

No.	Service:	Rank:	Names & Service Information:	Supporting Information:
6.	3 <sup>th</sup> Aug. 1848	Sept 1849.	<b>Peter Richards, K.C.B., R.N.</b>  <b>B. 1789</b> , Maker, Cornwall, England. <b>D. 16 March 1869.</b>  <b>1798</b> Peter Richards joined and entered the Royal Navy on board the " <b>Cambridge</b> " of 74 guns; she was actually an 80-gun third-rate ship of the line, built at Deptford Dockyard to the draught specified by the 1745 Establishment as amended in 1750, launched on 21 October 1755. But the number of her guns was reduced in 1798 when she acted as a guard and training ship out of Plymouth. She was captained by Richard Roger, bearing the flag of Sir Richard King at Plymouth, where, with the exception of a few months in 1799 and 1800, Richards continued to be employed here until May, 1802. " <b>CAMBRIDGE</b> " also transferred survivors from the wreck of HMS <i>Colossus</i> in 1798 from the brigs which had initially rescued them to HMS <i>Castor</i> . <b>Apr 1802</b> Richards was attached to the " <b>RÉSOLUE</b> ", she was the Spanish xebec <i>O Hydra</i> , that the French captured in 1794 and renamed <i>Résolue</i> in 1795. The British captured her in 1795; she was last listed in 1802, with Lieutenant-Commander Thomas Richards ( <i>no relation</i> ). Peter Richards was mentioned in the "Phillimore Papers" now held by the National Archives. <b>Nov 1802-Dec 1807</b> he served on the Home and Mediterranean stations, principally in the capacity of Midshipman, in the " <b>CULLODEN</b> " 74, she was a 74-gun third rate ship of the line, launched on 16 June 1783 at	<p><i>No exact detailed lineage for Peter Richards has been found or identified to date. The following details on his sisters were obtained from the respective Census and Probate returns listed below. There also appears to be some difference in his DOB, even between Navy Lists and his biographers, 1787-1789. His baptism entry shows the DOB as 10 Oct 1789 and a Baptism date of 16 Sep 1795, Maker, Cornwall, England. [Maker is on the west side of Plymouth Sound, and the south side of the harbour of Hamoaze, opposite Stonehouse and Devonport, (Cornish: Magor)]. Church records show his parents as <b>Father-Thomas Salmon Richard; Mother Lydia.</b></i></p> <p><b>1841 Census</b> shows <b>Richard Peters[40 years old]</b> Navy, with sisters <b>Flower[40]</b> and <b>Lytina[30]</b> living at East Emma Place, Devonport, East Stonehouse, Devon.</p> <p><b>1851 Census</b> shows <b>Peter Richards (1790) [61]</b> [Captain] unmarried, with two sisters Flora (1784) [67] and <b>Lydia (1796) [55]</b> together with five 5 servants, living within the Royal Dockyard Chatham, Gillingham, Kent.  Peter Richards (1790) [61] born Maker, Cornwall.  Lydia Richards (1796) [55] born Maker, Cornwall.  Flora Richards (1784) [67] born Hull, Yorkshire.</p> <p><b>1861 Census</b> shows <b>Peter Richards (1790) [71]</b> [unmarried], Rear Admiral on half pay, commissioner of the Royal Naval Hospital, Greenwich] with his sister <b>Lydia (1795) [66]</b> together with five 5 servants, living at 38, Wimpole Street Portland Place, Marylebone, London.</p> <p><b>Probate Record:</b> show the following:  <b>1858-Flower Richards</b>, Baptised 5 June 1873, Hull, Yorkshire. Daughter of <b>Thomas Salmon Richard</b>. She died <b>22 Mar 1877</b> at 38, Wimpole Street Portland Place, Marylebone, London. Leaving her estate to Richard. – She appears on no Census.  <b>1869</b> - Peter Richards –Probate 10 Apr 1869 to his sister Lydia Richards.  <b>1877</b> for Lydia Richards of 38 Portland Place- Marylebone-London –who died 22 Mar 1877. Leaving her estate to Richard. Lydia appears on the 1871 Census as single and holder of the Richard Funds.</p>
	Mason Oct. 1848	Sept 1849		

			<p>Rotherhithe. She took part in some of the most famous battles of the French Revolutionary Wars and the Napoleonic Wars. She was flag-ship of Rear-Admirals Jas. Richard Dacres and George Campbell.</p> <p><b>12 Dec 1807</b> Richards was appointed to the rank of Lieutenant.</p>	
			<p><b>14 Dec 1807</b> appointed as Lieutenant in "<b>Repluse</b>", a 74-gun third rate ship of the line, launched on 22 July 1803 at Deptford, under Captain Hon. Arthur Kaye Legge, part of the force employed in the expedition to the Walcheren in 1809; [The Walcheren Campaign was an unsuccessful British expedition to the Netherlands in 1809 intended to open another front in the Austrian Empire's struggle with France during the War of the Fifth Coalition.]</p> <p><b>1808</b> he was posted to the "<b>Dreadnought</b>"; she was a 98-gun second rate vessel. She was a ship of the line, launched at Portsmouth at midday on Saturday, 13 June 1801; she had spent 13 years on the stocks. She was the first man-of-war launched since the Act of Union 1800 created the United Kingdom of Great Britain and Ireland, and at her head displayed a lion couchant on a scroll bearing the Royal arms as emblazoned on the Standard.</p> <p><b>1809</b> Richards was posted to the "<b>Princess Royal</b>" 98 guns, she was a 90-gun second-rate launched in 1773. She was rearmed to 98 guns in 1800, and then reduced 74 guns in 1807. Both of the above vessels were commanded by Captain Robert Carthew Reynolds.</p> <p><b>1810</b> Richards was re-posted to "<b>Hercule</b>" 74 guns, a third rate ship of the line of the Royal Navy. She was previously <b>Hercule</b>, a <i>Téméraire</i> class ship of the line of the French Navy, but was captured on her maiden voyage in 1798, and spent the rest of her career as a British ship. She was broken up in 1810-1811. She was under the command of Captain Hon. John Colville.</p> <p><b>1810</b> Richards was relocated to "<b>Ocean</b>" 98, 2nd rate, 98 guns 2291 tons, launched Chatham: 24 Oct 1805, Plymouth Dock 3 Sep 1811 Came out of dock, the flag-ship of Lord Collingwood.</p> <p><b>23 Feb-4 May 1811</b> he was subsequently appointed to the "<b>MONTAGU</b>" 74, under Captain John Halliday. "<b>REVENGE</b>" of similar force, successive flagship at Cadiz, off Toulon, and in the Adriatic, of Admirals Hon. A. K. Legge and Sir John Gore, to the latter of whom he became First-Lieutenant – in the course of 1815, after seven mouths of half-pay, to the "<b>Leviathan</b>" 74, Capt. Thos. Briggs, "<b>ALCMÈNE</b>" 38, under Captain Jeremiah Coghlan, and "<b>BOYNE</b>" 98, the flag-ship of Lord Exmouth, all in the Mediterranean.</p> <p><b>14 Oct 1813-8 Nov 1813</b> at night of, having handsomely volunteered his services, Mr. Richards took command of the boats of the "<b>Revenge</b>" of 74 guns, a 3rd rate vessel of 1954 tons and succeeded, without a single casualty, in cutting-out from the harbour of Palamos, a French <i>felucca</i> privateer carrying 49 men, 20 of whom jumped overboard and effected their escape.</p> <p><b>3 Jul 1816</b> he was posted to the "<b>Queen Charlotte</b>" 100. For his conduct as First-Lieutenant of that ship, which also bore the flag of Lord Exmouth, at the bombardment of Algiers, where, in the "<b>Queen Charlotte's</b>" barge, he boarded and in 10 minutes set fire to a frigate.</p> <p><b>16 Sep 1816</b> he was promoted to the rank of Commander.</p> <p><b>20 Oct 1826-17 Sep 1828</b> Commander of "<b>Pelorus</b>" of 18 guns, a wooden sailing Brig sloop of the <i>Cruizer class</i>, of 385 tons, launched 25 Jun 1808. She was operational in the Mediterranean.</p> <p><b>17 Sep 1828</b> he was promoted to Captain, he continued on the Mediterranean station</p>	

until advanced to Post-rank.

**19 Dec 1831-1834** Richards was given command as Captain of HMS "*Asia*" was an 84-gun second rate ship of the line, launched on 19 Jan 1824 at Bombay Dockyard. She was flagship of Rear-Admiral William Parker, Lisbon.

**1 Nov 1835-1837** Richards was given command as Captain in "*Volage*", she was a Sixth-rate Sailing frigate of 28 guns, launched in 1825; Richards served in the Mediterranean.

**1841 Census** shows Peter Richards [40] Navy, with sisters Flower [40] and Lytina [30] living at East Emma Place, Devonport, East Stonehouse, Devon.

**5 Apr 1841-1844** Richards was given command as Captain of the "*Cornwallis*", she was a 74-gun third rate ship of the line, of the *Venguer class*, launched on 12 May 1813 at Bombay. She was built completely of teak. "*Cornwallis*", was then flagship of Rear-Admiral William Parker, East Indies (including the first Anglo-Chinese war). In this vessel Richards took part in the in the First Opium War, or the Anglo-Chinese War. After China's defeat in the First Opium War, representatives from the British and Qing Empires negotiated a peace treaty aboard "*Cornwallis*" in Nanjing. On the **29 Aug 1842**, British representative Sir Henry Pottinger and Qing representatives, Qiying, Yilibu and Niujian, signed the Treaty of Nanking aboard her.

**21 Jul 1842** at Chin-Kiang-Foo Captain Peter Richards landed at the head of 200 marines, and was seriously wounded.

**1842-1844** Captain Richards played a distinguished part during the operations on the coast of China, where he served on shore in the attack on the enemy's entrenched camp on the heights of Segaoon. On March 15, five days after this slaughter, the Chinese suffered a comparably harsh defeat at Segaoon, in the countryside near Ningpo. Two months after this, beginning in mid-May, the British expedition resumed its push north, greatly replenished by reinforcements from India. The British initially intended to attack the strategic city of Hangchow (Hangzhou) in the basin of the Yangtze River north of the Ningpo-Chusan area where they had wintered over. After discovering that the bay there was too shallow to allow entry of their large warships, they turned their attention further north. The first noteworthy battle in this final advance came on **May 18 1842**, with a British victory at Chapu that provided heroes and horrors in equal measure. Located on the coast between Hangchow and Shanghai, Chapu was known as a "Tartar" city—a misleading term the foreigners commonly used to denote the multi-ethnic cadre of "bannermen"—comprised of Manchus, Mongols, and Chinese—who served as an elite military force for the Manchu rulers. This elite cadre maintained detached residences in the city—and, as it turned out, adhered to a grim, "no-surrender culture". The confrontation at Chapu gave the British a martyred officer: Lieutenant-Colonel Tomlinson, who died instantly after being struck in the neck by a bullet. (Total British losses at Chapu were 10 killed and fifty wounded, against five to six hundred Chinese dead.) Tomlinson's fatal encounter occurred near a "joss house"—a building in which an eclectic mixture of saints and deities was venerated—that became remembered for various reasons in subsequent war stories. The colonel was killed there. A large contingent of bannermen barricaded in the building earned the admiration of their antagonists by refusing to surrender. And when the British forces took Chapu itself, they discovered that the cult of death-before-surrender was not confined to the warriors. To their horror, they came upon the corpses of women and children who had taken poison, or been given poison, or been strangled or killed in other ways by their kith and kin when news of the defeat reached town. This was the first time, but not the last, that the invaders confronted such a gruesome response to their offensive. One month after Chapu, the British expedition attacked Woosong on the mouth of the Hwangpu River that flows through Shanghai (**June 16**), and Shanghai itself three days later. Part of the advance on Shanghai was done on land, with British forces picking up coolie labour along the way. At that time, Shanghai was still a small town—nothing like the major metropolis it became by the end of the 19th century. As usually happened,

looting by native residents broke out in Woosong and Shanghai soon after the British had wreaked their destruction. After Shanghai, the British turned their eyes to Nanking (Nanjing), the huge former Ming dynasty capital up the Yangtze River. On July 21, Chinkiang (Zhenjiang), a large walled city at the strategic juncture of the Yangtze River and Grand Canal—150 miles from the sea and 45 miles downriver from Nanking—fell to the invaders in what turned out to be the final major battle of the war. Close to 3,000 Manchus, Mongols, and Chinese fought stubbornly but vainly against a British force of around 7,000 men in this brief last stand by the Qing military. Much of Chinkiang was destroyed, and thousands of its fighting men and residents perished—under the assault of the foreigners; in a paroxysm of plunder and arson by Chinese mobs and marauders; and, as in Chapu two months earlier, in a frightful communal spectacle of suicide and the killing of family members. With the fall of Chinkiang, the way to Nanking now lay open. By early August, the British forces were within firing range of the celebrated walls of the great city, and Qing officials finally realized the foreigners were in position to cut off all vital commerce between south China and the north. The Yangtze region was “like a throat, at which the whole situation of the country is determined,” Yilibu, the viceroy of Nanking, observed. The enemy, he went on, had already cut off the transportation of salt and grain, and impeded the movement of merchants and travellers. “That is not a disease like the ringworm,” he continued, carried away by his anatomical metaphors, “but a trouble in our heart and stomach.”

**24 Dec. 1842** as a reward for the admirable gallantry, spirit, and judgment he had throughout displayed, he was nominated a C.B.

**Nov 1844** he was on the “*Cornwallis*” of 72 guns, which was later paid off.

**27 Feb 1845** posted to command the “*Hibernia*” of 104, flag-ships of Sir William Parker, with whom he served back in the Mediterranean.

**3 Aug 1846** Appointed as Captain of Yacht “*Royal Sovereign*”, and Captain Superintendent of the Pembroke Royal Dockyard.

**Sep 1849** he left the “*Royal Sovereign*”, and Captain Superintendent of the Pembroke Royal Dockyard.

**31 Aug 1850** Captain of the “*Cumberland*” a guard ship of Ordinary (Reserve) at Chatham. She was a 3<sup>rd</sup> rate vessel of approximately 2214 tons, carrying some 70 guns.

**7 Jan 1851** Captain in “*Boscawen*”, guard ship of Ordinary, (Reserve) Chatham. She was a 3<sup>rd</sup> rate vessel of approximately 2212 tons, carrying some 70 guns, launched on 3 April 1844.

**1851 Census** shows Peter Richards (1790) [61] [Captain] unmarried, with his two sisters Flora (1784) [67] and Lydia (1796) [55] together with five 5 servants, living within the Royal Dockyard Chatham, Gillingham, Kent.

**3 Jun 1854-2 Apr 1857** Commissioner of the Admiralty (Third Naval Lord), succeeding Vic Admiral Sir Richard Saunders Dundas, KCB in that post. He served in that role during the whole Crimean War.

**6 Jun 1855** promoted to the rank of Rear-Admiral.

**Jun 1858** appointed to the position of a Trustee of Greenwich Naval Hospital.

**1861 Census** shows Peter Richards (1790) [71] [unmarried, Rear Admiral on half pay, commissioner of the Royal Naval Hospital, Greenwich] with his sister Lydia (1795) [66] together with five 5 servants, living at 38, Wimpole Street Portland Place, Marylebone, London.

**12 Apr 1862** Retired Vice Admiral.

**7 Jun 1865** he was made K.C.B. (Knight Commander of the Bath).

**12 Sep 1865** Retired Admiral.

**16 Mar 1869** he Died, at 38, Wimpole Street Portland Place, Marylebone, London

**23 March 1869** He is buried at St Andrew's Church, Ham, Church Road Ham Common, Richmond, Surrey, TW10 5HG.

			<p><b>11 Aug 1848</b> The Pembroke Herald and General Advertiser, Newspaper wrote the following:-  “.....<b>PEMBROKE-DOCK</b>. - In consequence of the death of Admiral Robert Honey man, Capt. T. Falcon, now superintendent of the Pembroke Royal Dockyard, becomes rear-admiral of the blue, and will be succeeded at Pembroke yard by <b>Capt. Peter Richards, C.B.</b>, now of the “<i>Hibernia</i>” flagship, in the Mediterranean. ....”</p>
			<p><b>27 Oct 1848</b> The Welshman Newspaper wrote high-lighting concerns in the reduction of the Dockyard workforce:-  “.....<b>PEMBROKE DOCK YARD</b>. - A reduction to some extent took place at this yard last week; upwards of 30 mechanics and labourers were superannuated, and their places are not to be filled up by others. The sums granted them as pensions have been of a liberal description. During the absence on public leave of the Superintendent, <b>Captain Peter Richards</b>, the Master Shipwright, Richard Abethel, Esq., the next principal officer is carrying on the duties of the arsenal. The members of the Board of Admiralty forming the Finance Committee, are expected at Pembroke on the 3rd of next month, from Devonport. The Admiralty have ordered jury gear to be forwarded to Pembroke for the “<i>Arethusa</i>”, frigate. ....”</p>
			<p><b>30th Mar 1849</b> The Welshman Newspaper reported the following:-  “....<b>LOCAL INTELLIGENCE. - CARMARTHENSHIRE.</b>  ...HER MAJESTY'S LEVEE. -- The Queen held a levee on Wednesday afternoon, in St. James's Palace. Her Majesty arrived from Buckingham Palace, escorted by party of Life Guards. His Royal Highness the Hereditary Prince of Parma attended the levee. The Queen and Prince Albert having entered the Throne-room, foreign diplomatic circle was introduced. The general circle was attended, amongst others, by David Morris M.P. J. H. Vivian, M. P., H. Gwyn, M. P., Esqrs; Hon. G. R. Trevor. M. P., Sir H. de la Beche, Col T. Wood, W. Jones Lloyd, Esqrs., was presented to Queen by Mr. Vivian, M. P.; Lieutenant Wingfield on his marriage, by Lieutenant-Colonel the Hon. George Rice Trevor; <b>Captain Peter Richards, C.B.</b>, on return from foreign service, and appointment as captain superintendent of Pembroke Dockyard. ....”</p>
			<p><b>8 Jun 1849</b> The Welshman newspaper wrote:-  “.....<b>ROYAL DOCK YARD</b>. - A steam frigate, named the “<i>Baracouta</i>”, (being a sister ship to the “<i>Buzzard</i>”, lately launched from this arsenal,) is in the course of erection in the slip lately occupied by the “<i>Desperate</i>”.  A CONCERT. -- Mr. F. Ribbon gave a concert on Wednesday evening in the Temperance Hall, under the patronage of <b>Capt. Peter Richards, C. B.</b> and the Officers of Her Majesty's Dock Yard. The selections were from some of the most eminent composers. Miss Ribbon accompanied on the harp and Master Ribbon on the French flageolet. The band of the Dock Yard battalion was in attendance. ....”</p>
			<p><b>9 Sep 1853</b> The Pembroke Herald and General Advertiser wrote:-  “.....<b>SUPERINTENDENTS OF DOCKYARDS</b>.- It is now generally supposed that <b>Capt. Peter Richards, C.B.</b>, Captain Superintendent at Chatham, will succeed Commodore Eden at Woolwich, when that Officer's term of service expires. Sir Thomas Pasley will probably be offered Chatham, and Captain R. L. Baynes, C B., is named for Pembroke, or Chatham in case of Sir Thomas's declining it. - <i>United Service Gazette</i>. ....”</p>
			<p><b>4 November 1853</b> The Pembroke Herald and General Advertiser wrote about the Pembroke Royal Dockyard:-  “.....THE New Yacht for Her Most Gracious Majesty is to be built at Pembroke Royal Dockyard. Orders to that effect were last week received at that establishment. She is to be constructed of mahogany - a wood supplied to the Government cheaper than any other kind of durable material.  THE Shipwright suspended from Pembroke Yard on the Inspector's report, which caused so much disturbance on the workmen quitting the Arsenal the other evening, was discharged on Monday last, by Admiralty orders. Some of the workmen have in consequence left the Arsenal, and a very unpleasant feeling of dissatisfaction has been created by the affair. What the result may be it is impossible to say, but some decided steps will soon be taken, now the Captain-Superintendent has returned from leave of absence. For nearly fifty years, both at Milford and Pembroke Yards, the workmen of both establishments have borne characters the most orderly and peaceable imaginable.  <b>SUPERINTENDENTS OF DOCKYARDS</b>. -- The <i>United Service Gazette</i> says, “It is now generally supposed that <b>Captain Peter Richards, C.B.</b>, captain superintendent at Chatham, will succeed Commodore Eden at Woolwich when that officer's term of service expires. Sir Thomas Pasley will probably be offered Chatham, and Captain R L. Baynes, C.B., is named for Pembroke or Chatham in case of Sir Thomas's declining it. "This must be more gossiping supposition, which the month of November will certainly not realise. <b>Captain Richards</b> was doubtless done a great deal for his party, and will assuredly be rewarded accordingly; but we very much question that he will be permitted to run through all the dockyards in the kingdom. He was at Pembroke first, and is now in the fifth year of his time at Chatham. Nor do we believe that Sir Thomas Pasley will have a reappointment seeing he; too, has already served more than four of his term of five years at Pembroke. Nor is it likely that Captain Baynes would accept the Pembroke Dockyard appointment, vice his junior to a more important establishment, seeing that Captain Baynes is senior to both <b>Richards</b> and Pasley. Speculating on the matter we should deem it more</p>

			probable that if Sir. James Graham is shamed out of appointing Captain George Elliot, Commodore Eden will remain I at Woolwich until his turn comes for promotion to the rank of rear admiral. ...” Sir Thomas Pasley was actually appointed. (see below).
			<b>7 Feb 1857</b> The Illustrated Usk Observer and Raglan Herald, Newspaper announced the following.... “ <b>Naval and Military</b> ..... <b>REAR-ADMIRAL PETER RICHARDS</b> , who has long been one of the most efficient Lords of the Admiralty, has been appointed Commissioner of Greenwich Hospital. <b>Admiral Richards</b> was First Lieutenant of the “Queen Charlotte” at Algiers, and has won his way to his present high station solely by his unwearied assiduity and his steadfast honesty of purpose. ....”
			<b>1886</b> a Chapel was opened for worship, St. Peter's Memorial Mission Chapel at Saltash Passage near St Budeaux in Cornwall was built in his memory of <b>Admiral Peter Richards</b> . This Anglican Mission Chapel of Saint Peter was situated in Wolseley Road at Saltash Passage, between Little Ash Gardens and Little Ash Road. When it was constructed it was actually in the County of Cornwall, until Saltash Passage was transferred into Devon in 1895. The Chapel was dedicated to the memory of <b>Admiral Sir Peter Richards, KCB</b> , a former resident of Saltash passage. As a Rear Admiral he had been Flag Officer at Greenwich Hospital and for a short while before his death in 1869 has been a Lord Commissioner of the Admiralty. The foundation stone was laid by the Reverend Prebendary Wilkinson DD, on Wed. <b>23 Sep 1885</b> . Amongst others present were Admiral Morshead; Admiral Saumarez; the Reverend Wollaston Goode, the vicar of Saint Budeaux; the Reverend Doctor Dickson RN; the Reverend and Mrs T Wakeford; Colonel and Mrs Chard; Miss Wilkinson; Mr A Hingston JP; Doctor and Mrs Paget-Blake; Mrs Moore and Miss Avent. Worshippers in the area had previously gathered in a room rented for the purpose, which a Miss Honey prepared and fitted-up at her own expense. The congregation soon outgrew the accommodation and so it was decided to erect a Mission Chapel. Lord William Compton kindly gave them a piece of land on a long lease and at a nominal rent. Saint Peter's was seriously damaged during the air raids of the Second World War and never reopened. It was demolished in <b>1956</b> .
			<b>20 Mar 1869</b> The Cardiff Times Newspaper wrote:- “..... <b>FROM OUR LONDON CORRESPONDENT</b> <b>LONDON, THURSDAY.</b> .....Few men living had seen more active service than <b>Admiral Sir Peter Richards</b> had. He was at Walcheren, at Algiers, and in China. As lieutenant of the “Revenge”, he commanded the boats of that ship, and succeeded, without a single casualty, in bringing out from the harbour of Palamos a felucca privateer. He was Lord Exmouth's flag-lieutenant at the bombardment of Algiers, and being in command of the “Queen Charlotte's” barge, he boarded and set on fire an <i>Algerine</i> frigate, for which gallant conduct he was promoted to the rank of commander. He next served under Sir William Parker in the Mediterranean. He was then appointed to the command of the “ <b>Cornwallis</b> ”, and was wounded while leading 200 marines in an attack on the Chinese at Chin-kiaDg-foo. For this service he was made a C.B. in 1842. He subsequently attained the highest rank in the profession, though he had no interest and nothing but his own gallantry to help him on. He was a Lord of the Admiralty in Lord John Russell's first Administration, and was subsequently a commissioner of Greenwich Hospital. His snow-white hair and fresh face, and his frank open manner, made him a great favourite. Up to within a few days of his death he was hale and vigorous, and no one would have supposed that he had passed fourscore years. ....”
			<b>15 May 1869</b> The Western Mail Newspaper reported the flowing:- <b>WILLS AND BEQUESTS.</b> .....The will of <b>Admiral Sir Peter Richards, K.C.B.</b> , late Commissioner of Greenwich Hospital formally Lord Commissioner of the Board of Admiralty, was proved in London under £14.000 personalty. .... <i>Illustrated London News</i> .