the bigger dockyard towns, he was pleased to note that of the fourth-year shipwright apprentices the two small yards had sent in the best candidates. In concluding, the chief constructor advised the lads to be keen on the professional side of their work. If they went about with their eyes open and fully interested themselves in all that was going on around them, there was no reason why their marks in practical subjects should be inferior to the best at any yard. As the report was so satisfactory he had great pleasure in asking the Captain Superintendent to grant the rest of the day as a holiday. —This request was acceded. to amidst hearty cheers by all assembled.</p> <p>The Head-Master thanked the Captain Superintendent and officers for their attendance. He was greatly indebted to them for their ready help and interest in all matters pertaining to the school. He did not wish to attack the outside schools—the place was too small for quarrels—but it would be a great help if the boys at entry could be prepared so as to stand higher on the general list. This year there were over eighty hoys at the other yards standing before the top candidate at Pembroke, and this was rather too severe a handicap for the after struggle. He thought it a fitting opportunity to welcome Mr. J. Rogers as lecturer in naval architecture in succession to Mr. Worthington.</p> <p>The following is a list of the prize-winners: — Upper School. —Fourth year apprentice, H. E. T. J. Nicholas, E. J. Williams, shipwright apprentices; second year apprentices, W. J. A. Davies. H. S. Oliver, shipwright apprentices; T. J. Robbins, electrical fitter apprentice; first year apprentices. W. J. John, A. W. A. Jones, electrical fitters; and A. W. Smith, ship fitter.</p> <p>Lower School. —Third year apprentices—F. M. Beddow, W. I. Lloyd, shipwright apprentices. Second year apprentices—E. H. Wells, J. B. Munro, shipwright apprentices; T. S. Rowe, second year storehouse boy; and. A. Thomas, second year yard boy.”</p>
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			<p>22nd November 1907 The Pembroke County Guardian and Cardigan Reporter covered the following: “... MUSIC IN THE SCHOOLS.</p> <p style="text-align: center;">What Mr. Bancroft Thinks.</p> <p>The annual distribution of certificates in connection with the Pembroke Dock centre of the London College of Music, and the London College of Violinists, was held on Tuesday afternoon at the Temperance Hall, Pembroke Dock. Mr. J. Bancroft, H. M. Inspector of Schools, presided, and was supported by Capt. H. C. Kingsford, Mrs. Kingsford, Ald. J. Hutchings, Ald. W. Smith, the Rev. R. D. Lewis, the Rev. Mr. Davies, etc. Despite the bad weather the hall was well filled.</p> <p>Proceedings opened with a juvenile concert, the programme being as follows:—Violin quartet, “Evening Rest”, Misses Winnie Harries, Muriel Thomas, Frances French, and Master Tom Harries; piano solo, “The Bells”, Miss Dora Thomas; song “Scenes that are brightest”, Mrs. Panton; violin solo, “Serenta”, Master MacDonald; song, “Only a Rose”, Miss Dorothy Welch; song, “Patience rewarded”, Miss Emmie Roach; violin solo, “Cavatine”, Miss Nelly Smith; song, “Humpty and Dumpty” (from the “Gay Gordons”), Miss Kathleen Colquhoun; violin solo, “Romance”, Miss Hunt; piano solo, “Prestimo in D”. Miss Dorothy Drake; sang, “The three little Zeeland Maids”, Miss Lily Williams; violin trio, “Three Melodious Fiddlers”, Misses Alice Anderson, Phyllis Hancock, and Master Fred Hill.</p> <p>These young artistes, several of them, show considerable musical talent, and Miss Emmie Roch, Miss Lily Williams, and Miss Dorothy Drake deserve special mention, whilst little Miss Kathleen Colquhoun also sang very nicely.</p> <p>At this stage Mr. Bancroft asked Mrs. Kingsford to distribute certificates. Mr. T. G. Hancock, the local manager, read out the names (which have already appeared in the “Pembroke County Guardian”) and Miss Kingsford handed the successful pupils their certificates.</p> <p>The programme was then proceeded with, and Miss Effie Longyear, L.C.V., gave a violin solo, “Spanish Dances” (Muskowski), whilst Mrs. Eva Dalley, A.L.C.M., gave a pianoforte solo, “Toccatina” (Henselt) with her usual ability. Miss Ivy Bonnell also sang “Cuckoo” (Adams), very sweetly.</p> <p>Mr Bancroft said that he was sure they had all enjoyed the musical treat they had had that afternoon from the young people, and he was sure that they would agree with him that these young people had done their parts uncommonly well. It also reflected very great credit upon their instructor, their old friend, Mr. T. G. Hancock (applause), who had done so much for music during the years he had been at Pembroke Dock. Of course, they all knew Wales was a land of song, and the Welsh people, including Pembrokeshire people, were very musical, as evidenced by the success of their choir under Mr. Hancock last summer (applause). But there had been a complaint for years—and he supposed that complaint would go on for a long time—that instrumental music had been very much neglected in Wales. If Wales had advanced in instrumental music as it had in vocal, it would take a foremost place amongst the musical nations. Mr. Hancock had done a great deal for Pembroke Dock and the neighbourhood in helping on instrumental music. They saw some of the results of his efforts that afternoon. Connected as he was with education, including musical education, he could not help thinking and re- minding them of the wonderful advantages children at present had, compared with the last generation, both in education, and musical education. At the present time in the Elementary schools in Wales, they were trained to sing, not only by solfa system, but also by the old notation, and then they had the advantage of a great deal of ear training and at sight singing, which he thought most teachers would acknowledge was a great help when they came to practice an instrument. In regard to the secondary schools, he did not suppose much vocal or instrumental music was attempted. These schools suffered unfortunately from multiplicity of subjects, and this prevented them taking up instrumental music, as music lovers would desire. The time for practice had to be taken from the playtime, and many a boy who had a taste for music, for that reason</p>
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			<p>gave up practising an instrument, and in after life only too bitterly regretted it. Mr. Bancroft then moved a vote of thanks to Mrs. Kingsford for presenting the certificates (applause).</p> <p>This was carried, and in reply Mrs. Kingsford expressed the pleasure it had given her to be present that afternoon. She said that she was sorry that she had never won one of the beautiful diplomas such as had been presented that afternoon, for she would have liked to have had one framed to carry about. Perhaps it was a good thing she had not, for she was always moving about, and it would be unnecessary luggage (applause). She believed the examination was a stiff one, and it reflected great credit upon Pembroke Dock and neighbourhood in having gained so many certificates. Pembroke Dock was keeping up with its reputation of being a musical centre. Before she came to these parts, she had always heard that Wales was noted for its musical attainments. She certainly had not been disappointed since she came there. After referring to the Llanelly choir's performance at Windsor, she remarked that it had been said that foreigners that the British were not a musical nation. If some of the gentlemen that held these views had been present that afternoon and heard the youthful and apt interpretations at the piano and violin, and also the singing – not to mention their famous Pembroke Dock Choral Society – they would have gone away considerable wiser. She had much enjoyed the music that afternoon, and she considered that the pupils showed great promise. She thought this reflected much credit upon their respective teachers, whom she congratulated upon the result of their work. She wished them every success in the future. (Applause).</p> <p>Mr Hancock, on behalf of the L.C.M. and L.V.C., tendered his thanks to Mrs Kingsford for attending, and a vote of thanks to the Chairman, moved by Ald. Hutchings closed the proceedings.</p> <p>Tea was supplied, and later on the evening, Mr Hancock's pupils gave their annual concert. The hall was filled to its utmost extent, and those present had a very pleasant evening. An orchestra conducted by Mr Hancock, rendered selections including "Overture in C" (Lindler); a waltz, "Donan Wellen" (Ivanovice) and selections from the "The daughter of the Regiment", and "Norma", whilst Romberg's Toy Symphony was most excellently rendered and heartily appreciated by the audience. The players included, Miss Lily Williams (trumpet), Miss Hancock (drum), Miss Marjorie Hancock (nightingale), Miss Bennett (triangle), Miss Emmie Roch (queril), Miss Seaton (rattle), and Miss MacDonald (cuckoo). The other instrumental items were all good, but the most popular was the pianoforte sol by Miss Eva Dalley, A.L.C.M., who gave Schubert's "Impromptu in B Flat" in brilliant style and as an encore gave some delightful variations on the air "Kathleen Mavourneen". Miss Seaton also gave a pianoforte solo "Lysis" (Rockstro), and Miss Effie Longyear's violin solo, "Home Sweet Home" (Farner), earned a well-deserved encore. Miss W. McConnor also gave a violin solo, "Romance in A" (Coward). Undoubtedly the most successful vocalist of the evening was Mr W. Lewis. A gentleman with a very pleasing tenor voice, who has of late greatly improved his singing. His rendering of "Thora" (Adams) was most artistic, and his encore song, "The meeting of the waters", was also very nicely rendered. Miss Minnie Hancock sang an Italian song, "Se Saran Rose", very nicely, and Miss K. Macdonald, a young singer of great promise was encored for her song, "The refuge of the soul" (Hartnell Jones. Miss Jago sang "Heigho" (Newcombe), and Miss Minnie Davies "Two Cities" (Hamilton Gray), but the latter was palpably nervous. Miss Marorie Hancock sang, "Forget" (Power), very pleasingly and was encored; and Miss May Ferrier sang "You, you, you," with an archness that highly amused the audience.</p> <p>The proceedings closed with a one-act operetta, "Extremes", in which the characters were sustained by Miss Aveston, Miss Gladys Davies, Miss Hancock, Miss May Ferrier, and Miss Marjorie Hancock. Mr Fred Davies acted as stage manager, and the accompanists during the evening were Miss Winnie Hancock and Miss Gladys Davies. The proceeds of the concert will be devoted to local charities."</p>
			<p>15th May 1908 Evening Express (First Edition), (Special Edition), (Extra Special Edition) reported on the following:</p> <p style="text-align: center;">Launch at Pembroke CEREMONY PERFORMED BY LADY KENSINGTON</p> <p>Lady Kensington on Thursday afternoon gracefully performed the ceremony at the Royal dockyard, Pembroke, of christening and launching the armoured cruiser "<i>Boadicea</i>". The distinguished company present was accommodated in a covered space at the bows of the vessel, and other invited guests on the port and starboard quarters, while on either side of Milford Haven large crowds watched for the vessel to float. Lady Kensington was accompanied by Lord Kensington, and was received by Captain and Mrs. Kingsford, the latter handing her a beautiful bouquet. The numerous company included Sir Charles and Lady Philipps and Miss and Mr. Harry Philipps, Lady Scourfield, Sir Albert de Rutzen, Colonel and Mrs. Gardener, the Hon. Mrs. Lort Phillips, Colonel, Mrs., and Miss Mirehouse, Lord and Lady Heytesbury, Colonel and Lady Victoria Lambton, Mr. W. E. de Winton, the Hon. Mrs. de Winton, and Colonel and Mrs. Lloyd Phillipps (Dale Castle). The dockyard officials were represented by Staff- captain Moulton, who directed the launch from the "<i>Boadicea</i>". Chief constructor Pledge, who directed on shore; Mr. Pellowe, C.E., Mr. Hunt, Mr. Hay, Mr. Cardwell, Mr. Scannell, Fleet-surgeon Andrews, and Staff-surgeon Gibson.</p> <p>The Rev. E. D. Lewis, chaplain, read prayers, and prayers and the hymn "Eternal Father" were sung by the dockyard choir, accompanied by the band of the 2nd Wilts Regiment. It was an impressive service, and at the conclusion Lady Kensington dashed a, bottle of wine on the bows for the christening, and then, receiving a mallet and chisel, cut the cord which released the machinery, and the cruiser glided gracefully into the placid waters of Milford Haven. The band played" Rule, Britannia", as she began to move, and then the National Anthem. There was much cheering- and' waving of hats.</p> <p style="text-align: center;">Description of the New Warship</p> <p>The new unarmoured cruiser "<i>Boadicea</i>" is the first of her class. Her principal dimensions are: —Length between perpendiculars, 385 feet; extreme breadth, 41 feet; mean draught, 13 feet 6-inches. The first keel plate was laid on July 1, 1907, and she will be commissioned for service during the present financial</p>

			<p>year. She is constructed amidships on the <i>cellular</i> or double bottom principle, the compartments of which will be utilised as tanks for oil fuel and reserve feed water. Before and abaft the double bottom compartments the framing is very similar to that of the larger cruisers and battleships, being of "Z" section. The lower or protective deck is of the usual sloping form at the sides to afford protection to the machinery, magazines, shell-rooms, &c., its thickness being ½-inch, increased locally to 1-inch over the engine spaces. The upper deck for the greater part amidships is of high tensile steel, 1-inch thick, thus affording protection as well as providing strength to resist the heavy stresses which must naturally come upon this deck in a seaway. The outer bottom plating for the most part, especially amidships, is also of high tensile steel, to serve a similar purpose as above.</p> <p>In the "<i>Boadicea</i>", as in the "<i>Dreadnought</i>" and later battleships and cruisers, provision has been made for the officers' quarters to be all forward, whilst the seamen, &c., are all berthed aft. As regards engines, the ship will be fitted with a turbine installation of 18,000 horse-power, and will have four propeller shafts, two on either side of the middle line, and the high speed of 25 knots on hour is expected to be realised. The boilers are of the Yarrow type of tube boilers. The machinery is being supplied by Messrs J. Brown and Co., of Clydebank, Glasgow. The armament of the ship consists of six 4-inch breech-loading guns, one Maxim or machine gun, and two torpedo tubes, the latter of which are on the upper deck amid-ships. The total estimated cost of the vessel when complete is £333,057.</p> <p>It is interesting to note that there have been in the British Navy previously two ships of the same name. The first "<i>Boadicea</i>" was a frigate of 38 guns, and took part in the repulse of the second French expedition to Ireland in 1798, under the command of Captain Richard Goodwin Keats, and subsequently was engaged in service against the French between 1805 and 1810, under the command of Captain John Maitland. The second "<i>Boadicea</i>" was an iron-sheathed corvette of 4140 tons displacement, indicated horse-power of 5,130, and capable of realising a speed of fifteen knots, her length being 280 feet and breadth 45 feet. She was only a few years ago sold out of the service at Portsmouth.</p> <p>The present "<i>Boadicea</i>" has been built from I the designs of Sir Philip Watts, R.C.N.C., LL.D., &c. (the present Director of Naval Construction), at Pembroke Dockyard, under the command of Captain H. C. Kingsford, R.N., and under the immediate direction of Mr. H. Pledge, chief constructor, and Mr. J. Rogers, assistant constructor, whilst Mr. Nicholls, assistant constructor, has had the immediate supervision of her construction.</p> <p>The new vessel, it is stated, has been designed as an improvement on the existing class of scouts. She will be employed as parent ship for destroyers. She is larger than the scouts, will be capable of a much greater range of action, and, if necessary, can be utilised as mothership for ocean-going destroyers. ..."</p>
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			<p>22nd May 1908 the Pembroke County Guardian and Cardigan Reporter addressed the following: ".....LAUNCH OF THE BOADICEA.</p> <p style="text-align: center;">Interesting Ceremony at Pembroke Dockyard.</p> <p style="text-align: center;">LADY KENSINGTON PERFORMS THE CHRISTENING.</p> <p>The launch of a big ship is always a spectacle that exercises a powerful attraction over the public, and when it is a war vessel that is on the slips, that interest usually becomes intensified. The result is that a launch at Pembroke Dockyard always means that crowds of people pour into the town for the occasion. The launch of the "<i>Boadicea</i>" on Thursday was no exception to the rule. though compared with the three or four launches which preceded her of late years she was a comparatively small boat. and consequently, the spectacle, though imposing, was not to be compared with the launches of the "<i>Duke of Edinburgh</i>", the "<i>Warrior</i>", and the "<i>Defence</i>". The weight of the "<i>Boadicea</i>" on the slips, for instance, was about 1,600 tons, whereas that of the "<i>Warrior</i>" was about 6,000 tons. But despite this, excursions were run into the town from Newport, Barry, and other towns, and the crowd was not much smaller than usual; whilst as usual considerable crowds watched from the top of Barrack-hill, and from the Hazelbeach shore on the other side of the Haven.</p> <p>The morning opened wet and stormy, but about eleven o'clock the sun appeared, and the weather at the time of the launch was fine though cold. The ceremony was timed to take place at 4.15 p.m., the tide being at the flood at about 4.30. Soon after three o'clock the crowd commenced to pour into the Yard, and visitors looked with awe at the towering mass of metal that lay on the slips, with scores of men busily working around and beneath her, and more on board. Ticket-holders took up their position on either side, and at the bow there was a pavilion gaily decorated with flags, in which the guests invited by the Captain Superintendent were accommodated. There was a canopied band-stand close by, and the band of the Wilts Regiment, under Bandmaster W. E. Eden. played selections of music, whilst the final preparations were being made. The selections included the march, "The Dreadnought" (Flux), the overture "Zampa" (Herald); selection, "The Girls of Gottenberg" (Carvill); waltz, "Venus on earth" (Lindre); and the fantasia, "A life on the ocean" (Binding).</p> <p>At intervals dull thudding sounds could be heard, showing that the blocks beneath the keel of the vessel were being knocked out one by one, and officials anxiously watched the various devices by which the slightest movement of the vessel would be indicated. The guests arrived in carriages, and the pavilion rapidly filled with a fashionably dressed throng. Among those invited by the Captain Superintendent (Capt. H. C. Kingsford) and Mrs. Kingsford, were Lord and Lady Kensington (St. Brides), Sir Charles and Lady Philipps, Mr. H. E. H. Philipps and Miss Philipps, Lady Scourfield, Lord and Lady Heytesbury, Colonel and Lady Victoria Lambton, Sir Albert de Rutzen. Col. and Mrs. Gardener, the Hon. Mrs. Lord Philipps. Mr. W. E. de Winton and the Hon. Mrs. de Winton, Col. Mrs., and Miss Mirehouse, Col. and Mrs. Lloyd Phillips (Dale Castle). Engineer Commander Dupen, etc. The officials included Staff-Capt. Moulton, who was on board the "<i>Boadicea</i>"; Chief Constructor Pledge. who directed on shore; Mr. Pellowe, C.E.; Mr. N. A. Hav. Mr. J. B. Scannell, Mr. Cardwell. Mr. E. J." Hill, Mr. W. G. Watson, Mr. J. Hancock, Mr. J. Swan. Fleet-Surgeon Andrews, and Staff-Surgeon Gibson.</p>
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			<p>Suddenly a blast of the bugle rang out clear and shrill, and hats were doffed as the chaplain, the Rev. R. D. Lewis, read the usual prayers, supplicating God on behalf of "all who in this ship now and hereafter shall commit their lives into the perils of the deep". Then the Dockyard choir (conducted by Mr. T. G. Hancock. and accompanied by the band) sang the usual Psalm, and a few minutes later the -strains of the hymn, "Eternal Father, strong to save", arose. The chaplain pronounced the Benediction, and the service was over.</p> <p>The business of the launch was now proceeded with. The last gangway had been taken down, and only three blocks remained under the keel, when Lady Kensington lifted the bottle or wine and dashed it on the bows. Her ladyship was not successful at the first attempt, but at the second the glass shattered, and a cheer went up as the wine ran down the iron plates. The last three blocks were removed, the men scurried away from beneath the keel and the tinkling of a bell announced that all was clear. Captain Kingsford handed Lady Kensington a mallet and chisel and in a couple of blows her ladyship cut the wire which held the weights in position. With a resounding boom these crashed down. knocking away the "dog-shore" and releasing the sliding ways. Every eye was fixed on the ship. For half a minute she did not budge, and then the powerful hydraulic jacks were applied, and the shout went up, "She's off". Slowly at first, but gathering momentum as he went, the cruiser glided into the sunlit waters of the Haven, with the flags flying bravely, the crowd cheering, and the Band playing "Rule Britannia".</p> <p>Everyone agreed that the spectacle was in some ways a prettier one to watch than that of a larger vessel, for in the latter case the huge bulk prevents anyone from seeing the whole of the vessel. Out in the Haven three or four tugs circled round the ship and soon picked her up. Later on she was berthed off Hobbs Point. After the ceremony the Captain Superintendent entertained a number of guests.</p> <p style="text-align: center;">THE BOADICEA DESCRIBED.</p> <p>The new unarmoured cruiser Boadicea is the first of her class. Her principal dimensions are: —Length between perpendiculars, 385 feet; extreme breadth, 41 feet; mean draught. 13 feet. 6-inches. The first keel plate was laid on July 1. 1907, and she will be commissioned for service during the present financial year. She is constructed amidships on the cellular or double bottom principle, the compartment of which will be utilised as tanks for oil fuel and reserve feed water. Before and abaft the double bottom compartments, the framing is very similar to that of the larger cruisers and battleships, being of the "Z" section. The lower or protective deck is of the usual sloping form at the aides to afford protection to the machinery, magazines, shell-rooms, etc., its thickness being ½-inch, increased locally to 1-inch over the engine spaces. The upper deck for the greater part amidships is of high tensile steel, 1-inch thick, thus affording protection as well as providing strength to resist the heavy stresses which mast naturally come upon this deck in a sea- way. The outer bottom plating for the most part, especially amidships, is also of high tensile steel, to serve a similar purpose as above. In the "<i>Boadicea</i>", as in the "<i>Dreadnought</i>" and later battleships and cruisers, provision has been made for the officers' quarters to be all forward, whilst the seamen. etc., are all berthed aft. As regards engines, the ship will be fitted with a turbine installation of 18,000 horse-power, and will have four propeller shafts, two on either side of the middle line, and the high speed of 25 knots an hour is expected to be realised. The boilers are of the Yarrow type of tube boilers. The machinery is being supplied by Messrs. J. Brown and Co., of Clydebank, Glasgow.</p> <p>The armament of the ship consists of six 4-inch. breech-loading guns, one Maxim or machine gun, and two torpedo tubes, the latter of which are on the upper deck amidships. The total estimated cost of the vessel when complete is £333,067.</p> <p>It is interesting to note that there have been in the British Navy previously two ships of the same name. The first "<i>Boadicea</i>" was a frigate of 38 guns and took part in the repulse of the second French expedition to Ireland in 1798, under the command of Captain Richard Goodwin Keats, and subsequently was engaged in service against the French between 1805 and 1810, under the command of Captain John Maitland. The second "<i>Boadicea</i>" was an iron- sheathed corvette of 4,140 tons displacement, indicated horse-power of 5,130, and capable of realising a speed of fifteen knots, her length being 280 feet, and breadth, 45 feet. She was only a few years ago sold out of the service at Portsmouth.</p> <p>The present "<i>Boadicea</i>" has been built from the designs of Sir Philip Watts, R.C.N.C. LL.D., (the present Director of Naval Construction), at Pembroke Dockyard, under the command of Captain H. Kingsford, R.N., and under the immediate direction of Mr. H. Pledge, chief constructor and Mr. J. Rogers, assistant constructor, whilst Mr Nicholls assistant constructor, has had the immediate supervision of her construction.</p> <p>The new vessel, it is stated, has been designed as an improvement on the existing class of scouts, but will differ from them in having much greater bunker accommodation, so that she will be able to operate at a greater distance from a base at which fuel is replenished. She be employed as a parent ship for destroyers and also for the purpose of visiting remote colonies and dependencies, where small out-breaks, etc., render the presence of a warship necessary."</p>
			<p>17th July 1908 The Pembroke County Guardian and Cardigan Reporter covered the following: "... THE FLEET IN MILFORD HAVEN.</p> <p>The fourth cruiser squadron, consisting of the "Drake" (flagship), the cruisers "Antrim", "Devonshire" and "Cornwall", and the battleships "Albion" and "Cornwallis", visited Milford Haven on Sunday morning, and anchored in Dale Roads. The fleet was in command of Admiral Adair, and was manned with about 4,500 officers and man. Though the fleet anchored nearer the outlet of the Haven than is usually the case a considerable number of sailors visited Pembroke Dock and Milford. On Tuesday the Captain-superintendent of Pembroke Royal Dockyard (Captain H. C. Kingsford) held a garden party, to which the officers of the fleet were invited.</p> <p>The fleet left on Wednesday morning.</p> <p>We understand that it is probable that at the conclusion of the manoeuvres the fleet will again visit Milford Haven.</p>

			<p>On Sunday one of the sailors fell off the pavement in Dimond Street and broke his leg.</p> <p>On Tuesday about 170 men who were ashore at Pembroke Dock broke their leave and picquets of marines were sent to arrest them. These and the police had a busy time routing out the delinquents, who were found in all sorts of unexpected places. No less than 29 men were lodged at the police station on Tuesday night, and taken back to the fleet in the morning.”</p>
			<p>11th September 1908 The Pembrokeshire Herald and General Advertiser reported on the following: “... MR MCKENNA AT PEMBROKE DOCK.</p> <p>Mr. Reginald McKenna, M.P., First Lord of the Admiralty, accompanied by Mrs. McKenna, visited Pembroke Royal Dockyard on Tuesday. They arrived in the Admiralty yacht “Enchantress” in the early morning, and shortly before 10 a.m. landed at the dockyard, where they were received by Captain-Superintendent H. C. Kingsford, R.N., Staff- Captain Moulton, R.N., J.P. King's Harbour Master, and Mr. Henry Pledge, chief constructor, who accompanied them to the building slip where the unarmoured cruiser “Bellona” is being constructed, on board the cruiser “Boadicea” at the Carr Jetty, and through the yard workshops. It was unfortunate that rain fell during the inspection, but this did not appear to much trouble the visitors, who during the walk through the yard could not avoid exposure to it in many places, Mrs. McKenna being, it was observed, without an umbrella. The inspection of the “Boadicea”, which is tolerably advanced towards completion, appeared to have considerably interested them, as they went over her from end to end on her three decks. Some attention was also directed to the torpedo boat destroyer “Greyhound”, which is lying alongside the “Boadicea”, having her boilers re-tubed and being generally refitted. On leaving Pembroke Dock Mr. and Mrs. McKenna will proceed on a cruise round the coast in the Admiralty yacht.”</p>
			<p>23rd October 1908 The Pembroke County Guardian and Cardigan Reporter reported the following:</p> <p>On Tuesday afternoon a torrent of rain descended, and continued steadily for over an hour. The water poured down the streets into the low-lying portions of the town, and many people had their basements flooded. A quantity of water from Barrack Hill ran down the Avenue into the Royal Dockyard, and the basements of the residence of the Captain Superintendent (Capt. H. C. Kingsford), and several others of the officials were flooded.”</p>
			<p>6th November 1908 The Pembrokeshire Herald and General Advertiser wrote:</p> <p>The Captain-superintendent of Pembroke Royal Dockyard, Captain H. C. Kingsford, has been promoted Rear-Admiral, and will vacate his present appointment on December 5. He will be succeeded as Captain-Superintendent by Captain Godfrey, in command of the battleship “Commonwealth”. Before coming to Pembroke Dockyard Captain Kingsford was in command of the battleship “<i>Goliath</i>”.”</p>
			<p>6th November 1908 The Evening Express (Second Edition) newspaper reported on the following: “... PEMBROKE ROYAL DOCKYARD. PROMOTION FOR THE CAPTAIN-SUPERINTENDENT.</p> <p>The Captain-superintendent of Pembroke Royal Dockyard, Captain H. C. Kingsford, has been promoted Rear-Admiral, and will vacate his present appointment on December 5. He will be succeeded as Captain-Superintendent by Captain Godfrey, in command of the battleship “Commonwealth”. Before coming to Pembroke Dockyard Captain Kingsford was in command of the battleship “<i>Goliath</i>”.”</p>
			<p>13th November 1908 The Pembroke County Guardian and Cardigan Reporter addressed the following: “... NEYLAND FISHING INDUSTRY. THE OPENING NEXT MONDAY. AN AUSPICIOUS EVENT.</p> <p>Next Monday will be a red-letter day in the history of the town of Neyland, for it is on that day that the ceremony of the opening of the fish market and ice factory takes place, and it is hoped that this will be the herald of a new era of prosperity for the town.</p> <p>It is now nearly two years since the idea of establishing a fishing industry at Neyland was first promoted, and the promoters of the scheme have had many difficulties to overcome, but they have now nearly all been surmounted. The new ice factory at Barnlake- a building fitted up with most modern machinery has been working for nearly two months. Ice has been supplied to Milford, Tenby, and other places, and there is now a stock of 200 tons on hand. The pier is not yet completed, but everything will be in working order by Monday. The market is complete, and five trawlers belonging to the company are now at work on the fishing grounds. They are The Bush (Capt. Moran), Apley (Capt. Davies), Angle (Capt. Limrick), Caldly (Capt. James), and the Slebech (Capt. Sheldon, late of the Bush).</p> <p>We understand that it is proposed to dredge Barnlake Pill, and a dredger belonging to the G.W.R. has arrived.</p> <p>As stated above, the fish market and factory open on Monday. Arrangements have been made for a regular supply of fish each day. The five boats above named, and four boats belonging to the Pembrokeshire Trawling Company, will regularly use the port, and possibly later on the boats belonging to the Pater Company will follow suit.</p> <p>The first sale of fish by auction at the market will take place at ten o'clock, and a train will be run every day, leaving Milford at 9.22 a.m., for the convenience of buyers residing at that port.</p> <p>The opening of the ice factory will take place at 3 p.m. on Monday, and the ceremony will be performed by Lady Philipps, of Picton Castle. The Company have issued a large number of invitations, and a special train will be run to Neyland, leaving Whitland at 1.10 p.m. Then the market will be opened,</p>

			<p>and this ceremony will be performed by Mrs. H. C. Kingsford, wife of Rear-Admiral Kingsford, Superintendent of Pembroke Royal Dockyard.</p> <p>The townspeople have decided to celebrate the occasion as a public holiday, and the shops will close at one o'clock. Just before six o'clock a torchlight procession will form-up near the offices of the Trawling Company, and headed by the Pembroke Dock Temperance Band, will parade the town. The route taken will be as follows: —Neyland Hill, Cambrian Terrace, Lawrenny Street, Frederick Street, John Street, Front Street, to Honeyborough, Honeyborough Green, Water Street, and back to the South Wales Hotel. A large number of people have signified their intention of taking part in the procession in costume, whilst there will also be several emblematical cars, and it is hoped that the members of the Urban Council and the local Friendly Societies will also take part.</p> <p>In the evening a banquet is to be held at the South Wales Hotel, under the auspices of the Chamber of Trade, at which the directors of the Neyland Trawling Company will be the guests. A concert will also be given in the National Schoolroom by the Neyland Pierrots, and this will be followed by a dance....”</p>
			<p>13th November 1908 The Pembroke County Guardian and Cardigan Reporter covered the following: “..... PEMBROKE DOCK.</p> <p>On Monday last the King's Birthday was celebrated. At noon, as is the custom, a Royal Salute of 21 guns was fired from the Defensible Barracks.</p> <p>The Captain-superintendent of Pembroke Dockyard, Capt. H. C. Kingsford, has been promoted Rear-Admiral, and will vacate his present appointment on December 5. He will be succeeded as captain-superintendent by Capt. Godfrey II. Munday, M.V.O., in command of the battleship Commonwealth. Before coming to Pembroke Dockyard, Capt. Kingsford was in command of the battleship “Goliath”. .”</p>
			<p>20th November 1908 The Pembroke County Guardian and Cardigan Reporter covered the following: “.... LONDON COLLEGE OF MUSIC. PRIZE DISTRIBUTION.</p> <p>The annual distribution of prizes and certificates in connection with the Pembroke Dock centre of the London College of Music, took place on Wednesday afternoon at the Temperance Hall, the ceremony being, performed by Mrs. H. C. Kingsford.</p> <p>The Rev. G. P. Gabriel, vicar of Warren, presided, and in a most interesting address spoke of the great power of music, and also referred to the love of music many great men had. Music played an important part in the religion of the Church, and also in the revivals they had from time to time. Let them just think what a church service would be without music. How miserable and dull it would be. Music was the handmaid of religion, and he thought there was nothing more inspiring than to hear a choir singing good music. Like a hunter thrilled at the music of the hounds, so his whole soul thrilled when he heard a good solo, a good orchestra, or a good chorus. Music he considered, had developed of late more than any other art, and he thought it was largely attributable to such institutions as the London College of Music, which was doing a great work in the musical world. This year it celebrated its coming of age, and he might mention that during the 21 years it had existed it had grown tremendously, and 180,000 pupils had been examined, whilst there were 45 highly qualified examiners and 9,000 centres. Undoubtedly the L.C.M. was a great power for good in the country. Proceeding, the rev. gentleman spoke very highly of the local secretary (Mr. T. G. Hancock), and said that the people of Pembroke Dock were to be congratulated upon having such a musical man in their midst. He had heard other gentlemen pay high tributes to Mr. Hancock, and he had heard Mr. Hancock's pupils, his orchestra and his choir, and there could be no doubt that he was a most capable musician.</p> <p>Mrs. Kingsford then distributed the various certificates, and also presented two special prizes to the Misses Ida. Bennett and Gertrude Macdonald.</p> <p>At the conclusion a vote of thanks was passed to her upon the proposition of Mr. Bennett. An excellent programme of music was also rendered by a number of the winners of certificates. Songs were rendered by Miss Kathleen Davies, Miss Lily Williams, Miss G. Macdonald, and Miss L. Saunders; pianoforte solos by Master H. Hobbs, Miss Annie Owen, Miss Gwendoline Lile, Miss Gladys Howells. Miss Ida Bennett, Mrs Bessie Evans, A.L.C.M., and Miss A. G. Powell, A.L.C.M., and violin solos by Master H. Potter, Miss Nellie Smith, Miss Frances French, and Miss Lena Harries.</p> <p>Tea was afterwards provided, and in the evening Mr. T. G. Hancock's annual pupils' concert was held, when the hall was crowded to its utmost extent. An excellent programme was provided, and the proceeds were devoted between Victoria Nursing Association, and the Victoria Nurses' Home. A full report of this concert will appear in our next issue.”</p>
			<p><i>The National Archives. ADM 196/87/75.</i> <i>The National Archives. ADM 196/38/794.</i> <i>The National Archives. ADM 196/20/24.</i> <i>The National Archives. ADM 196/38/786.</i></p>