

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
8.	<p>22 May 1854</p> <p><i>Mason 29 May. 1854</i></p>	<p>July 1857</p> <p><i>25 Jul 1857</i></p>	<p>Captain</p> <p>Robert Smart, K.H., K.C.B., R.N.</p> <p>B. Sept 1796.Warkworth, Northumberland, England. Born at Togstone, Northumberland.</p> <p>D. 10 Sept 1874, Chiswick, Middlesex, England. B. Old Chiswick, Middlesex.</p> <p>Educated at Houghton-le-Spring, Durham.</p> <p>Oct 1810 he entered the Navy in, as ordinary seaman and was raised to seaman 1st class, on board the "Adamant", 50, under Captain Matthew Buckle, on flagship of Rear-Admiral Otway, on the Leith station, and, after serving in the he was lent for 8 months to the "Plover", under Capt. Colin Campbell, for 9 months to the "Rifleman", under, Captain Joseph Pearce.</p> <p>9 May 1811 he attained the rank from a rating to that of a Midshipman and as Master's Mate, in the "Pique" 36 and "Glasgow"50, both commanded by Captain Hon. Anthony Maitland, under whom he assisted, in the latter ship, at the bombardment of Algiers, on the 27 Aug. 1816.</p> <p>Mar 1813- Oct 1816, he served on the West India, Brazilian, and Mediterranean stations.</p> <p>1817 he was then received for a few weeks on board the "Queen Charlotte" 100 guns, under Captain Edmond Boger, lying at Portsmouth.</p> <p>Sep 1817 for a 9 months period, after he had passed his examination, he again joined Capt. Maitland in the "Glasgow", on the Mediterranean station.</p> <p>1 Jul 1820 while serving in "Glasgow" in the Mediterranean, he was nominated Acting-Lieutenant of the "Scout" 18 guns, under Captain William Bamsden, and was soon afterwards confirmed</p>	<p>Born the third son (4th child) of Mr. John Smart (1759-1828), of Trew hitt house and Belford, Northumberland, and Dorothy Lynn (?). In all they had 3 girls and 4 boys:-</p> <ol style="list-style-type: none"> Eleanor Smart(abt. 1791) William Lynn Smart of Trew hitt House & Lindon Hall (abt 1791, Wakworth, Northumberland. 24 Nov 1875, Clifton, Bristol, Gloucestershire.) John Newton Smart (abt 1795, Saryton Hortham, Ireland. D.1877, Barnet, Middlesex). Robert Smart. Newton Smart (Rev) (B.30 Jul 1799, Wastworth, Northampton. D. 23 Jun 1879 Berkshire.). Mary Smart (B.abt 1801, Warkworth, Northumberland. D. (?) Margaret Bewicke Smart(B.5 Feb 1803, Alewick, Northumberland. D.27 Jan 1889, Berkshire.). <p>14 Sep 1848 - Married Elizabeth Isabella Sharpe (B.9 Dec 1814, St Dunstan in the West, England. D. 14 Aug 1893, Middlesex. B. Chiswick Old Cemetery.), daughter of Benjamin Sharpe (B.10 Oct 1770., London. D.1838.), of Fleet Street, London. And Ann Kennett (B.1785, London –D. 14 May 1819, Chiswick, Middlesex.).</p> <p>Issues: 2</p> <ol style="list-style-type: none"> Robert William John Smart (B. 7 Oct 1849, Chiswick, Middlesex. D.5 Mar 1904, Bideford Devon, England.). Rev. Isabella Dora Smart (B. 6 Jan 1853, Chiswick, Middlesex. D. 15 May 1935, Hampshire, England.). <p>Smart's daughter, Isabella Dora Smart, married firstly J. H. Anderson; and after his death she re-married on 13 August 1902 Henry Francis Wilson, CMG, and Colonial Secretary to the Orange River Colony. The Orange River Colony was the British colony created after Britain first occupied (1900) and then annexed (1902) the independent Orange Free State in the Second Boer War. The colony ceased to exist in 1910, when it was absorbed into the Union of South Africa as the Orange Free State Province. She returned to the U.K. and died 1935 in Hampshire.</p>

			<p>into the same ship.</p> <p>11 Sep 1820 he was confirmed as substantive Lieutenant in the "Scout" 18 guns, but left her in Oct. 1821.</p> <p>Nov 1821 he was subsequently appointed, again in the Mediterranean.</p> <p>7 Dec 1825 he was appointed to the "Revenge" 76 guns, flag-ship of Sir Harry Burrard Neale.</p> <p>6 Aug. 1826 he was re-appointed to the "Ariadne" 26 guns, Captain Adolphus FitzClarence.</p> <p>Oct. 1827 for a second time to the "CAMBRIAN", 48 guns, commanded, as before, by Captain G. W. Hamilton, under whom he fought at the battle of Navarino, and was wrecked during an attack on a nest of pirates at Carabusa, 31 Jan. 1828.</p> <p>21 Apr 1828 he attained the rank of Commander; served in that capacity in the "Satellite" 18 guns, in the North Sea and South America.</p>	<p>Robert Smart was prolific collector and painter of landscape painting, mainly in watercolours, especially of the Mediterranean, when he was with the Mediterranean. Fleet 1863-66. Paintings include Malta and Gozo.</p>
			<p>1832 was appointed to the "Satellite", and in her made prize of two slavers, one of them laden with 577 Negroes slaves. The "Satellite" was a wooden sailing sloop of 456 tons, launched 2 Oct 1826, armed with 18 guns.</p> <p>18 April, 1832 Capt. Smart was nominated a K.H.; (Knight of the Royal Guelphic Order) [a member of a princely family of Swabian origin from which the British royal house is descended through George I] and in the course of the same year he was created by the King of Prussia a Knight of the Order of the Red Eagle, in consideration of his having been selected to accompany from the river Thames to Germany a miniature frigate presented to that monarch by King William IV.</p> <p>15 Sep 1832- Oct 1834 He was re-appointed Commander in "Satellite", in the North Sea.</p> <p>15 Nov 1833-15 Jun 1834 in the "Satellite" he made obtained the prize ships, the "Paquete da Sol" and the "Duquesa da Braganzaslavers" – one of them laden with 577 Negroes, which were all freed.</p> <p>Oct 1834-Feb. 1835 he officiated as Second-Captain of the "Blonde" 46, under Captain Francis Mason.</p> <p>16 Sept 1832-Oct 1834 he served as a temporary on a number of ships.</p> <p>Oct 1834-Feb 1835 Commander (second in command) in "Blonde", commanded by Francis Mason. "Blonde" was a wooden sailing, 5th rate ship of the line, of 1103 tons, launched 12 Jan 181, of 46 guns.</p> <p>Feb 1835 he was paid off for a short period.</p> <p>26 Feb 1835-Jan 1836 he was re-appointed Commander in "Satellite", South America.</p> <p>10 Jan 1837 he was advanced in rank to the rank of Captain; and was afterwards re-appointed.</p> <p>1837 he was posted in; commanded the "Impregnable" 104 guns. The "Impregnable" was a wooden sailing, 2nd rate ship of the line, of 2406 tons, launched</p>	

1 August 1810, of 98 guns.

1841 Census shows **Robert Smart (1801-1791) [40]**, Captain R.N., living or lodging at Farley Hospital, Alderbury, Salisbury, with his brother Newton Smart(1801)[40]; William Lynn Smart(1791)[50] local county magistrate. Frances Charlotte Smart (1816) [25] wife of Newton. Sisters of Robert & other brothers: - Eleanor (50) [1791] & Mary (1801) [40]. Newton Groombridge (1826) [15] son issue from Newton's 1st marriage to Mary Susannah Groombridge (1795-1824). Children of Frances Charlotte & Newton (2nd marriage):- Dorothea Elizabeth (1836) [5], Mary Henrietta (1837) [4], Charlotte Jane Larenia (1839) [2], and Eleanor Magdalene (1840) [1].

21 Aug 1841-Jun 1843, he was employed in command of the "**Impregnable**" 104 guns and "**Howe**" 120 guns, both flag-ships of Sir Francis. Mason, who was second in command, in the Mediterranean. The "**Howe**" was a wooden sailing, 1st rate ship of the line, of 2619 tons, launched 28 Mar 1815, of 120 guns.

Mar 1843-8 June 1843 Captain Robert Smart was in command of "**Impregnable**" (until being paid off at Plymouth), flagship of Rear-Admiral Francis Mason, second in command, Mediterranean.

13 Aug 1844 -1848, Captain of the "**Collingwood**" of 80 guns, under the flag of Sir George Francis Seymour, operating in the Pacific station, (until being paid off at Portsmouth). "**Collingwood**" was a wooden sailing, 2nd rate ship of the line, of 2589 tons, launched 17 Aug 1841, of 80 guns.

14 Sept. 1848 he married, **Elizabeth Isabella Sharpe**, daughter of the late B. Sharpe, Esq., of Fleet-street, London, Banker.

7 Nov 1849 he was appointed Captain of the "**Indefatigable**", Devonport.

1850 he was next for a short time Captain-Superintendent at Woolwich.

1849-Dec 1852 he commanded the "**Indefatigable**", 50 guns, in the Mediterranean. "**Indefatigable**" was a wooden sailing, 4th rate ship of the line, of 2044 tons, Displacement 2626 tons, launched 27 July 1848, of 50 guns.

22 May 1854-27 Jul 1857 he was appointed Captain of "**Saturn**", Pembroke Dockyard, Captain Superintendent, until advancement to Flag rank. "**Saturn**" was a wooden sailing, 3rd rate ship of the line, of 1646 tons, launched 26 Nov 1786, of 74 guns. Dec 1813 her guns were reduced to guns 4th rate. Sept 1825 she was reduced to operational harbour service. Jan 1840 she was in quarantine service at Milford, commanded by Captain Thomas Sabine Palsley, (*see prior*).

3 Jan 1857 he was appointed paid aides-de-camp to the Queen.

9 Jul 1857 he was advanced and appointed to the rank of Rear-Admiral.

Apr 1860-1863 again he served in various temporary postings.

Jan 1861- April he became Commander-in-Chief, Channel Squadron.

29 Jan 1861-24 Apr 1863 Robert was appointed as Commander-in-chief, Channel squadron (flag in "**Princess Royal**". The "**Princess Royal**" was a wooden sailing, 2nd rate ship of the line, Two-decker, of 3129 tons, Displacement of 4540 tons launched 23 Jun 1853, of 91 guns, carrying a compliment 850 men.

1861 Census shows Robert Smart (1797) [64] Rear Admiral R.N., resident at the Royal Hotel, Devon>Stoke Demeral>Morice>Dist 6. His wife Elizabeth Isabella Smart (1815) [46] was resident at 7, Chiswick Mall with 2 children Robert W.J. (1851- 1849) [10] and Isabella Dora (1853) [8], both born in Chiswick. The family had 7 servants. Ref: Middlesex> Chiswick> Dist6.

1 May 1861 he was re-appointed to the "**Revenge**". The "**Revenge**" was a wooden Two-decker ship, with screw propulsion, 2nd rate ship of the line, , of 3222 tons, Displacement of 5260 tons launched 16 Apr 1859, from the Royal Pembroke Dockyard, of 91 guns, carrying a compliment 860 men. 1 May 1861-14 Apr 1863 she was commanded (from commissioning at Plymouth), captained by Charles Fellows, but the flag ship of Rear-Admiral Robert Smart and the Channel Squadron.

1863 he was appointed Commander-in-Chief in the Mediterranean. His flagship was "**Marlborough**" followed by "**Victoria**" (*below*)

20 Apr 1863-28 Apr 1866 Commander-in-chief, Mediterranean (flag in "**Victoria**").

HMS *Victoria* was the last British wooden first-rate three-decked ship of the line commissioned for sea service. She had a displacement of 6,959 tons; she was the largest wooden battleship which ever entered service. She was also the world's largest warship until the completion of HMS "***Warrior***", [Britain's first ironclad battleship, in 1861]. "***Victoria***"'s hull was 79.2 metres (260 ft.) long and 18.3 metres (60 ft.) wide. She had a medium draught of 8.4 metres (27.5 ft.). Her hull was heavily strapped with diagonal iron riders for extra stability. *Victoria* was the first British battleship with two funnels. She was armed with a total of 121 guns (32 8-inch smooth-bore muzzle-loading guns on the lower gun deck, 30 8-inch (200 mm) guns on the central gun deck, 32 32-pounders on the upper gun deck, 26 32-pounders and one 68-pounder on the upper deck).

"***Victoria***" was ordered on 6 Jan 1855, laid down 1 Apr 1856 at Portsmouth, and launched on 12 Nov 1859. She cost a total of £150,578 (equivalent to £12,764,000 today) and had a complement of 1,000 men.

During trials in Stokes Bay on 5 Jul 1860 "***Victoria***" reached a top speed of 11.797 knots (21.848 km/h), making her the fastest three decker worldwide, along with the French *Bretagne*. Her Maudslay engine was powered by 8 boilers and developed 4,403 ihp.

After completion "***Victoria***" was laid up as part of the reserve fleet at Portsmouth from 1860-1864. She first entered active service on 2 Nov 1864, when she became Flagship of the Mediterranean fleet under Vice-Admiral Robert Smart and Captain James Graham Goodenough (from 1865: Rear-Admiral Lord Clarence Paget, Captain Alan Henry Gardner). "***Victoria***" was based in Malta until 1867 when she returned home. Her armament had been reduced to 102 guns. Her last public appearance came at the 1867 Spithead Review and she was paid off on 7 Aug 1867. She became part of the reserve fleet at Portsmouth again; eventually had her armament reduced to 12 guns, and was sold for scrapping on 31 May 1893 without ever having entered service again. "***Victoria***"'s slightly enlarged sister ship, HMS "***Howe***", was launched on 7 Mar 1860, and achieved 13.565 knots (25.122 km/h) on her sea trials on 1 Jun 1861 (not masted or stored) for an engine power of 4,564 ihp, but was never completed for sea as a line-of-battle ship. She first entered service in 1885 as a training ship at Plymouth, renamed "***Bulwark***" (6,557 tons, 12 Guns). She was moved to Devonport and renamed "***Impregnable***" in 1886. She was Renamed "***Bulwark***" again in 1919; she was finally sold for scrap in 1921.

3 December 1863 he was appointed to the rank of Vice-Admiral.

26 Mar 1865 he was appointed as a K.C.B. (Knight Commander of the Bath).

Spring 1866 He was required to assess the damage caused by the volcanic disturbances in the neighbourhood of Santorini, an island in the southern Aegean Sea, about 200 km (120 mi) southeast of Greece's mainland. It is the largest island of a small, circular archipelago, which bears the same name and is the remnant of a volcanic caldera. It forms the southernmost member of the Cyclades group of islands, with an area of approximately 73 km² (28 sq. mi) and a population of 15,550.

April 1866 he handed over his command.

15 Jan 1869 he was appointed to the rank of full Admiral.

Jan 1869 Sir Robert was awarded a Flag officers good-service pension. And also an Admiral's good-service pension and was placed at the disposal of the First Lord of the Admiralty.

1 April 1870 he retired with the rank and title Retired Admiral.

1871 Census shows Robert Smart (1797) [74] Admiral retired, with wife Elizabeth Isabella (1815) [56] with 2 children Robert W.J. (1851- 1849) [21] and Isabella Dora (1853) [18], both born in Chiswick, living at Rothbury House, with 9 servants. Ref: Middlesex>Chiswick>Dist6.

10 Sep 1874 he Died at his seat, Rothbury-House, Chiswick, on the 10th inst.

			<p>14 Sep 1874 his Obituary appeared in the Times newspaper;- “.....We have to record the death of Admiral Sir Robert Smart, K.C.B., K.H., which occurred at his seat, Rothbury-house, Chiswick, on the 10th inst. The deceased was the third son of the late Mr. John Smart, of Trehwitt house, Northumberland, and was born in 1796. He entered the Navy in 1810, on board the “<i>Adamant</i>”, 50, flagship of Rear-Admiral Otway, on the Leith station, and, after serving in the “<i>Plover</i>”, “<i>Rifleman</i>”, and “<i>Pique</i>”, assisted in the Glasgow at the bombardment of Algiers. In 1820, while serving in the “<i>Glasgow</i>” in the Mediterranean, he was nominated Acting-Lieutenant of the “<i>Scout</i>”, 18, and was soon afterwards confirmed into the same ship. In 1827, while attached to the “<i>Cambrian</i>”, 48, he fought at the battle of Navarino. In 1828 he was promoted to Commander and in 1832 was appointed to the “<i>Satellite</i>”, and in her made prize of two slavers, one of them laden with 577 Negroes. He was posted in 1837; commanded the “<i>Impregnable</i>”, 104, and “<i>Howe</i>”, 120, in the Mediterranean from 1841 to 1843; and the “<i>Collingwood</i>”, 80, in the Pacific from 1844 until 1848. From 1849 until the close of 1852, he commanded the “<i>Indefatigable</i>”, 50, in the Mediterranean. He was next for a short time Captain-Superintendent at Woolwich, and was Superintendent of Pembroke Dockyard from 1854 until advanced to Flag rank in 1857. He commanded the Channel Squadron from January, 1861, till April, 1863, and was Commander-in-Chief in the Mediterranean from the latter date until April, 1860. Sir Robert had been in receipt of a Flag officers good-service pension since January, 1869. An Admiral's good-service pension is placed at the disposal of the First Lord of the Admiralty by his death.”</p>
			<p>22 Jun 1857 Royal Visit:His Royal Highness the Prince of Wales (later King Edward VII 1901) came to Neyland by train and boarding the Royal Yacht “<i>Victoria and Albert</i>” off the Dockyard, preceded out of the Haven. Mr William Iveney, R.N., acting second master of the “<i>Saturn</i>,” had the honour of piloting the Royal Yacht on this occasion.....</p>
			<p>3 Jan 1857 the Illustrated Usk Observer and Raglan Herald reported the following:- “....APPOINTMENTS. Captain George Elliot and Captain Robert Smart K H., are appointed paid aides-de-camp to the Queen.”</p>
			<p>12 Jan 1855 the Pembrokeshire Herald and General Advertiser reported thus:- “.....PEMBROKE AND PEMBROKE DOCK. LAUNCH OF HER MAJESTY'S STEAM YACHT. – Tuesday next is the day named for the launch of this magnificent specimen of Naval Mechanism. The time, from the state of the tide, a late one, between five and six o'clock. Every preparation is being made in the town for the reception of a large number of visitors. We hope that our sight-seeing friends will have a fine day, and that they will be gratified. We expect, however, that the concourse of spectators will not be anything like that brought together at the launch of the “<i>Duke of Wellington</i>”. MECHANICS' INSTITUTE. - The half-yearly meeting of the Pembroke-dock Mechanics' Institute took place on Monday evening. The attendance was small as the business was merely routine. The secretary Mr Luke read a statement of the half-yearly accounts, which showed a balance of £16 12s in the hands of the treasurer. There was an increase of about thirty members during the half-year. The Right Hon. the Earl of Cawdor has consented to be a patron of the institution in conjunction with the Superintendent of the Dockyard, Captain Robert Smart K.H. His lordship, in addition to his former valuable gift of "Alison's History of Europe, in twenty volumes, has lately presented a copy of Major Jervis's excellent map of the Crimea, for the use- of the library and reading-room. The committee have resolved to purchase for the library the new edition of the Encyclopaedia Britannica, now in the course of publication. A taste for a superior class of works is rapidly forming amongst the members. Between thirty and forty candidates presented themselves for examination on Monday, there being four vacancies for shipwright apprentices in the Royal Dock- yard. Mr. Good, the master of the apprentice school, examined the candidates in reading, writing, arithmetic, geometry, &c., in the presence of the Superintendent, of Captain Robert Smart, Mr. Lang, the Master-shipwright, and Dr. Malet, the Chaplain. The names of the successful candidates will not be made known until approved of by the Lords of the Admiralty.”</p>
			<p>15 Aug 1857 the Cardiff and Merthyr Guardian Glamorgan Monmouth, wrote:- “.....PEMBROKESHIRE. The launch of the “<i>Melpomene</i>” took place on Saturday' at Pembroke Dock-yard. She is a heavily armed screw frigate of 51 guns, having been converted from a 60-gun ship, for which she was originally laid down. She is jury-rigged and navigated round to Portsmouth for commissioning. She has been cut in half and lengthened amidships and has received a finer entrance and longer, so that she is now about 240 feet in length. Captain Robert Smart, superintendent of her Majesty's Dock-yard, Pembroke, having been promoted to be Admiral, is succeeded by Captain Ramsay, who arrived by express on Wednesday week, and entered on his official duties on the same day. On his arrival he was cordially received by the principal officers of the yard.”</p>